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COMPASS
DECEMBER 2016 NO. 255
The Caribbean's Monthly Look at Sea & Shore

HOLIDAYS CARIBBEAN STYLE!

WILFRED DEDERER

Story on Page 24


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The Caribbean's Monthly Look at Sea & Shore

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DECEMBER 2016 • NUMBER 255



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INGA BEITZ

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December and January in the Caribbean are filled with holiday delights, ranging from lighted boat parades to Christmas carols played on steel pans.
On the cover, Wilfred Dederer captures New Year's Eve fireworks over Admiralty Bay, Bequia



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 *Caribbean Compass* is a brilliant idea. It is a repository for critical information for cruisers, such as details on sources for weather information, changes in regulations, radio nets in the various islands and columns on technical topics such as navigation and astronomy. Even the advertisements give value, detailing places where needed parts and supplies are available, not to mention location of the cruiser hangouts. But the real brilliance of the concept lies in the stories of the adventures, misadventures and concerns of cruisers, written by the cruisers themselves.'
— John Rowland
S/V Silver Seas

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Info & Updates

Beware New Wreck in Tyrrel Bay, Carriacou

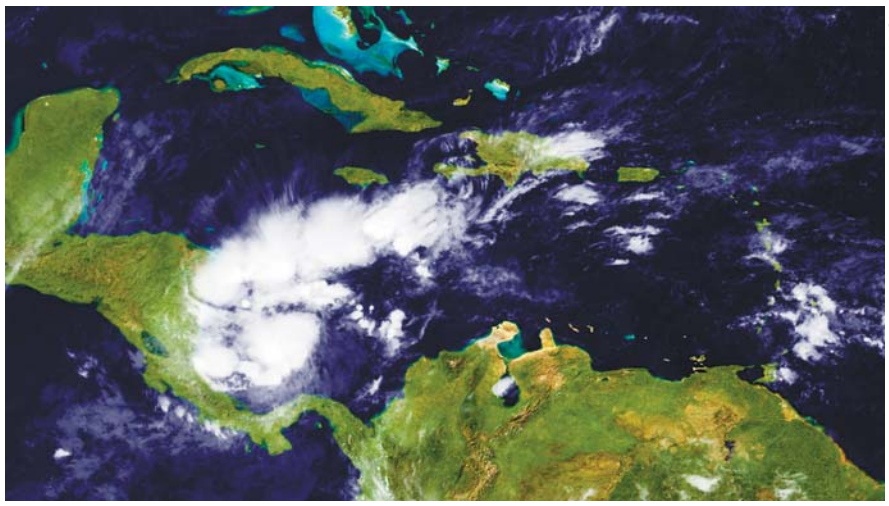
As of November 14th, there is a new wreck to watch out for when anchoring or maneuvering in Tyrrel Bay, Carriacou. The big wooden ketch *Marsvinet* sank in 20 feet of water at about 12°27.45'N, 61°29.31'W. Although resting on the bottom, the wreckage is nearly surfacing. It has no rig.

The wreck is temporarily marked with an old buoy.

Odd Hurricane Otto

On November 22nd, Hurricane Otto became the latest hurricane formation on record in the Caribbean Sea, according to the National Hurricane Center.

As this issue of *Compass* went to press, the extremely rare late-November Tropical Storm, earlier the seventh hurricane of the 2016 Atlantic hurricane season, was poised to make landfall in Nicaragua or Costa Rica.



NOAA

According to NOAA's best track database, only 18 storms of at least tropical storm strength had formed on or after November 21st dating back to 1950. In November, tropical cyclones typically form where the waters are warmest — such as in the western Caribbean Sea.

In NOAA's entire best track database dating to 1842, there have been only three November or later hurricane landfalls in Nicaragua, none of which were as late as Otto.

There is no record of a hurricane ever making landfall in Costa Rica, according to the NOAA best tracks database, so if it does strike there Otto would be a historical first.

Storm surges were reportedly affecting Portobelo and Puerto Lindo in Panama, and on November 23rd, persons were reportedly removed from Gorgidub (Pelican Island) in the San Blas Islands/Guna Yala, which, owing to the impact of storm-generated waves, was eroding rapidly.

For more information visit https://weather.com/storms/hurricane/news

Barbados Cruising Club Elects New Flag Officers

The Barbados Cruising Club held its AGM on November 8th and elected a new Committee and Directors. The Commodore is Bryn Palmer; Vice-Commodore, Jason Cole; Treasurer, Desiree Diaz; Sailing Captain Isaac Brown; Membership Secretary, Donna Chandler; and Secretary, Sasha Knowles. The Directors are Howard Palmer, Robin Birchall and Adrian Clarke.

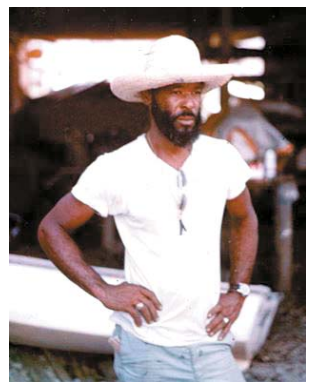
Visit www.barbadoscruisingclub.org for more information.

Petite Calivigny Yacht Club Grenada Elects New Flag Officers

At the Petite Calivigny Yacht Club of Grenada's AGM held on November 10th, the following officers were elected: Rene Froehlich, Commodore; Rick Feld, Vice-Commodore; Jean Robinson, Treasurer; and Daniela Froehlich, Secretary. Floor members are Dieter Burkhalter, Margaret de Roche, Karen Feld and Leonardo Williams. They PCYC extends its thanks to the departing board member, Mike Bingley.

Visit www.pcycgrenada.com for more information.

Eight Bells: Leon A. Lewis



Charter captain Leon Alvin Lewis, known as Bushy or Bequia, who was born in Bequia, St. Vincent & the Grenadines, died on October 22nd, 2016, at the age of 83.

He worked at Dick Avery's Boathouse in Frenchtown, St. Thomas, USVI as a yacht charter captain for 18 years and at the USVI Department of Public Works as a carpenter for 16 years, until his retirement in 1995.

He is survived by his wife of 41 years, Norma M. Lewis of New Jersey; sons, Alvin Lewis and Carty Lewis; daughter, Diane Lewis Shaw; sisters, Addie Telesford, Rita Peters and Laura Glenn; brothers, Randolph Mitchell, Gilbert and Jerome Eldred Marks of…

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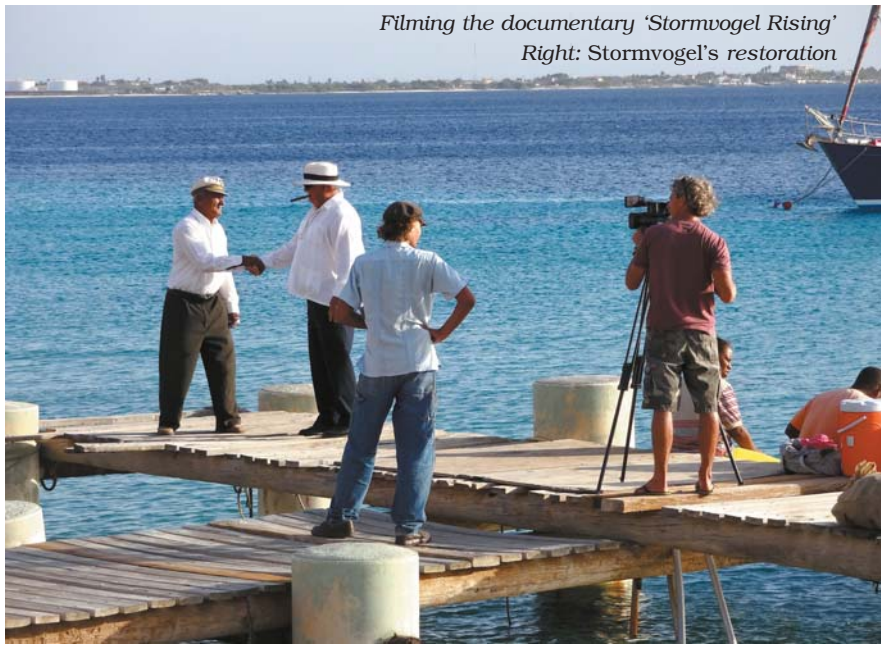
DOYLE CARIBBEAN

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…Canada; cousins, Ken and Fonzie Simmons, Terry and Edith Adams, George and Avis Simmons, and Rocky MacIntosh; sisters-in-law, Marlene Cay, Carol Smith, Doris Hill, Sharon Hill; brother-in-law, Carter Hill; special friends: the Richardson brothers, Allen Henry, Steve, Leslie, Snooky, Jerry and the "Moby Dick" Carnival Group, Ivan Belle, Lyantine Belle, Jerry and Arlene Stevens, Lloyd Bailey and son, Jeffery, Eddie and Bruno, friends from the USVI Public Works and relatives and friends and family in Bequia.

'Vanishing Sail' to Headline Bonaire Maritime Film Festival 2017

Patrick Holian reports: A special evening of film and honor highlight the Bonaire Maritime Film Festival to be held at Plaza Beach Resort Bonaire, Saturday January 14th, 2017 from 5:00 to 7:30PM. The evening will feature the award-winning documentary 'Vanishing Sail'.



Filming the documentary 'Stormvogel Rising'
Right: Stormvogel's *restoration*



This 90-minute film tells the story of trading and smuggling by sail in the West Indies, and follows a community of boatbuilders in Carriacou who struggle to maintain their tenuous grip on a dying skill. Viewers will see shipwright Alwyn Enoe overcome all odds, completing a sloop just in time to compete in the Antigua Classic Yacht Regatta.

—Continued on next page



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'Stormvogel Rising', a short film about the rebirth of the last of the sailing cargo ships of the ABC Islands, will kick off the evening. It shows how the 45-foot cutter, *Stormvogel*, was rescued from a Curaçao backwater and brought home to Bonaire, where it was built in 1951.

The Bonaire Maritime Heritage Foundation organized this event as a fundraiser for *Stormvogel*. All proceeds will go to the boat's historical restoration.

Immediately following will be "A Salute to the Sailors." Five men connected to *Stormvogel* during its early sailing days will be honored on stage. The elderly seamen include Ismael Soliano, captain; Jan Felida, boatbuilding crew; Luis Coffi, cook; and deckhands Lucio Soliano and Boechi Frans. Foundation president, Boi Antoin, and head of restoration, Johnny Craane, will present awards to the crew. Intermission will include a cash bar and snacks.

Plaza Beach Resort Bonaire graciously donated its 150-seat conference room for the event. But it was those from Bonaire's boat industry who donated the funds necessary for the film festival. They include ABC Marine, Boto Blanku, Budget Marine, Don Andres NV, Harbour Village Marina and Wanna Dive. Special thanks to The Sign Studio for graphics and design support. Without their contributions, this event would not be possible.

So mark the date — January 14th, 2017 — and enjoy the shared maritime heritage of our islands through film and celebration. Tickets for the event are $20 and can be reserved at projectstormvogel@gmail.com.

Bequia Mount Gay Music Fest Line-Up

The fabulous 14th Mount Gay Bequia Music Fest is taking place in Bequia from January 19th to 22nd, 2017. There will be an exciting line up for 2017, including the world-famous Jamaican reggae artiste Freddie McGregor, calypsonian "Sweet Soca Man" Baron out of Trinidad & Tobago, the energetic Bajan group 2 Mile Hill, country songbird Leisa Way from Canada, guitarist Toby Armstrong from Barbados, the unique Xavier Strings out of Trinidad, the Signal Band from Dominica, as well as local talent K-netik, the Bequia Blues Band, Andy Cruickshank & Impac, Bequia Kids on Pan and DJ Shatta.



At the Bequia Mount Gay Music Fest 2017, 2 Mile Hill from Barbados will be performing on Saturday night, at De Reef.
See www.bequiatourism.com/bequiamusicfest for the final and complete line-up.

Basil's famous Mustique Blues Festival will travel to Bequia for one night only, on the 20th of January, featuring Joe Louis Walker, Ian Siegal, Zac Harmon and many more!

The festival opens at the Frangipani Hotel with the amazing 13-piece Elite Steel Orchestra on Thursday January 19th. The other official venues are the Bequia Plantation Hotel and De Reef. Sponsors include Flow, Hairoun, Bequia Plantation Hotel, De Reef, Mountain Top, Admiralty Transport, Sotheby's, WAG gas station, Quik Print and CRS Music of Barbados. Tickets will be available at the Bequia Tourism Office from mid-December.

For more information see ad on page 36.

Sailors' & Landlubbers' Auction in Bequia

The Bequia Sunshine School is a non-profit organization for children with special needs. The annual Sailors' & Landlubbers' Auction has become a significant source of income for the school — and a huge source of fun for all who attend!

The 2017 auction will be held at the Black Pearl Restaurant (formerly the Gingerbread) on the waterfront in Belmont, Bequia on February 5th. Viewing starts at 12:00 noon and the auction at 1:00PM sharp. Donated food and drink will be on sale, with all proceeds going directly to the school.

Lend your support by donating items for the auction such as boat gear, art and handicrafts, unwanted gifts, household goods, jewelry and other new or gently used items. Donations can be dropped off at the school during regular school hours.

Don't miss the auction itself and bid for that rare gem that you just can't resist!

Visit www.bequiasunshineschool.org for more information.

Department of Corrections

Lost in space? Last month, the headline for the column 'The Caribbean Sky: Free Show Nightly!' was wrong. Obviously it should have read "Mid-November to Mid-December", not "Mid-October to Mid-November". If we were navigating by the stars, we got lost!

Welcome Aboard!

In this month's issue of *Caribbean Compass* we welcome new advertisers Discover Dominica, on page 13, and Carriacou Marine, on page 21.

Good to have you with us!

SAILING SCHEDULE

Upcoming sailings 2016

FLORIDA – MEDITERRANEAN

Fort Lauderdale	Sept. 2016 ›	Palma de Mallorca	Oct. 2016
Fort Lauderdale	Oct. 2016 ›	Genoa	Oct. 2016
Fort Lauderdale	Nov. 2016 ›	Palma de Mallorca	Nov. 2016

CARIBBEAN – MEDITERRANEAN

St. Thomas	Nov. 2016 ›	Palma de Mallorca	Nov. 2016
Martinique	Dec. 2016 ›	Fos Su Mer	Dec. 2016

CARIBBEAN – FLORIDA

Martinique	Nov. 2016 ›	Fort Lauderdale	Nov. 2016

MEDITERRANEAN – FLORIDA

Palma de Mallorca	Oct. 2016 ›	Fort Lauderdale	Nov. 2016
Genoa	Oct. 2016 ›	Fort Lauderdale	Oct. 2016
Palma de Mallorca	Nov. 2016 ›	Fort Lauderdale	Dec. 2016
Genoa	Nov. 2016 ›	Fort Lauderdale	Dec. 2016

MEDITERRANEAN – CARIBBEAN

Palma de Mallorca	Oct. 2016 ›	St. Thomas	Nov. 2016
Genoa	Nov. 2016 ›	Martinique	Nov. 2016
Palma de Mallorca	Dec. 2016 ›	Martinique	Dec. 2016

FLORIDA – CARIBBEAN

Fort Lauderdale	Nov. 2016 ›	St. Thomas	Nov. 2016

FLORIDA – SOUTH PACIFIC/FAR EAST

Fort Lauderdale	Dec. 2016 ›	Papeete Tahiti	Dec. 2016
Fort Lauderdale	Dec. 2016 ›	Auckland NZ	Jan. 2017
Fort Lauderdale	Dec. 2016 ›	Brisbane Australia	Jan. 2017
Fort Lauderdale	Dec. 2016 ›	Singapore	Feb. 2017

Note: For exact dates check with our booking agencies.

For further information please visit our website or call us to discuss your specific needs.



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RECENT CHANGES IN CARIBBEAN YACHT-RELATED REGULATIONS

"For a crew that is constantly on the move in the Caribbean, our biggest problem revolves around the local governments: dealing with disorganized authorities and forever-changing policies, regulations and rising fees." So said Chelsea Pyne when asked in the September 2016 issue of *Compass*, "What do you see as the single biggest problem facing cruising sailors in the Caribbean today?"

To try to ameliorate this problem as the new sailing season starts, we've rounded up some of the recent changes in regulations that affect yachts moving around the Caribbean.

More positive changes are underway, and we'll cover them as they appear over the horizon. Other sources of updates on rules and regulations in the Caribbean are Noonsite (www.noonsite.com) and Chris Doyle's website (www.doyleguides.com).

Trinidad & Tobago: VAT Dropped, Six-Month Stay Now Automatic

Donald Stollmeyer, CEO of Power Boats, reports: In its Budget Presentation in September, the Government of Trinidad & Tobago proposed to make foreign yacht services VAT-exempt as from the first quarter of 2017.

This means VAT will no longer be charged on docking, hauling and launching services, storage and other on-land services, as well as on all repair services.

Since the imposition of VAT in February 2016, the Yacht Services Association of Trinidad & Tobago (YSATT) has worked assiduously to persuade the government that the imposition of VAT on services provided to foreign yachts would do more harm than good to the economy of T&T. The removal of VAT is welcomed by all industry stakeholders who feel strongly that it was improper for Trinidad & Tobago to charge a local tax on what is essentially an export service.

YSATT has also been actively working to improve T&T's tedious yacht entry and exit procedures, and in November it was confirmed by senior Immigration officials that all visitors arriving on yachts will be granted an automatic six-month stay when they arrive. The same period will be granted to friends visiting the yachts.

On top of this, I had a very productive meeting with senior Customs officers in November, at which it was agreed that all FedEx, DHL and UPS packages for yachts will now be sent from Piarco Airport directly to Customs/Chaguaramas for collection by the yacht.

With the removal of VAT and the introduction of other regulations that will better facilitate foreign yachts, YSATT looks forward to a substantial increase in foreign yacht visits in 2017.

There are other positive considerations in the pipeline (such as the Single Form for entry and exit) but the point is that slowly but surely Trinidad & Tobago is moving towards the implementation of much friendlier yacht-related procedures. We'll keep you informed.

GICHUMBI



Trinidad & Tobago has not only cured the VAT hiccup of recent memory, but has gone further to support its yacht-service industry with positive changes in Immigration and courier-delivery procedures

BVI: All Ashore on Entry, Get Permit to Work on Others' Boats

A longstanding requirement for all visitors to the British Virgin Islands to present themselves to Customs and Immigration upon arrival began to be enforced more vigorously in September. This was a surprise to many arriving by yacht, who were accustomed to the routine of only the skipper going ashore and clearing all crewmembers and/or passengers before the others came ashore.

BVI Commissioner of Customs, Wade Smith, explained that in the past, Customs officers have used discretion and have been lenient in allowing only boat captains to disembark vessels and to take with them all the passports to declare the passengers. (*See full statement at www.bvi.gov.vg/media-centre/hm-customs-protecting-borders-and-safeguarding-tourism.*) However, after conducting random audits they had identified that some captains were not accounting for all the passengers on the vessels.

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He added that the Customs Department is working diligently to create a culture of compliance amongst all its industry stakeholders. Therefore, this requirement will not affect all yachting agents and/or companies, once they are in compliance. Agents and operators who are deemed to be in good standing with HM Customs may enjoy some of the previous procedure privileges. However, the Commissioner said that the Customs Department reserves the right to board the vessels or to have passengers present themselves upon request. *Compass* understands that all persons aboard private yachts must appear when the boat is being cleared into the BVI.

The department is in the process of producing a Customs Procedure Manual that will aid in assisting boaters with meeting the requirements of the regulations.

Mr. Smith is recommending that agents and marine charter companies utilize the SailClear on-line service at www.sailclear.com by submitting pre-arrival notification to the Customs Department. SailClear is a service available for use by yacht skippers who wish to submit their Customs declarations in the form of electronic notifications prior to arrival.

Regarding recent concerns about work permits, if a boatowner is working on their own vessel in the BVI, they do not need a work permit. However, technically, if they are assisting their buddy on another boat, they would need a work permit. That is designed to prevent people from working illegally and saying "I was just helping my buddy out".

Thanks to Janet Oliver and Tom Gerker for information in this report.

Barbados: Clearance Now Available at Shallow Draft Harbour

Yacht clearance can be now completed on site at the Shallow Draft Harbour in Bridgetown — just call the Signal Station on VHF Channel 12 as you approach the island and inform the Radio Operator of your intention. During the winter season there will be dedicated Customs, Immigration and Port Health officials on hand at the Shallow Draft facility to clear incoming yachts. During the off season, the Radio Operator at the Signal Station will arrange for the officials to be present to clear you in. (Note: Although called "shallow draft", to distinguish it from the deep-water harbour for ships, there's plenty of water here for yachts.)



Yacht skippers no longer have to clamber up the big ship wharf at the commercial harbour to clear into Barbados, now that the yacht-friendly dock in the Shallow Draft Harbour is available

SailClear online pre-clearance (www.sailclear.com) will be available shortly.

The new "Barbados 50" dock, which is open to arriving yachts, is located in the Shallow Draft Harbour. Adjacent to the new dock are washrooms and showers, plus a room with washing machines, for use by those on the dock. WiFi is also available on the dock.

Thanks to Alene Dholakia and Peter Gilkes for information in this report.

SVG: SailClear Available Soon; Terminals Installed

SailClear (www.sailclear.com) is an optional service available for use by yacht skippers and other pleasure-craft operators who wish to submit their Customs declarations in the form of electronic notifications prior to arrival, in the more than a dozen Caribbean countries where the system is available. This facility enables registered users to access the system to enter and update notifications about their vessel, crew and passengers while transiting the Caribbean region. Users of SailClear simply submit their voyage details in the first instance; thereafter only minor alterations are needed for ongoing/future voyages. Rather than skippers having to repeatedly fill out clearance forms by hand, Customs officers can simply print out your online form for you to sign.

This service will soon be available in St. Vincent & the Grenadines. Dedicated computer terminals have already been installed in Bequia, Canouan and Union Island for the benefit of yachtspeople without internet access aboard.

St. Lucia: Comprehensive Yachting Policy in the Works



Maritime Consultant in the Ministry of Tourism, Cuthbert Didier, tells *Compass* that St. Lucia is currently in the process of creating a comprehensive yachting policy including incentives to encourage the importation of boats for both private and commercial use, vessel registration, provisioning, tax incentives and more. The intention is that the new policy will be made in collaboration with similar efforts in Martinique, St. Vincent & the Grenadines and Grenada, to create a harmonized yachting space in the Windward Islands. A report has been sent to relevant government ministries leading to a review of legislation affecting the yachting experience in St. Lucia.





BUSINESS BRIEFS

Eastern Caribbean Institute of Tourism Works to Develop Yachting Sector

Many territories in the Organisation of Eastern Caribbean States (OECS) have intensified efforts to develop their maritime sector, given the enormous economic potential of the expanding luxury yachting sector. At the regional level, the OECS Commission has also spared no effort in making the yachting sector a priority on the Tourism Work Programme with the establishment of a Yachting Committee about five years ago, and the coordination of joint promotion of the yachting sector at International Boat Shows.


WWW.CHRISTOPHEHARBOUR.COM

At the national level, there have also been, in recent years, considerable marine infrastructural improvements. One of the most recent developments in this regard is the Christophe Harbour Marina in St Kitts & Nevis, which officially opened in 2015. Christophe Harbour promotes its facility as providing elite luxury yachting services and world-class amenities. The marina, which was developed by a superyacht owner, represents a $100 million infrastructure investment that establishes St. Kitts & Nevis as a major superyacht homeport. The first phase of the marina includes 24 alongside berths that offer freehold berth ownership opportunities and can accommodate 25.9-metre to 91.4-metre yachts. When completed, the luxury marina development will include a shoreside marina village with hotels, restaurants and boutiques.

Last year, superyacht traffic increased by 60 percent in St. Kitts & Nevis. The twin island state also accommodated 134 yachts of more than 100 feet in length. These numbers were consistent with the anticipated 20-percent year-over-year growth of the superyacht industry in the federation.

As investment in the maritime sector expands, the need for more skilled personnel to service the sector also increases. On October 26th, Christophe Harbour held a job fair, in an effort to recruit persons for employment in the maritime sector. Available positions included marina dockhands; marina maintenance engineers; and marina guest services. Such specialized skills are deemed to be lacking in the region.

The OECS Eastern Caribbean Institute of Tourism (ECIT) is designed to address these skill-gaps in the region. ECIT is conceptualized as an integrated system, characterized by centers of specialization that operate in hospitality training institutes in each of the OECS member states.

"Each member state of the OECS will specialize in a niche area in tourism that reflects the respective comparative advantage of each destination," OECS tourism programme officer, Lorraine Nicholas, said.

"The British Virgin Islands, deemed to be the 'sailing capital of the world', will specialize in marine management, boat repairs and maintenance, while St. Vincent & the Grenadines, another of the region's well-known sailing destinations, will offer the specialization of marine and coastal tourism. The ECIT is definitely well-poised to enhance the availability of skills in the region's maritime sector," Nicholas added.

Sea Hawk Launches New Company-Brand Video

Sea Hawk Paints recently launched a new company-brand video, marking a dramatic change in how the company communicates to its customers, the marine community and the press. Using the company story, as told by its co-owners president David Norrie and CEO Erik Norrie, the video positions Sea Hawk Paints in a unique light as it approaches its 40th anniversary.

Watch the video at http://www.seahawkpaints.com/videos/#brand
For more information on Sea Hawk Paints see ad on page 12.

Parts & Power Participates in Volvo Penta Training in Tortola



Volvo's Training Manager Magnus Gedda and Tom Gerker of Parts & Power

Volvo North American Training Manager, Magnus Gedda, held training on the Volvo Penta D1 and D2 engines from October 3rd through 7th in Tortola, British Virgin Islands. Magnus spent October 3rd with the BVI dealer Parts & Power, reviewing the Volvo Vodia tool and applications on the D4 and D6 engines. He then held two two-day training sessions with 12 participants in both classes. The training was held at the Moorings Mariner Conference Room.

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Reaction to the class was overwhelmingly positive. Even though Parts & Power employees had worked with the engine for many years, they came away with knowledge about the engine they did not have before. They all commented that Magnus was not only very knowledgeable about the product, he also had a very good delivery technique ensuring everyone understood all the subject material.

Magnus said of the course: "Volvo North America has set the goal to make Volvo Penta the best-serviced marine engine in the Caribbean. When we hear of cases where there are a large number of technicians needing more information on the product, it is our intention to do whatever we can to get them properly trained."

Volvo routinely sends their field service managers to the Caribbean to meet owners and operators and address any matters associated with their engines. This has greatly improved customer satisfaction with the engines and their serviceability.

For more information on Parts & Power see ad on page 10.

Mercury's Expanding 'Internet of Things'

From Zeus pod drive steering to Joystick Piloting; and from the Skyhook virtual anchor to VesselView, the premiere engine information display in the marine industry, Mercury Marine continues to expand on its "internet of things" strategy to make boating easier. In 2016, Mercury added VesselView Mobile and an updated Joystick and Skyhook feature to its portfolio of technologies.

"It starts with the engine, but if you look around the boat, some of our biggest technology breakthroughs have come from our controls like Joystick Piloting, Skyhook, Active Trim and VesselView," said David Foulkes, Mercury Marine vice president of product development, engineering and Racing & Brunswick Corporation chief technology officer. "We listen to our customers and make judgments based on their needs. Our ability at Mercury to design technologies from the ground up gives us an advantage over the competition."

"The automotive industry does a great job at introducing new technology, and Mercury is doing the same in the marine industry," said George Poveromo, host of NBC Sports World of Saltwater Fishing. "Their attention to detail and extreme focus on what the customer wants not only sets them apart from anyone in the industry, but is helping to grow the industry because they are making boating easier and safer for everyone.

Mercury Marine is the world's leading manufacturer of recreational marine propulsion engines.

For information on Mercury Marine dealers throughout the Caribbean see ad on page 30.

Clear into St. Martin at Island Water World

Enjoy easy, headache-free clearance into French St. Martin — and support the community — at Island Water World.

Valerie Leroy, General Manager of Island Water World French St. Martin, says, "Our customs clearance computer is working again. For us at Island Water World, clearing yachts is a pleasure shared with many children and sporting volunteers. The donation fee is two Euro or two US dollars for private yachts, and five Euro or five US dollars for charter yachts.

"It looks like a drop in the water, but in fact creates an ocean of happiness for all of these small sporting clubs. Last season we collected and donated to:

- February: Association Tous a L'eau (swimming lessons): 360 Euro + US$230
- March: College French Quarter (for kayak sponsoring): 315 Euro + US$420
- April: Rugby Archiball (Tournament Perez, 90 children to send to Guadeloupe); 390 Euro + US$335
- May: Tennis (St. Martin & St. Barth) French Championship: 200 Euro + US$250
- June: St. Martin Extreme Runner: 35 Euro + US$120
- August to September: SNSM: 60 Euro + US$100
- November: will be for Shindokai Kan, Kyokushinkai and Aikido

"Our first clearance customer in November said, 'This service is the best of any in all the islands.' Thank you so much, S/V FoxFire II!"

For more information on Island Water World see ad on page 48.

Grenada Marine: Looking Forward to 2017!

Tracy St. Louis reports: We would like to thank all our customers for choosing Grenada Marine for their 2016 storage, refit and maintenance and we look forward to seeing them again in 2017.



We will be closing operations December 22nd, 2016 and will reopen for our normal business operations on January 3rd, 2017.

Our 2017 Summer Storage and new dock services are now open. Book early to secure your summer storage with us. Ask about our special offers. Booking is easy: you can call or visit our website at www.grenadamarine.com to make your reservations.

There are lots of things that we are excited about for 2017:

- We are in the completion of building the Hawk Epoxy Caribbean 33, a full-on ten-metre race boat, for Grenada Sailing Week in January 2017 and the Heineken Regatta in St. Maarten in March.
- 2017 will see the opening of our refurbished restaurant at Grenada Marine with a new name, some new faces, some familiar faces and a fresh new menu. The provincial location on a safe and beautiful beach is a perfect platform to showcase our family-style restaurant and activities designed for all.

—Continued on next page

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St Maarten, Cole Bay, Tel: 721.544.5310

Marina: Mon - Fri: 8.00am - 5.00pm, VHF: 74

* Multihulls are charged 150%



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• Our learn-to-swim programme will continue every Saturday morning, as it has done for the last nine months. Different learn-to-sail courses will be offered to boat kids and local children alike.

• Several major events will take place this coming year, such as local celebrations in tune with local customs such as St. David's Day and Indian Arrivals Day, along with a fishing tournament and a regatta or two. Full details will be available on our website and Facebook pages.

• Additionally, customers can expect the opening of the new entrance to the yard for 2017 along with enhanced security and yard supervision.

Visit our boatyard today: we pride ourselves in providing quality services in boat storage, repairs and maintenance. Perfect for off-season storage, a topside re-spray, bottom job or compete refit, Grenada Marine is an ideal choice.

For more information on Grenada Marine see ad on page 28.

Duty Free Concessions for Yachts Visiting Martinique

Douglas Rapier reports: We have an existing procedure (Perfectionnement Actif) to obtain duty free concessions for parts and services for maintenance on any yacht flagged outside of the French islands. Douglas Yacht Services uses it for its project management work orders. Any yacht can contact Douglas Yacht Services to get it put in place.

This procedure puts Martinique in line with the rest of the Caribbean with the principle of duty free access to parts and services.

Visit www.douglasyachtservices.fr/?lang=en for more information.

Early Bird and Large Vessel Specials at CCBM Grenada

Arlene Telesford reports: Clarkes Court Boatyard & Marina Grenada is now offering an early bird special of ten-percent discount if you book a six-month haulout for the 2017 season by December 31st, 2016 (special conditions apply). And for vessels 90 feet and over we've got a special rate for you. Send your inquiry to info@clarkescourtmarina.com to receive your large-vessel special rate.



Why should you book at CCBM Grenada? Here is the answer from a client: "The lowest common denominator for any boatyard is that they perform common and skilled tasks for the longevity and performance of expensive boats — and they do so safely and efficiently. What makes certain boatyards stand out from others, are in fact, the employees who work there. Clarkes Court Boatyard & Marina is such a place. For a variety of reasons it stands out as the best haul-out and maintenance facility we have ever experienced in the ten years we've owned our catamaran. I would never be so naive as to call this 'nirvana' (as I'm not overly found of boat-yards — only sailing) but this organization has its act together. Read the current reviews, walk the boatyard for yourself, see the crews in action and then you'll be glad you chose CCBM Grenada for your boat."

Why such a review? Because you are the reason we haul boats!

For more information on Clarkes Court Boatyard & Marina Grenada see ad on page 8.

Happy Wishes from Art Fabrik!

Art Fabrik wishes all you art lovers, *Compass* fans and staff a joyous season: sailing, diving, hiking, shopping, swimming, surfing, compass reading, smiling, dancing, fishing, macoing, relaxing, snorkeling, singing, dining, enjoying, praying, chatting, meditating, whatsapping, bookswapping, racing, painting, cooking, donating, dilly-dallying, birdwatching, beach combing, connecting, jumping, running, cycling, walking, fixing, helping, sharing, dreaming, traveling, loving… and Happy New Year!

Thank you for supporting true craftsmanship made in Grenada.

For more information on Art Fabrik see ad in the Market Place section, pages 41 and 42.

New Year's Eve Extravaganza at Port Louis Grenada

Camper & Nicholsons Port Louis Marina reports: If you've ever spent the festive season in the Caribbean, you'll know how much fun it really is. Grenada has by far the most joyful and jubilant celebrations of all the islands and this year it will be outdoing itself with a packed schedule of events — big and small, throughout high season. See the full schedule at http://en.cnmarinas.com/news/high-season-preview-turn-up-the-heat-this-winter-in-grenada-2

On any night, you can experience open-air dining located next to the water and the high life of the Port Louis Marina Village. Enjoy the romantic ambiance, the lights of St. George's twinkling across the water and the sounds of Caribbean music floating through the air.

On New Year's Eve, however, the marina's Victory Bar goes one step further and puts on a now-famous party that gets better every year.

This year, sponsored by Camper & Nicholsons Port Louis Marina, Victory Bar is presenting the "New Year's Eve All Inclusive Fête" with DJ Stephen from Trinidad & Tobago and DJ Puffy from Barbados, along with local DJs Blackstorm and Turbo. In addition, there will be a series of short live performances from Grenada's best local artistes.

The pool area will be reserved for VIPs, where Veuve Clicquot champagne will be served at midnight. Bars will surround the main stage and Hennessy will sponsor the main bar and chill-out area for all.

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There will be a New Year's Eve Gala buffet dinner from 6:30PM to 9:00PM at the Victory Bar and Yolo Sushi will be open for dining from 6:00PM to 2:00AM.

Expect spectacular fireworks over Port Louis Marina to welcome in the New Year at midnight.



For tickets and further information contact victorybarlime@gmail.com or call (473) 435-7263
To reserve your berth at Port Louis Marina visit http://en.cnmarinas.com/contact-us
For more information on Port Louis Marina see ad on page 26.

How Much Do Yachts Contribute?

An often-asked question is, "How much do yachts contribute to local economies?" While *The Triton* magazine is mainly geared to Florida-based superyachts, they've tackled the question recently with interesting results.

Read the story at www.the-triton.com/2016/11/yachts-give-towns-they-visit-much-directly-and-indirectly

Gill Confirms Commitment to St. Maarten Heineken Regatta

Gill North America has renewed its sponsorship of the Gill Commodore's Cup, which takes place on March 2nd, 2017 and serves as a warm-up to the premier event, the St. Maarten Heineken Regatta. Additionally, Gill has committed to another year as the technical gear provider for the entire event, allowing regatta organizers to plan ahead for both 2017 and 2018, giving them a jump start on the 38th edition.



The Gill Commodore's Cup is open to all boats entered in the St. Maarten Heineken Regatta with the exception of those racing in the Lottery Class. Scored separately, this event will have a prizegiving ceremony after racing at the Princess Port De Plaisance venue location.

"We are very proud to be sponsoring the Gill Commodore's Cup once again. Event managers are striving for over one hundred boats this year," said David Pritchard from Gill North America. "Gill North America is now in high gear producing a unique collection of technical clothing for the 37th edition and the Gill Commodore's Cup. This year we are supplying the Sint Maarten Yacht Club and Heineken with specially designed UV shirts and trucker caps."

The Gill/HR 37 collection will be available for sale at the airport and in Phillipsburg leading up to the event. Budget Marine will also have stock at its Cole Bay location and on site during the event.

Visit heinekenregatta.com for information on the St. Maarten Heineken Regatta.
For more information on Budget Marine see ad on page 2.

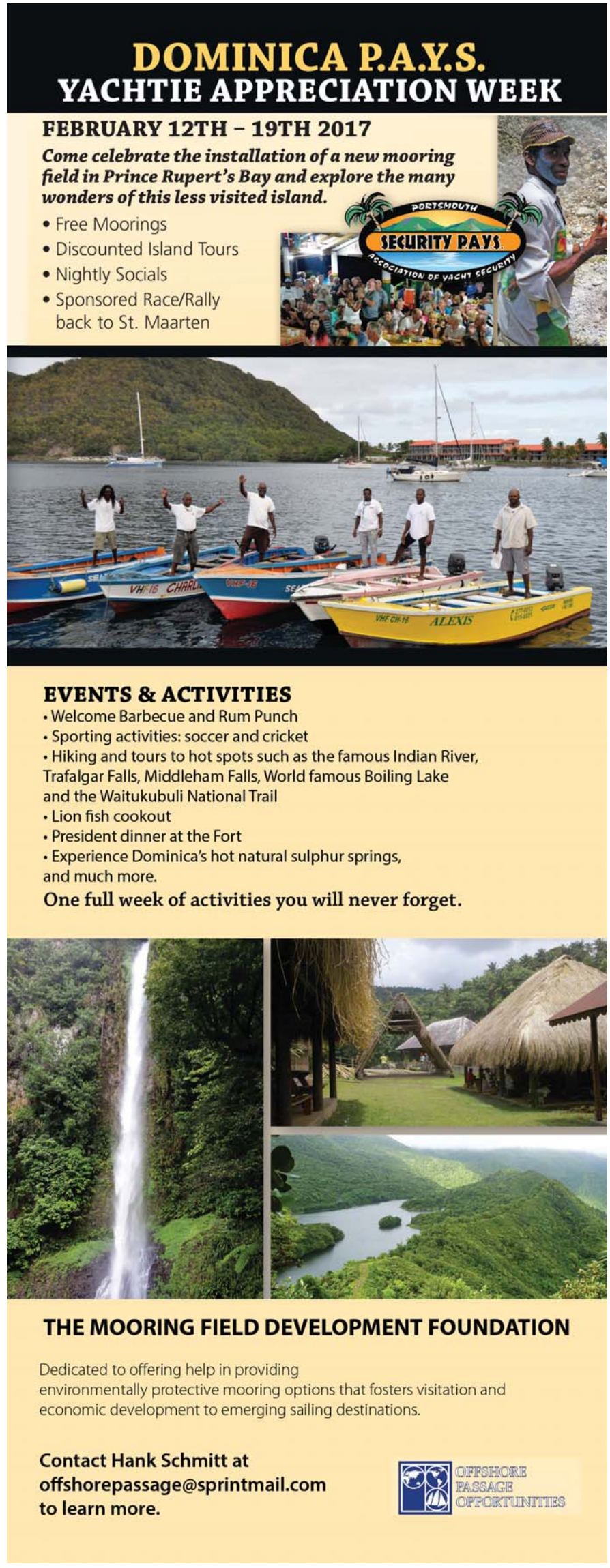
Antigua Sailing Week Announces Yacht Transport Partner

Antigua Sailing Week has announced a further two-year partnership with Peters & May as the Official Yacht Transport and Logistics Partner of Antigua Sailing Week. The agreement was finalized following a successful year in 2016, as it has been some years since Antigua has seen a consistent yacht transport solution into and out of Antigua.

New in 2017, Peters & May will be the sponsor of the Round Antigua Race to be known as the Peters & May Round Antigua Race. This optional race around Antigua on April 29th, 2017 will be scored separately from the full week of racing from April 30th through May 5th. The Peters & May Round Antigua Race is open to all boats, whether or not participating in Antigua Sailing Week, including classic boats finishing their season following Antigua Classic Yacht Regatta, and boats in Antigua in advance of the Antigua to Bermuda Race starting on May 12th.

Antigua Sailing Week is considered one of the Caribbean's most prestigious regattas with more than 100 yachts participating annually and in 2017 will celebrate its 50th edition in style.

Visit www.petersandmay.com for more information on Peters & May.
Visit www.sailingweek.com for full details on Antigua Sailing Week, the Peters & May Round Antigua Race and the Guadeloupe to Antigua Race.



CARIBBEAN ECO-NEWS

Turtle Hunt to Cease in St. Vincent & the Grenadines

As of January 1st, the hunting and consumption of sea turtles and their eggs will be prohibited in St. Vincent & the Grenadines. Four species of turtles have been found in SVG waters. The most common is the hawksbill (*Eretmochelys imbricata*), with smaller numbers of green turtles (*Chelonia mydas*) and leatherbacks (*Dermochelys coriacea*) and, much less frequently, loggerheads (*Caretta caretta*). All are listed as endangered or vulnerable by the World Conservation Union, IUCN, with the hawksbill listed as critically endangered.



The hunting ban in SVG is good news for sea turtles, but they still face threats from pollution, loss of nesting beaches, and ongoing hunts in neighboring islands

TOBAGO CAYS MARINE PARK

Prior to the ban, turtle hunting was allowed between August 1st and February 28th. It has always been illegal to disrupt nests and take eggs.

However, sea turtles are migratory. If turtles are protected in one nation but hunted in another, conservation efforts may be ineffective. In St. Lucia, a moratorium on hunting sea turtles ran from 1996 until 2004, but sea turtle hunting season is now open from October 1st to December 31st. In Grenada, the sea turtle hunting season is open from September 1st to April 30th.

Where turtle hunting is permitted, fisheries regulations generally stipulate that it is illegal to disturb, take, sell, purchase or possess sea turtle eggs; interfere with any turtle nest; take, sell, purchase or possess any under-sized turtle; take, sell, purchase or possess any turtle or part thereof during the closed season.

As reported in the Sea Turtle Recovery Action Plan for St. Vincent & the Grenadines (www.widecast.org/Resources/Docs/STRAP_SVG_1993.pdf) prepared by the Wider Caribbean Sea Turtle Conservation Network in 1993:

"Sea turtle conservation is a challenge in St. Vincent & the Grenadines, not only because of the economic benefits derived from turtle fishing, but also because 'old habits die hard'... To [local people who make their living by fishing], the sea will always provide for their needs. This is particularly true in the Grenadines where fishing, tourism or both are the lifeblood of most people. The issue here is not simply one of resource exploitation, but also of culture and heritage... The future for residents of St. Vincent & the Grenadines lies in formulating and adopting creative alternatives to the harvest of depleted species so that the current needs of the people can be met, whilst at the same time these... resources which are so important to the development of the nation are not irreparably degraded."

Sea turtles are still harvested throughout this region for meat, shells and eggs. In addition, they are accidentally captured in active or abandoned fishing gear, resulting in the death of tens of thousands of turtles each year. Oil spills, chemical waste and persistent plastic debris, as well as the ongoing degradation of important nesting beaches and feeding grounds, also threaten the continued existence of Wider Caribbean populations.

The enforcement of fisheries regulations is a major problem in this multi-island state. Enforcement units are often under-staffed and under-equipped, as is the case throughout most of the Caribbean, and thus effective enforcement remains a challenge to the successful recovery of sea turtle populations. We ask *Compass* readers to refrain from purchasing turtle meat, eggs and shells, including bangles and other items made of turtle shells. Instead, take advantage of turtle watching tours and other opportunities to see them.

Grenada Students Go 'Ridge to Reef'

The Ridge to Reef Project is a Global Environmental Fund and United Nations Development Programme (UNDP)-funded project emphasizing the importance of the impact of land-based activities such as farming on the marine environment.

In Grenada, The Ridge to Reef Project is making it a priority to engage in educational discourse with children and community groups. One of the approaches taken to disseminate information to children was a series of educational tours during the first quarter of this year. Students from St. Andrews Anglican Senior School, McDonald College, Happy Hill Secondary School, St. George's Methodist School, and Constantine Methodist School were taken to the Grand Etang Lookout to view the Beausejour watershed, where they were able to identify the Grand Etang Lake. Subsequently, they were taken to the farm of Evans Gooding, a Reef Guardian Farmer in New Hampshire, St. George's. They then visited the Moliniere-Beausejour Marine Protected Area on a glass-bottomed boat, to view and understand how upland activities affect coral reefs. Overall, students were able to gain an understanding of the Ridge to Reef concept.

Also, the Grenada Fisheries Division hosted its third annual Marine Protected Area Summer camp from July 11th to 15th. Twenty-nine students between the ages of nine and 13 years participated in the camp. These students were from communities surrounding established MPAs — Woburn-Clarkes Court Bay MPA and Moliniere-Beausejour MPA — as well as the proposed Grand Anse and Gouyave MPAs.

This year's coordinator of the summer camp program, Roxanne Graham, says, "The program aims to instill in children living within MPAs, a sense of appreciation for the area and to learn good practices for conservation of the marine environment." It is the intention that through the children, families and ultimately the communities would be more aware of the functions and importance of MPAs and coastal ecosystems.

The program featured visits to Woburn mangroves, Reef Guardian farms in the Beausejour watershed that illustrate good agricultural practices, and Ocean Spirits at Bathway beach.

For more information on any of the Ridge to Reef projects, visit their office on the lower floor of the Pest Management Unit, Ministry of Agriculture, Lands, Forestry and Fisheries, Botanical Gardens, St. George's, Grenada, or call (473) 435-0206 or 435-0208.

Trinidad's Las Cuevas Beach Receives Third Blue Flag Certification

For the third consecutive year, Trinidad & Tobago's Las Cuevas Beach Facility has been recognized with Blue Flag Certification by the Blue Flag International Jury. The certification is awarded to beach and marina facilities that meet strict criteria of water quality, environmental management, the provision of environmental education and information and the provision of safety and security services.

Blue Flag is an internationally recognized environmental award presented to organizations and facilities that reach the appropriate level of environmental management and education in respect of their beaches and marinas. In Trinidad & Tobago, the Blue Flag program is coordinated by Asclepius Green, a local NGO, and the Tourism Development Company Limited in an effort to ensure sustainable development of the sector and the proper management of human impacts on the environment, while ensuring high levels of visitor satisfaction.



At Blue Flag beaches like Las Cuevas, there are dedicated management committees set up to conduct environmental audits of the site and its facilities. The committee is also responsible for ensuring that nearby habitats, such as nesting leatherbacks in Las Cuevas, are protected and managed sustainably. In addition, there is a 12-member National Jury comprised of representatives of various organizations throughout Trinidad & Tobago. The Tourism Development Company continues to work with Asclepius Green and the 12-member National Blue Flag Jury to ensure the beach maintains its acquired status and continues to work on the establishment of other Blue Flag beaches within the dual-island nation.

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Scientists Explore Redonda's 'Hotspot' Marine Environment

Researchers from the Waitt Institute, Scripps Institute of Oceanography, and Antigua & Barbuda's Ministry of Health and Environment have completed a scientific expedition to the island of Redonda.

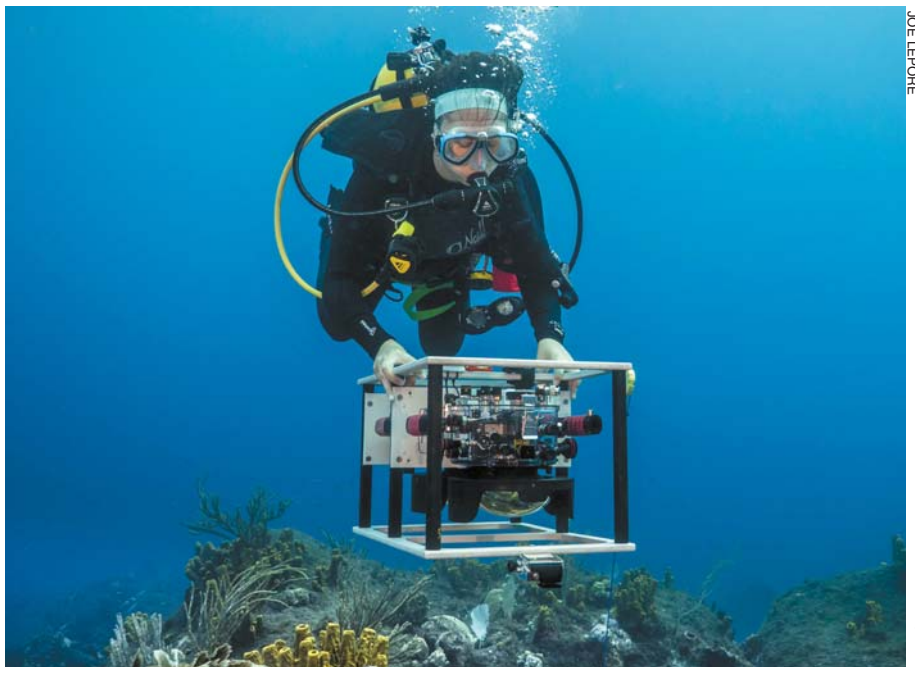
Dr. Stuart Sandin from the San Diego-based Scripps Institute of Oceanography led the two-day expedition that explored the health of Redonda's marine environment. Scientists conducted marine surveys to explore the island's coral reef and fish biodiversity.

"Collecting these data is a critical step to better understand local fisheries and ways to protect them," says Andy Estep, the Waitt Institute's Science and Field Manager. "Over the past years, the Waitt Institute has done extensive scientific research in the near-shore waters of Barbuda and Montserrat. We are thrilled to continue surveying other sites to get a more holistic picture of the region's marine environment, particularly Redonda."

Two local scientists from Antigua participated in the research cruise, Ruleo Camacho and Amelia Bird. Both work for Antigua & Barbuda's Ministry of Health and Environment. Camacho said, "Redonda is considered to be a biological hotspot within the Eastern Caribbean and this research allowed scientists and the Government of Antigua & Barbuda to gain a better understanding of the ecological conditions around the island, and will better inform our management decisions in its regard."

The expedition was made possible by the support of the Waitt Institute, also known for their work with the Barbuda Council and the Government of Antigua & Barbuda on the Barbuda Blue Halo Initiative. The expedition took place aboard the *M/Y Plan B*, which will be participating in the Antigua Charter Yacht Show this month.

The Waitt Institute endeavors to ensure ecologically, economically, and culturally sustainable use of ocean resources. The Institute partners with governments committed to developing and implementing comprehensive, science-based, community-driven solutions for sustainable ocean management. Its goal is to benefit coastal communities while restoring fish populations and habitats.



JOE LEPORE



DAVON BAKER

Left: Scientists at work in Redonda's waters

Below: At L'Esterre, preparing the yacht moorings provided by Environmental Moorings International, supported by MAYAG and installed by Underwater Solutions

Right: Based in the fertile waters of Rodney Bay Lagoon, the Jus' Sail sloop, Good Expectation*, will be a test case for the new eco-friendly antifouling paint, Seajet Taisho*

Use Yacht Moorings in Carriacou's Marine Protected Area

Be aware that anchoring of yachts is not permitted off L'Esterre in the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA) in Carriacou. Anchoring within the MPA was officially disallowed since its launching in 2010, but for a time yachts were permitted to anchor in an area with a sandy bottom off L'Esterre. Once the moorings were put in place there last year, the permission to anchor was rescinded. Five moorings have been set within L'Esterre Bay, with the intention of encouraging visiting yachts to moor closer to the community, to support local economic and cultural activities. This endeavor has the support of the Marine and Yachting Association of Grenada (MAYAG).

Currently there is consideration of a plan to provide properly installed special moorings for the local fishermen, which would eliminate anchoring in the seagrass beds.

The yacht moorings, installed by Underwater Solutions of Grenada, are the manta ray type from Environmental Moorings International, and they accommodate yachts up to 50 feet. The mooring fee is US$10 (EC$25) per day. An area with a sand bottom is provided only for yachts too large for the moorings and an anchoring fee is charged.

For more information on SIOBMPA visit www.facebook.com/SIOBMPA.

Free Public Presentations on Bonaire's Turtles

Every second and fourth Wednesday of the month, Sea Turtle Conservation Bonaire offers a free public presentation called "Sea Turtles of Bonaire". The presentation promises to provide everything you wish to know about Bonaire's endangered sea turtles. Some of the topics include where to see sea turtles, how they live, what they eat, how they reproduce and how you can help.

The presentations are at the Yellow Submarine Rooftop, Dive Friends Bonaire, Kaya Playa Lechi, from 8:00 to 9:00PM

Visit www.bonaireturtles.org for more information.

Carriacou Sloop to Test Eco-Friendly Anti-Fouling Paint

The St. Lucian heritage sailing company Jus' Sail has recently taken the step of testing a new form of "eco-anti-foul" on their vessel, the Carriacou sloop *Good Expectation*, based in Rodney Bay Marina, St. Lucia.

On reading the write-up on the Seajet Taisho product in the August 2016 issue of *Caribbean Compass*, Jus' Sail's managing director, James Crockett, reached out to the paint's Caribbean distributor WIND, based in Martinique, to learn more. What caught James's eye specifically was the manufacturer's statement on low toxicity and effectiveness: "The Seajet Taisho product has a much lower toxicity level and copper-free formulation that relies upon an entirely non-metal biocide called ECONEA®, this active ingredient holds great potential for the eco-conscious boat owner."

Jus' Sail are now collaborating with WIND to test out this innovative new anti-fouling paint in the tough environment of the Rodney Bay Marina, whose waters provide a fertile breeding ground for marine growth. Over the past five seasons Jus' Sail have tried five different anti-fouls from various manufacturers and have so far drawn a blank on a successful product. They, therefore, have great expectations of this new generation of product and look forward to posting updates on the effectiveness of Seajet Taisho paint over the coming months on their Facebook page — www.facebook.com/JusSail. So, for anyone interested in reducing the environmental impact of their vessel, watch that space!



Innovators in the St. Lucian marine tourism industry, Jus' Sail are recent recipients of "Caribbean Charter Company of the Year" in the Luxury Travel Guide Annual Awards, and finalists in the 2016 Tourism for Tomorrow Awards. They are always seeking ways of being more responsible and environmentally conscious operators, so the linkage with Seajet Taisho is a natural fit for the company. Jus' Sail are therefore very pleased to have taken the step to be the first boat in St. Lucia to test this product.



Partnering to Preserve the Caribbean Sea:

We Are Part of a Big, BLUE Picture

by Emma Doyle

"Why is it that scuba divers and surfers are some of the strongest advocates of ocean conservation?" asks Dr. Silvia Earle, ocean explorer and former Chief Scientist at the US National Oceanic and Atmospheric Administration (NOAA). "Because they've spent time in and around the ocean, and they've personally seen the beauty, the fragility, and even the degradation of our planet's blue heart."



DAVON BAKER (2)

Sailors, too, know the blue heart of the planet especially well, and all too often bear witness to its degradation. But what do we know about efforts to conserve the blue Caribbean Sea?

Most cruisers visiting the Caribbean will at some point find themselves in a marine protected area, whether by design (they're usually special places to visit), or to their chagrin (upon learning that a favourite anchorage now comes with a fee). Whether called a marine park, reserve, managed area, environmental protection zone, sanctuary, natural monument or similar, these places by law have a special protected status that is designed to protect part of the environment and features an area or various zones where rules apply to users.

What Are Our Tools?

Ocean conservation calls on an array of familiar tools, such as fish catch limits, fishing gear regulations and no-take areas. Ocean conservation is founded on a suite of policy measures, including international treaties, multilateral conventions and country-specific laws and regulations. And ocean conservation depends upon broad-based support, ranging from international cooperation between countries, financing arrangements with donors and agreements with specialist research organizations, to shared protocols between national agencies and day-to-day compliance with regulations by local community members and visitors.

Research tells us that marine protected areas are an important and successful ocean conservation tool. So rest assured, the marine protected area in which you might have just anchored or picked up a mooring is not an invention to take advantage of cruisers, nor does it exist in isolation. It's one of some 400 marine parks in the Caribbean. Its manager and staff will be part of a regional network and they'll be in regular contact with their counterparts in other countries, at face-to-face meetings, electronically and no doubt via WhatsApp. The marine park's research and education activities might well count on support or expertise from a major international partner. More and more of its rangers will have undertaken training with national or regional law enforcement agencies.

Look closely and you'll find a host of non-profit groups, businesses and individuals helping the park to achieve its ocean conservation goals, be it through hunting invasive lionfish, growing threatened species of coral, helping fishers diversify into other livelihoods, or running targeted educational activities and communications campaigns.

We're Part of a Big Picture

These ocean conservation activities are the result of years of planning, negotiation and organization. They're also backed up by a host of institutions and initiatives.

The United Nations Convention on Biological Diversity guides the world-wide protection of natural resources. The International Union for the Conservation of Nature administers a global Program of Work on Protected Areas.

The Caribbean Environment Programme of the United Nations Environment Program oversees international agreements for ocean conservation in the Caribbean — such as the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (the Cartagena Convention), the Protocol Concerning Specially Protected Areas and Wildlife of the Cartagena Convention (SPAW), the Protocol Concerning Pollution from Land-Based Sources of the Cartagena Convention, and the International Convention for the Prevention of Pollution from Ships (MARPOL).

Big environmental groups such as The Nature Conservancy, the World Wildlife Fund (WWF) and the Wildlife Conservation Society (WCS) are helping countries to apply tools and technology for ocean conservation. Through the Caribbean Challenge Initiative, governments, non-profit organizations and businesses are working to ensure the protection of at least 20 percent of nearshore and coastal habitats by 2020. Nine Caribbean countries — The Bahamas, the British Virgin Islands, the Dominican Republic, Grenada, Jamaica, Puerto Rico, St. Lucia, St. Kitts & Nevis, and St. Vincent & the Grenadines — are currently members of this effort that also seeks to ensure long-term financing for marine protected areas through the establishment of a Caribbean Biodiversity Fund and a series of National Conservation Trust Funds.

Broad-based support for ocean conservation is crucial, and rest assured that marine protected areas are not inventions to take advantage of cruisers. MPAs are a successful conservation tool, and training (above) and research programs are ongoing: 25 Caribbean MPA managers and marine biologists (below) met in September to share experiences and information



Experts in many specialist topics are lending support to Caribbean marine protected areas. MPA Enforcement International is led by Retired Captain Jayson Horadam, formerly captain of the Florida Keys National Marine Sanctuary's law-enforcement team. In recent years, he's been working with local law enforcement agencies and international donors to help train some 265 rangers in 15 Caribbean countries and territories in how to apply the law, and at the same time how to be good ambassadors for the ocean.

Balancing Costs and Benefits

Ocean conservation makes sense, and importantly it makes economic sense. But it's also a reality that long-term conservation benefits involve short-term economic costs. For fishermen, that means the loss of access to their former fishing grounds on nearshore coral reefs, and the increased burden of costs to fish farther offshore for pelagic species. For others, it means paying for a permit to run a dive or tourism business associated with a protected area. For cruisers, it might mean paying a visitor's, anchoring or mooring fee, and will involve a request to use your holding tank while in the protected area.

Benefits of marine protected areas do accrue, albeit at the ocean's own pace of regeneration. By protecting marine habitats from anchor or net damage and from pollution, fish and wildlife can find a home in coral reefs, mangroves and seagrass beds. These habitats in turn serve to protect coastal communities from storms and the impacts of climate change, and provide a solid foundation for tourism economies. The spillover of fish from no-take reserves into adjoining areas replenishes the local fisheries that underpin livelihoods and provide food security. But protected areas need to be large enough to bring real benefits, and most Caribbean marine parks are small (on average less than 750 square kilometres). So it's essential that those areas are networked together, that they work with each other, and that management across the network is as effective as possible.

Human Resources for Marine Protection

Working diligently behind the scenes to build human capacity for the effective management of marine protected areas are several important partners. NOAA's Coral Reef Conservation Program and the Gulf and Caribbean Fisheries Institute (GCFI), for example, work in partnership with Caribbean marine protected areas to strengthen local management capacity and to help share successful management practices from within and beyond the Caribbean. From the Blue Hole Natural Monument in Belize to the Exuma Cays Land and Sea Park in The Bahamas, from the Soufriere Marine Managed Area in St. Lucia to The Baths in the British Virgin Islands, and from the National Parks Commission of Mexico to the locally managed marine protected areas in the Grenadines, there is a lot of existing knowledge to share.

Meetings arranged by the GCFI and NOAA partnership have helped park managers to share ideas about sustainable finance strategies, law enforcement and compliance, socio-economic monitoring, education programmes and, most recently, biological monitoring. Twenty-five coral reef managers and marine biologists came together in September 2016 "in the field" in Carriacou, Grenada where they exchanged information on ocean and coral reef health, shared experiences in applying biological monitoring methods, and examined best management practices with their peers and with technical experts. Each marine park has unique needs, so tailored assistance is now helping to put lessons learned at that meeting into action back home. Of course, working in conservation means the scale of support is hardly large. But focused and sustained assistance from partners like NOAA and GCFI, even with limited funding, means responding to local needs that in turn will tangibly enhance ocean conservation.

Keep Our Allies in Mind

Next time you're in a marine protected area and meet the ranger who's working at the frontlines of ocean conservation, give a thought to the efforts and hopes of so many other allies near and far who are riding along in that patrol boat, too. They — and we — all play a role in ensuring a sustainable future for the Caribbean Sea and the coastal communities we visit.

REGATTA NEWS

CSA Re-Elects Lammers, Underscores Youth Development

The Caribbean Sailing Association (CSA) held its Annual Conference from October 21st through 23rd in Antigua to discuss the sport of sailing and how the economic benefits it brings to the region can continue to be improved.

At the Annual General Meeting held at the Jolly Beach Resort, incumbent President Kathy Lammers, who is also Chairman of the Regatta Organising Committee for Antigua Sailing Week, was voted back in to lead the association for a further year.



A bit of Caribbean sailing history: (left to right) Geoffrey Pidduck, Cary Lee Byerley, Robbie Ferron, Kathy Lammers and Peter Holmberg — the current and four previous presidents of the CSA

Alongside Kathy will remain Past President Peter Holmberg, and directors Pam Fuller (Treasurer), Mike Green and Alison Sly-Adams (Vice Presidents). Newly elected directors include Mei Ling Evan-Wong (Secretary), Vice Presidents Ian Hope Ross and Mark Theron, and Chief Measurer Bastien Pouthier, who will also act as Chief Technical Officer.

Lammers says, 'The Caribbean Sailing Association has grown and progressed over the past several years and we are very proud of its many achievements. It's a privilege to work alongside so many dedicated and hard-working people — members and co-directors alike — and I look forward to working together to progress our many projects in the coming year."

The CSA Annual Conference provides a unique opportunity to bring regatta organizers, CSA Rating Rule measurers, race officials, Member National Authorities, yacht club managers and youth sailing coordinators together for a weekend of discussion, education and inspiration.

One of the major outcomes of this year's meeting was the further endorsement of the importance of regional sailing development and support of youth programmes. The members clearly see a need to assist in support and coordination of sailing at the grassroots level because it's a great opportunity for regattas and clubs to give back to the communities in which they operate with the positive outcome of increasing the number of homegrown Caribbean sailors who will get involved in the sport either recreationally or as a career, which can only strengthen the sport in the region.

Members agree that coordination of the international events calendar continues to be used as a best-practice model across the world for how a region can work together and promote its events as a single voice. Calendar Committee Chair Peter Holmberg says, "Each event has its own dates on the calendar, allowing it to maximize participation and hence ultimately deliver economic growth to each of our island nations while providing a five-year planning calendar for race campaign managers."

The measurers' group elected Bastien Pouthier Chief Measurer. Measurer discussions at the Conference identified the need to restructure operations within the measurers' group. A board of "elders" from the measurers' group, who will act as his advisory team, will assist Bastien. The team comprises Sandy Mair, David Walworth, Bob Phillips and outgoing Chief Measurer Jeffrey Chen. The measurers also discussed a number of improvements to be made to administration of the CSA Rating Rules in time for the racing season ahead, all of which will be announced soon.

A number of presentations over the course of the weekend provided food for thought and offered challenges to the regatta organizers. They included sponsorship presentations by David Pritchard of Gill North America, Pascale Sold of Remy-Cointreau, Robyn Albritton of Sailors for the Sea and professional sailor Peter Holmberg.

The CSA thanks event sponsors including host venue Jolly Beach Resort & Spa and LIAT, The Caribbean Airline, as well as the conference planning team for ensuring the conference ran smoothly. Plans are already afoot for 2017 when the conference will once again be held in Antigua over the weekend of October 13th through 15th.

For more information visit www.csaconference.org and for the full regatta calendar, ratings and news updates visit www.caribbean-sailing.com.

Team Fiji Wins St. Maarten National Lagoon Championships

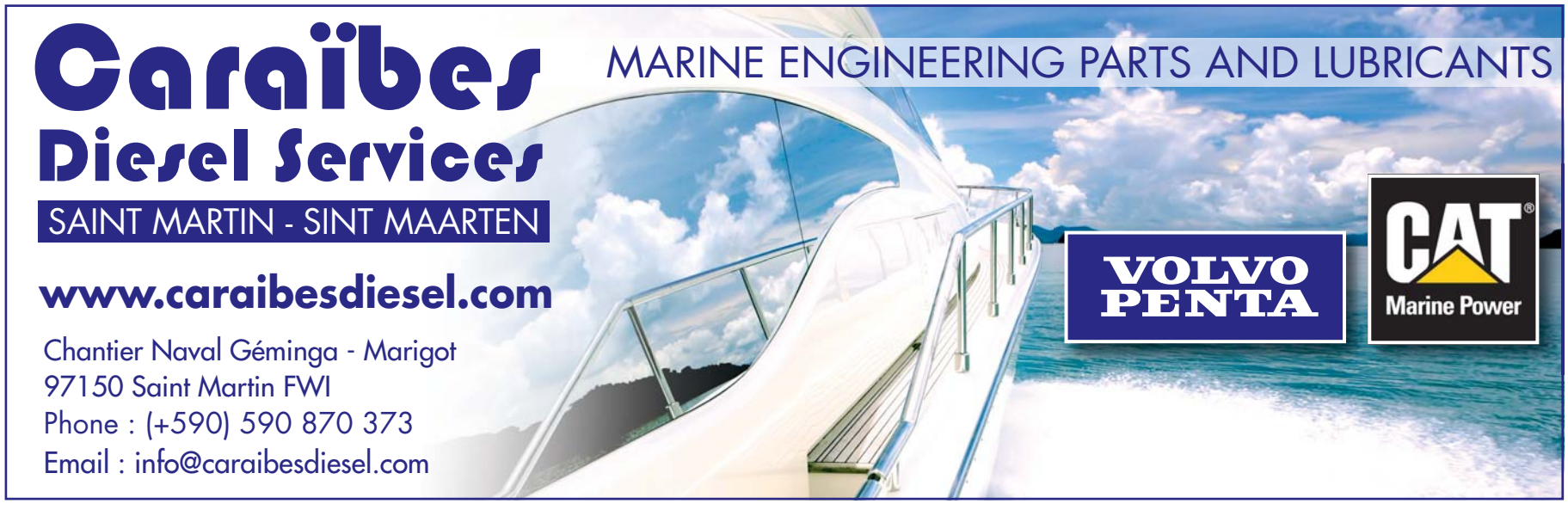
The second edition of the St. Maarten Sailing Federation (SIMSAF) National Lagoon Championships was sailed in light conditions on October 15th. Twelve teams competed in seven boats on a rotation schedule. Winner was team Fiji Water, with John Gifford helming and son Carson and St. Maarten Yacht Club youth coach Jimmy Gieseke as crew. Second place went to Team Tropical Sail Loft, skippered by Ernst Looser and crewed by Bernard Sillem and Benjamin Scarabelli. Third place went to Team Shore Support, with Simon Manley, Luc Knol and Kim Frye.



The points in this regatta were widely distributed and very close indeed. Just one slip-up beyond the discard, and some likely winners were whisked off the podium. With shifty, light winds, the participants were challenged, which resulted in some intriguing battles at the start and at mark roundings. The gate on a short course resulted in what initially appeared as gambles, but surprisingly changed the results in many cases.

Garth Steyn, founder of the Kidz At Sea Foundation, entered three teams skippered by himself, Rien Korteknie and Iain Mobbs with a combination of regular and brand-new crew, ages ranging between 11 and 19. During one race, these three teams had their own personal competition and amazed all sailors by coming in on first, second and third place.

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Prizegiving started with a special award, the St. Maarten Sailor of the Year award sponsored by Gill USA. This year, Andrea Scarabelli was awarded the trophy to recognize him for his all-round contribution to the sailing community, his dedication for sharing his knowledge and technical skills, and his passion for racing. In the Junior category the award was presented to Zac Sabaroche, a youth sailor with the SMYC who has been consistently and diligently gaining experience in many boat types including keel boats and his dedication and perseverance was the basis of his receiving this award.

All participants were rewarded for competing in the SIMSAF National Championships and podium-place winners received sketches by the renowned artist Roland Richardson.

Lunch and prize giving took place at Lagoonies Bar & Bistro making for a comfortable break and post-racing drinks. Special thanks go out to all partners supporting the SIMSAF National Lagoon Championships: Aqua Mania Adventures, Budget Marine, Gill USA, Roland Richardson and all volunteers and participants.

BVI Leading Ladies Race for the Willy T Virgin's Cup

Thirteen boats registered to race in the 27th edition of the Willy T Virgin's Cup on October 15th, in the BVI. Racing in three classes got underway from Nanny Cay, Tortola in a light but building breeze. The course took the fleet up to Road Town before scooting across the Sir Francis Drake Channel for the after party and prizegiving at the floating bar *Willy T*.



Willy T *owner Ewan Anderson congratulates (left to right) Charlotte Matthews, Victoria Rowlette and Anya Reshetiloff, winners in the racing class*

In accordance with tradition, female sailors helmed all the boats, and a spectacular turnout illustrated the depth of women's sailing in the BVI. Of the 61 sailors on the racecourse, just under half (29) were female, with the experienced hands mixing it up with some of the Royal BVI Yacht Club's newest Green Fleet Optimist racers.

First away were the cruising boats in the Jib and Main Class, with slow progress for all boats on the upwind leg to Lark Bank off the entrance to Road Town Harbour. Taking line honours and the overall win was *Gypsea*, a Hunter 34 SD skippered by Karen Fletcher.

Two Jeanneau Sun Odysseys competed for honours in the performance cruising division, the 40-foot *Girasoli* and the 42-foot *Reverie*. Their course took them upwind to the Hog Valley Green buoy, and across the channel to complete a figure of eight around Flannigan, Pelican and the Indians before finishing at the entrance to the Bight. The win went to Judy Petz skippering *Girasoli,* with Pearline Williams and Angelica taking second on *Reverie*.

In the seven-boat racing class the ladies easily outnumbered the men with several Virgin's Cup virgins taking on the 2016 challenge and two all-female crews in the IC24s. Line honours and the overall win went to the Olsen 30 *Rushin' Rowlette,* skippered by Charlotte Matthews, with crew Victoria Rowlette and Anya Reshetiloff. Judy Haycraft helming the IC24 *Latitude 18*, with husband Chris and their eldest son Nathan as crew, came in second on corrected time with another IC24, *INTAC*, helmed by Kay Reddy and Amanda Plaxton, finishing third.

Thanks sent out to all the competitors, the race committee, sponsors TICO, partners at Nanny Cay and the legendary *Willy T* for providing the prizes, shirts and the after party.

Nearly 300 Yachts Bound for St. Lucia in ARC 2016

The Atlantic Rally for Cruisers (ARC) is the formost rally for cruising yachts. ARC 2016 had two starts from Las Palmas de Gran Canaria:

ARC+ Cape Verdes departed on November 6th with the largest-ever ARC+ fleet: 72 boats. Leg 1 sailed to the Cape Verdes, a distance of approximately 850 nautical miles. Leg 2 sailed from the Cape Verdes on November 16th bound for the IGY Rodney Bay Marina in St. Lucia, a distance of 2,150 nautical miles.

As this issue of *Compass* goes to press, ARC was scheduled to depart on November 20th, sailing directly to St. Lucia, an approximate distance of 2,700 nautical miles.

On November 13th crews from 205 yachts took part in the official ARC 2016 Opening Ceremony. Fifteen more yachts are expected to arrive in Las Palmas, bringing the ARC fleet total to 220 yachts, for the rally's 31st edition. Flag bearers from 31 different nations representing the countries of the yachts in this year's rally joined a procession as it made its way around the marina.

Thousands of spectators were expected to line the shore to watch the boats start on November 20th. The ARC fleet is expected to arrive in St. Lucia during the second week of December.

Visit www.worldcruising.com/arc for more information.

ON THE HORIZON…

2016 WIM Series Finale for US Virgin Islands

Carol Bareuther reports: The Women's International Match Racing Series (WIM Series), is pleased to announce that the eighth annual Carlos Aguilar Match Race…

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…(CAMR), presented by the US Virgin Islands Department of Tourism and set for December 1st through 4th, will be the fifth and final event of the 2016 WIM Series.

The CAMR, known for bringing some of the best international match racing talent, from America's Cup veterans to current World Champions, to sail in the scenic yet challenging Charlotte Amalie Harbor, will now host a dozen of the finest women's match racers from around the globe.



The USA's Stephanie Roble (left) and USVI's Taylor Canfield (right) competed in the 2015 Carlos Aguilar Match Race at Charlotte Amalie, St. Thomas, USVI

DEAN BARNES

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

With her Team Epic Racing of the USA, Roble won the 2015 WIM Series, finished second overall to the USVI's Taylor Canfield at the 2015 CAMR, and expects to sail the 2016 WIM Series finale at the CAMR. "I love the shifty, puffy conditions the Charlotte Amalie Harbor produces…. It's fun because you are never out of a race, nor are you ever safe with your lead!"

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

Twelve teams are expected to compete for the 2016 WIM Series title. Early entrants include Roble and Sweden's Anna Östling, the 2014 Women's Match Racing World Champion and currently ranked third in World Sailing's Women's Match Racing Rankings.

"The WIM Series, as an international series, strives to spread its events around the globe. The CAMR provides us with our first event in the Caribbean and opens new doors. The rich history and incredible reputation of the CAMR makes the event a great fit for us," says Liz Baylis, WIM Series manager.

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

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

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

An overall prize purse of US$50,000 will be distributed by the WIM Series, in addition to the prize money at each of the events included in the 2016 WIM Series.

The CAMR traditionally features highly ranked men's and women's match racing teams and is known internationally for introducing young sailors to the sport, working cooperatively with the USVI government and Department of Tourism in its efforts to get more of the territory's youth out on the water.

January's Mount Gay Round Barbados Race Series

It's a great way to start the new racing year!

The Mount Gay Round Barbados Series incorporates three days of coastal racing and the headline event: the Round Barbados Race. The 81st anniversary edition will run from January 16th through 24th, hosted by the Barbados Cruising Club.

The Skipper's Briefing will be held on January 16th, with Coastal Racing on January 17th, 18th and 19th. As always, the Mount Gay Round Barbados Race will be held on January 21st. The series concludes with the Ocean Passage Race to Antigua starting on January 24th.

For more information see ad on page 18.

—Continued on next page





Above: Grenada, the Spice Isle, promises spicy racing and a warm welcome in late January

Right: In April, Antigua will celebrate the 30th running of the Caribbean's premiere classic yacht regatta



TIM WRIGHT / WWW.PHOTOACTION.COM (2)

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Spice it Up in Grenada from January 30th to February 4th!

The Island Water World Grenada Sailing Week organizers take this opportunity to welcome visiting boats as they arrive across the Atlantic singly, or as part of an ARC crossing. Whether you have come to race the RORC 600, or enjoy a relaxing cruise, taking part in the Island Water World Grenada Sailing Week from January 30th through February 4th 2017 is a great way to start the season and ease into the Caribbean way of life.

Picture it: a steady breeze taking you across sparkling turquoise water off the Grenada coast, and after the racing, lots of fun ashore with enticing music. The classes range from fast-flying racers to more relaxed funseekers who still like to compete.

At this warm and friendly regatta, everyone is made to feel at home. The list of participating boats is growing daily with yachts from the UK, the USA, Trinidad, Barbados, Martinique, Antigua, Grenada and more. Register online at www.yachtscoring.com/emenu.cfm?eID=2901.

For information for participants and for docking details, visit www.grenadasailingweek.com and sign up for our newsletter, email us at info@grenadasailingweek.com, find us on Facebook at GrenadaSailingWeek, or Twitter @grenadasailweek

For more information see ad on page 19.

30th Antigua Classic Yacht Regatta

Some of the world's most celebrated vintage vessels are already registered for next year's 30th Antigua Classic Yacht Regatta, to be held April 19th through 25th. Coming from North America, Europe and all over the Caribbean, a great variety of boats take part in this spectacular event, the first in the Classic Yacht Challenge series sponsored by Panerai. From magnificent ocean-going schooners to pretty day boats, and some beautifully restored originals, to recent reconstructions of traditional designs, each one is a "classic".

Already registered is *Stiletto*, a Kim Holman-designed 33-foot wooden sloop launched in the UK in 1961 with sparse accommodation below.

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The one exception to this was the gin locker that was created at the special request of the owner. Weighing in at more than three tonnes, she has ample displacement for a boat with a waterline length of just 22 feet. Her owner, Scot Yeates, said he is excited to be bringing her across the Atlantic to sail in Antigua for the first time.

Samara T is once again making the 1,700-mile trip from Lunenburg, Canada to take part. Michael Higgins built his traditional 43-foot gaff-rigged cutter from designs by Paul Gartside in Halifax, Nova Scotia, in 2009. "*Samara T* loves good strong winds — maybe a little more than her skipper does. When it's blowing 20 knots or more she really powers up." Reflecting on the 2013 regatta, when *Samara T* placed third in Classic Class, Michael said his favourite memory was sailing fast on a beam reach and being passed by the big ketch *Thendara*. "At about the same time we called out to each other, 'You look great!' That doesn't happen every day; that is what Antigua Classics is all about for me — mutual respect and admiration, in the middle of some serious competitiveness."

To register for the regatta visit www.antiguaclassics.com or e-mail info@antiguaclassics.com.

For more information see ad on this page.



LUIZ E KAHL

Launched in 1930, Mathew Barker's Alfred Mylne-designed classic, The Blue Peter, *is among many yachts planning to join the Antigua Bermuda Race, starting in May. The race will link the end of the 50th Annual Antigua Sailing Week with the start of the 2017 America's Cup*

40 Yachts Interested in Antigua to Bermuda Race

May 2017 will see the inaugural Antigua Bermuda Race. More than 40 yachts have expressed their interest in the Antigua Bermuda Race, organized by the Royal Bermuda Yacht Club in association with Antigua Sailing Week.

The inaugural race coincides with the finish of the 50th edition of Antigua Sailing Week and the 35th America's Cup event in Bermuda. The Notice of Race for the Antigua Bermuda Race is now available at www.antiguabermuda.com/images/pdf/NOR.pdf.

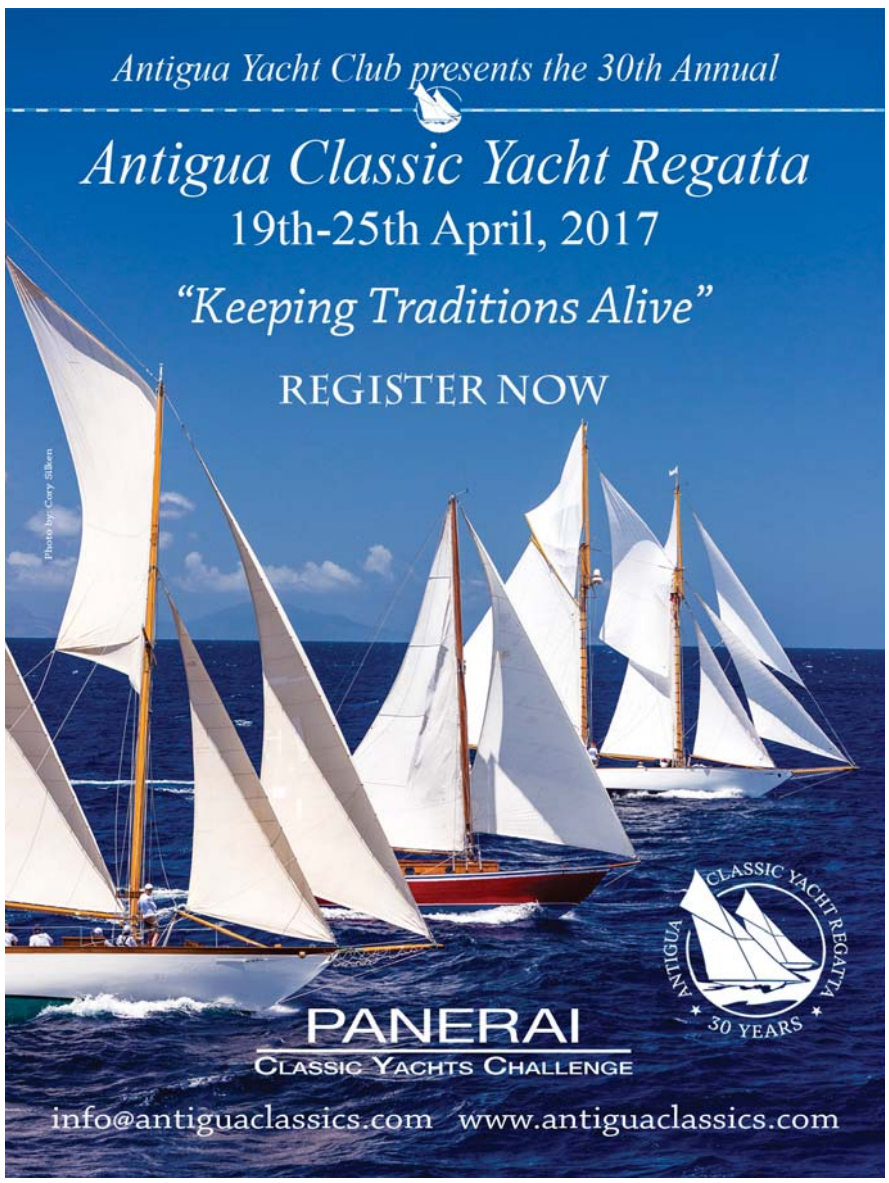
A substantial fleet is expected from all around the world, ranging from magnificent superyachts and classic designs, to high performance multihulls, carbon-fibre ocean greyhounds and production cruiser/racers. Entries for this event include the 139-foot replica of schooner *America* and the 112-foot gaff-rigged *Spirit of Bermuda*, arriving in time for the 35th America's Cup. 2017 is a special year for Mathew Barker, the owner of *The Blue Peter*, which was launched in 1930: like Antigua Sailing Week, the British yachtsman will be celebrating his 50th year.

"*The Blue Peter* races extensively at classic regattas, has sailed across the Atlantic many times and competed in long passage races such as the RORC Caribbean 600, so she is already up to specification for the rigours of offshore racing," explains Barker. "We often take *The Blue Peter* to Bermuda when we are either arriving or leaving the Caribbean. Essentially we are going that way anyway and if there is a race in the offing, then we will do it! The Antigua Bermuda Race fits in perfectly with our plans and modus operandi. Leaving Antigua in early May is always special as it is effectively the end of the Caribbean season and everyone is in party mode."

The Antigua Bermuda Race is open to yachts and multihulls with a minimum length of 40 feet (12 metres) holding a valid IRC and/or CSA Rating Certificate or Superyacht rating. Dual scoring will be provided and a provision of a Motor Sailing Handicap will be overlaid for Cruiser Racers.

The Antigua Bermuda Race starts on May 12th, 2017 and is supported by the Bermuda Tourism Authority and Goslings Rum.

For more information visit www.antiguabermuda.com.





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RESERVOIRS OF STRENGTH

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

Part of the reflective process at year's end is the opportunity to identify our strengths and weaknesses, what brought us joy and what brought us sorrow, what makes us more successful and less so. It is an opportunity to strategize on how to develop more of our aptitudes, have more of the joy, less of the sorrow in the year to come.

This column was sparked this fall while visiting the Rocky Mountain area where I lived for many years. Every time I go on a certain walk, I view a patch of pine-covered mountain that my mother-in-law walked to almost daily throughout her adult life. It is a steep, wooded hike. She died two years ago at 95. Walking and looking at the mountain gives me time to contemplate that she made this daily trek for well over 60 years. I find myself thinking, "She walked this mountain for more years than I've been on the earth." Just viewing this mountainside creates inside me a reservoir of strength. Her memory invigorates me.

I wanted to know what successful folks in the Caribbean find as their reservoir of strength. So, I asked Y2A advocates. One indicates he has a plethora of people who serve as reservoirs from which he draws, another had to build his own reservoir and the third uses concepts and aphorisms as his reservoir of strength.

As a holiday gift this month to the children of the Caribbean and an inspiration to the rest of us, let's hear from three Y2A advocates on the subject of "Reservoirs of Strength".

"To me, pooling or collecting stamina means finding inner strength and the ability to cope in the midst of any situation. It has been gleaned over the years from encouraging people who, by the way they live, have taught me.



"I was born into a family of nine children. We were not rich, in fact far from it. My mother raised us almost all on her own. When I need inspiration, the first person that comes to mind is my mother. She was a hardworking, committed, industrious, quiet but strong woman, the essence of what a mother should be. She sacrificed to make sure we had a roof over our heads, food on the table, clothes on our backs and a toy for Christmas. Extending love to everyone she came into contact with, she helped as many as she could, even when she needed help herself. Her love for family and animals was evident. She had the ability to make so much out of so little and was patient enough to make the best out of what she had. Her children came first. She is not famous but she has made her contributions to nation building by birthing and raising nine law-abiding, hardworking men and women who are contributing positively to the growth and development of society.

"When I am faced with any challenge, my strength to overcome comes from the memories of how she was able to face every challenge and overcome it. I am strengthened to love my wife and children, and to display the same morals and values to everyone with whom I come in contact.

"I am strengthened by my faith in God to which I owe a lot. There have been many times that I had to dip into the reservoir of faith in order to gain strength to help me through some very trying personal times.

"I am strengthened when I remember the bold and courageous step that my family and I took going into ministry by starting a church. When I feel like giving up, I dip into my reservoir and am strengthened by the unwavering support that I received and still receive from my wife and three children, extended family and church family. They are truly the wind beneath my wings.

"Then there is my commitment to youth development through the art of sailing. This can be very challenging and tiresome at times but yet very refreshing, joyful and rewarding. There were times when I contemplated retirement. It was during those times that I had to dip into my reservoir and remember the smiling faces, the laughter and fun, the joy and pride of the accomplishment watching and being a part of children blossoming into sailors and responsible young men and ladies.

"All of these dynamics make up the reservoirs from which I get inspiration, that inner strength to wake up in the mornings, get out of bed with a smile on my face and with joy in my heart, and do it over and over again."

— Melvin Higgins, Harbour Island, Bahamas

"I was only 24 when I found out I was going to become a father. Young, full of energy but nowhere near the maturity level needed to be an outstanding father figure, my pregnant girlfriend and I soon realized how different we and our families were. Our eyes were suddenly opened to these differences. I could have taken the easy route and simply walked away because she reassured me that my first-born was going to be completely taken care of. I didn't doubt her whatsoever. But, I decided that this event was to be used as a catalyst in my life. Even though circumstances were not ideal, I pushed myself to make my main focus being there for my first-born and being a father figure in his life. It was a fight that increased my maturity and drive, and helped me break through barriers that were holding me back.



"Not every day was fun filled. I learned to take defeats quietly, analyzed situations deeply so my next move was effective and came to understand my long-term aim instead of instant gratification. Despite being treated unfairly, one should never wish negative upon another, and avoid judging and persecuting.

"As I have recently welcomed my second son from another relationship, I now have a firm grasp on true success. It is not financial security and having material things. It is giving the next generation the chance they deserve no matter what the circumstance.

"These two young men will always be my reservoir of strength."

— Nicholas George, Grenada

"I have a motivational saying I give to myself every time things are looking really low and I think I can't make it: 'If things are that bad and I am at my lowest point then I have to keep pushing because I can then only go up from here. If, in fact, I can go lower then it was not that bad to begin with.' I use this at work on certain projects when things are looking down for the business and when things are not going right in my personal life.

"When competing I also use a few other things to stay motivated or for 'pooling stamina'. When I'm racing boats or bikes and the pain is getting too much, to the point where I want to give up, I think about the less fortunate — the person in a wheelchair who would give anything to be where I am at, the person sick in the hospital looking out the window at me passing by, even the person who is not financially as fortunate as myself to be able to be competing at the level that I am. I use these things plus saying to myself the pain is only temporary and I try like hell to push through.

"These things have helped me to never give up on my goals, and have helped me to get where I am so far."

— Ashley Rhodes, Antigua

Happy holidays and here's to your best year yet — the one just ahead!

Ellen Birrell attributes her opportunity to cruise the Caribbean aboard S/V Boldly Go *to life skills built in childhood. Believing swimming and sailing are essentials for island youth, she supports grass roots and competitive junior sailing and serves as chair of sailing development for Caribbean Sailing Association (http://caribbean-sailing.com/sailing-development/the-future-of-caribbean-sailing).*



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Holiday Happenings in the Caribbean December 2016 and January 2017



ST. CROIX YACHT CLUB

WELCOME to the region where steel bands play Christmas carols and a Christmas tree can be a palm tree or a cactus!

Christianity is the Caribbean's dominant religion, so Christmas is a highlight of the year. Most churches hold midnight services on December 24th and again on Christmas Day, and visitors are most welcome. Many shops open late into the evening on Christmas Eve. For most locals, Christmas Day is family time, while several restaurants offer special Christmas Day menus for visitors. Christmas Day and Boxing Day (December 26th) are public holidays in many places. Beach picnics or "river limes" (riverside picnics) are popular pastimes on Boxing Day.

Don't miss the chance to enjoy the rich flavor of "black cake", a traditional holiday fruitcake soaked in rum. Refresh yourself with guavaberry liqueur, ponche de crème (similar to eggnog), homemade ginger beer or bright red "sorrel", a drink made from the sepals of the hibiscus-like roselle plant.

Some islands add to the holiday cheer by celebrating their annual carnivals in December, and in many places lighted boat parades "deck the hulls" to celebrate Yuletide.

Here is just a small selection of December and January's holiday happenings. There are many more events around the region, so ask around locally wherever you are.

Bahamas

Throughout the Bahamas, Junkanoo — a carnival-type celebration of freedom from slavery, named after a 17th century African slave trader called "John Canoe" — is celebrated on December 26th from about 2:00AM until dawn with costumed parades and "scratch band" music. If you miss the Boxing Day festivities, you'll have another chance on January 1st as the sun rises.

Puerto Rico

• Christmas celebrations in Puerto Rico begin early in December and include the traditional *parrandas*, which consist of families and friends bringing music from one house to another, supposedly taking people by surprise. From December 15th through 24th, churches conduct masses held at dawn featuring the singing of *aguinaldos*, the Puerto Rican versions of Christmas carols.

• Club Náutico de San Juan celebrates its Christmas Boat Parade 2016 on December 10th at 5:00PM. As many as 40 or more boats participate in this annual event. Visiting yachts are invited to stop in San Juan, join the Christmas Boat Parade, and enjoy the convenience of Club Náutico de San Juan's marina, right in the center of the vibrant city of San Juan. A great place to watch the lighted boat parade is from Bahía Urbana in Old San Juan.

For more information visit www.nauticodesanjuan.com.

St. John, USVI

Celebrate St. John's Annual All Island Holiday Party at Mongoose Junction, Cruz Bay, at 9:00PM, December 10th, with music, hors d'ouvres and a cash bar. (Adults only and "island fancy" attire.)

For more information call (340) 774-8175

St. Thomas, USVI

• Enjoy holiday tunes performed by an entire orchestra of steel pans played by the Superior Court Rising Stars Youth Steel Orchestra. Open-air and covered seating available at the Reichhold Center for the Arts, the University of the Virgin Islands, Brewers Bay, on December 11th, 7:00PM.

For ticket information call (340) 774-6680 or (340) 774-7067.

• Join the St. Thomas Lighted Boat Parade along the Charlotte Amalie waterfront on December 16th. Enjoy a block party in the streets of St. Thomas' capital, kicked off by a parade of festively decorated boats along the Charlotte Amalie Waterfront and followed by music, shopping and dining. Most of the stores on Main Street stay open late on this special night.

For more information call (340) 776-0100.

• After a night of caroling round the island, choirs join in a Christmas morning sunrise Challenge of the Carols, at Emancipation Garden, Charlotte Amalie, St. Thomas at 6:00AM on Christmas Day.

• From December 24th to January 1st, celebrate Hanukkah in St. Thomas with the Hebrew Congregation of St. Thomas, a welcoming community composed of both permanent and seasonal members as well as visitors. Located at the top of Synagogue Hill on Crystal Gade in the heart of downtown Charlotte Amalie, this Synagogue, listed in the National Register of Historic Places, is the oldest in continuous use under the US flag and the second oldest in the Western Hemisphere.

Contact info@synagogue.vi for more information.

St. Croix, USVI

• On December 10th, the annual St. Croix Boat Parade festivities will begin at noon along the Christiansted boardwalk. This year there will be a Pet Parade in the afternoon. The Boat Parade will start at 6:00PM and end with a fireworks display. This has become one of the biggest boat parades in the Caribbean. Visiting boats are welcome to join the parade.

Visit www.christmasparadestcroix.com for more information.

• St. Croix's Crucian Christmas Carnival will run from December 30th, when the Carnival Village opens, through the Children's Parade on January 6th, 2017 and the Adults' Parade on January 7th.

Visit www.stcroixtourism.com/christmas_festival.htm for more information.

Tortola, BVI

• Anchor at Trellis Bay for the New Year's Eve festival, with dancers, stilt-walking *moko jumbies*, a live "fungi" band, and artist Aragorn Dick-Read's famous Fire Sculptures. On this night, he places the sculptures on mounts in the sea, where they are fueled with firewood and set ablaze against a backdrop of fireworks.

Visit www.bvitourism.com for more information.

• The BVI Horse Owners Association traditionally holds its annual Boxing Day horse racing events at the Ellis Thomas Downs Horse Racing Arena in Sea Cows Bay. Large crowds are expected each year, so be sure to arrive early.

Visit www.bvitourism.com for more information.

Jost Van Dyke, BVI

Anchor in the bay, party for two straight days and nights, then sleep it off on the beach. That pretty much sums up the annual December 30th and 31st Old Year's Party at Foxy's. An old hand recommends: "If attending the Old Year's Night celebrations on Jost Van Dyke, I highly recommend you take a lock and chain for your dinghy. Almost all dinghies look alike and there are often hundreds of them in Great Harbour on New Year's Eve."

St. Maarten

Dutch St. Maarten, as well as the ABC islands, have a unique Christmas tradition that comes straight from Holland, with visits from Sinterklaas and his mysterious minions, the Zwarte Piet (Black Petes), on December 5th.

St. Martin

On the French side of St. Martin, don't miss a visit to the amazing display of Santa Claus's house, a private home situated in Cripple Gate that is fabulously decorated for the season, open every day until January 15th from 6:00PM till 11:00PM.

—Continued on next page

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—*Continued from previous page*

St. Kitts & Nevis

The St. Kitts & Nevis Carnival runs throughout December and culminates on January 8th. The Carnival celebrates local culture with street parties, performances and musical competitions.

For more information visit www.stkittsneviscarnival.com.

Antigua

• Named in *The New York Times* as "one of the five best Christmas events in the world," the Nelson's Dockyard Champagne Christmas Party on December 25th has become a major annual tradition. The Hourglass Foundation has been organizing the "Round the Capstans" Christmas Day Champagne Party fundraiser for over 25 years. Approximately 500 bottles of sparkling wine and champagne are served out of a lovely old wooden dinghy filled with ice. Prices range from EC$40 to $280, with at least eight different varieties from which to choose. All proceeds are given to charity.

• On the 31st, Nelson's Pursuit Yacht Race "re-enacts" the colonial-era British Navy chasing the French. The smallest boat entered (which will presumably take the longest time to sail the course) sets off first, carrying the French flag, and all other boats start at intervals afterwards, based on their size and expected speed. This is an all-comers event and provides an afternoon of fun and excitement for everyone, particularly Caribbean cruisers who are not otherwise set up for racing events.

For more information visit www.antiguayachtclub.com/nelsons-pursuit-race.

Montserrat

Montserrat's culture is a mix of Irish and African traditions, and the latter take precedence during the annual Festival, which runs from December 23rd to January 2nd this year. Highlights include a Calypso competition, the Night of Pan party, the crowning of a pageant queen, and a parade on January 1st.

Visit www.facebook.com/MontserratAnnualFestival for more information.

Martinique

• In Martinique, the typically French *crèche*, or manger scene, is re-created live on December 24th and 25th in many village squares or churches, with human figures and real animals. From December 24th through January 1st, every town and village in Martinique is in holiday mood, with picnics, dances, fashion shows and much merry-making.

• In Fort-de-France on December 30th (not the 31st; *Martiniquais* traditionally spend New Year's Eve with family), fireworks are launched at around 9:00PM from the historic harbor-side Fort Louis, and shops stay open late.

St. Lucia

• In early December, the Festival of Lights will be celebrated in St. Lucia's capital, Castries, with displays of wonderful homemade lanterns and other Christmas lights.

• Saint Lucia's Day is a Church feast day observed on December 13th. The 13th is also St. Lucia's National Day — actually celebrated all month long with parades, sports events, festivals and feasts.

Visit www.stlucianow.com for more information.

• As the ARC yachts arrive in St. Lucia in December, special events in the ARC Village at Rodney Bay Marina feature traditional St. Lucian music, dance, drama and foods.

For more information visit www.igy-rodneybay.com and www.worldcruising.com/arc.



ST. KITTS & NEVIS TOURISM

St. Vincent, SVG

Nine Mornings — a unique Vincentian festivity associated with the Christmas season runs December 16th through 24th. Vincentians awake in the early hours of the morning and partake in sea baths, bicycle riding, dances and street concerts. In the rural areas, the final morning of the festivity usually ends with a steel band "jump-up".

Visit www.discoversvg.com for more information.

Bequia, SVG

• For nine days before Christmas, musical activities and carols often take place under the Almond Tree in Bequia, too — sometimes starting at 4:00 in the morning, to the surprise and delight of many visitors longing for a good carol or two! So don't be surprised if you hear songs and reveling into the wee hours in Christmas week: it's all part of Christmas on Bequia.

• In Bequia on Old Year's Night, take part in a free-wheeling bayside "pub crawl" along the waterfront Belmont Walkway until champagne corks pop and fireworks explode over the anchorage at midnight. Then round out the night dancing in the sand at a beach bar.

Visit http://bequiatourism.com for more information.

Carriacou

The 39th Annual Carriacou Parang Festival will be held from December 16th through 18th. Parang is a type of string band music that is especially popular at Christmas time. It originated in Latin America (see *parranda* under Puerto Rico) and the amusing and controversial lyrics reflect on local political events, in particular the wrong-doings of politicians, and also the social and moral wrongs that occur in people's lives throughout the year.

For more information visit http://carriacouparangfestival.com.

Grenada

• The Rotary Club of Grenada brings you Carols by Candlelight, an evening in a magical Christmas Wonderland at Quarantine Point with thousands of giveaways from Santa, photo booth, live concert, carol singing and more. On December 4th, the gates open at 3:00PM. Feel free to bring your blanket or portable chair for the Christmas movie!

Visit www.grenadagrenadines.com/plan/events/carols-by-candlelight/#.WDNU67sTlLI for more information.

• After all the church services, cruisers' potlucks, and all the other holiday happenings in the Spice Isle, the New Year's Eve Extravaganza at the Victory Bar, Port Louis Marina, could be a gala way to ring in the New Year. *See details in Business Briefs, starting on page 10.*

Tobago

The Tobago Flying Colours Kite Flying Festival takes place on December 26th at the Plymouth Recreational Grounds.

For more information call (868) 639-2125; or 639-0509.

Trinidad

In Trinidad, too, traditional parang music is performed around Christmas time, when singers and musicians travel from house to house, often joined by friends, neighbors and family, using whatever instruments are to hand. Modern parang music has developed a season of staged performances called parang fiestas.

Visit www.facebook.com/npattofficialpage for more information.

Colombia

One of the most popular Christmas traditions in Colombia is Midnight Mass, held on Christmas Eve. Attending this solemn ceremony in one of Santa Marta or Cartagena's beautiful Spanish colonial cathedrals would be an unforgettable experience.

But as cruiser Chuck Cherry wrote, "Christmas in Cartagena is not a single holiday — it's a season. In fact, it is THE season for Cartagena. The city is decorated for the festive season in a major way, especially in the old town within the wall. There are hosts of concerts (many of them free in the plazas) with local and international musicians giving performances in a variety of locales. The theaters put on special holiday shows, which extend into the weekdays. A park near the marinas is taken over by more than a hundred small booths selling only toys. My personal favorite is the Christmas tree light section — a couple of blocks almost exclusively devoted to decorative lighting. You will want to visit this area at night.

"So as not to forget the reason for the season, there is a natural escalation of church services, religious events and fundraisers. Since there are several historical landmark churches that you will want to visit anyway, the extra decorations and events make it a good time to go."

This information is correct to the best of our knowledge as this issue of Compass *goes to press; please confirm with contacts where provided to avoid disappointment.*

Happy Holidays to all — Caribbean style!





See you in Grenada!

This season, join us in the unspoilt paradise of Grenada & The Grenadines

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up to 50	$1.22	$1.10	$1.04
up to 60	£1.33	$1.19	$1.13
up to 65	$1.48	$1.34	$1.25
up to 75	$1.53	$1.38	$1.31
up to 80	$1.68	$1.52	$1.43
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St. Pierre Walkabout

Part One:

ZOO DE MARTINIQUE

by Chris Doyle

I am delighted that after 36 years of guide writing, I still find new and fresh things to write about; thus it was in St. Pierre, Martinique this year. St. Pierre, as everyone knows, is famous for the 1902 volcanic eruption that destroyed the town and killed some 30,000 people. I have covered the history on my webpage doyleguides.com, and the historic town itself is well covered in my guide. So this is about a few outlying attractions, all well within walking distance.

A couple of years ago I heard that the illustrious Jean-Philippe Thoze, of Jardin de Balata fame, had opened a new coastal garden set amid old ruins between St. Pierre and Carbet. Each time I sailed by I would scan the coast to see if I could spot it; I couldn't. When I finally got to St. Pierre and started asking, it turned out to be in the first small bay just south of St. Pierre, a bay I used to visit when it contained a butterfly farm. Unlike other such attractions this one had no nets; they just planted vegetation that attracted butterflies. Unfortunately it is long gone, but now we have Zoo de Martinique. Zoo? I thought we were talking gardens here. It turns out that there was insufficient demand for another tropical garden, so animals and birds were added to make it a zoo and, just to cover all bases, they threw in an extra attraction: the House of Pirates.







Top: Endangered Caribbean raccoons take a mid-day snooze

Center: A one-way path winds through gardens and the dramatic ruins of Latouche plantation, which dates back to 1643 and was destroyed by the volcanic eruption in 1902

Bottom: Scarlet Ibis are among the variety of birds at the Zoo de Martinique

It is well within walking distance of the anchorage, and though the road is a continuous roar of cars and trucks, it is only takes ten minutes and the slight rise on the curving road offers photogenic views of St. Pierre with Mt. Pelée behind. (Some years ago I offered a much more peaceful route from the Statue of the Virgin on the hill above St. Pierre, down a trail to the butterfly garden. It now ends on private property, so I have not gone that way for years.)

The entry fee to the zoo is Euro 15.50, which seems to be the going rate for such attractions. If you are sure you also want to visit Jardin de Balata, you can get a combined ticket, which saves a little.

It is a pleasure to spend a few hours taking the one-way trail that winds through the gardens set amid theatrical old ruins, observing the animals that are spread throughout, starting with sleepy local tortoises and happy-looking iguanas chomping on heaps of bougainvillea flowers. You pass an island full of bearded lemurs, a hill of raccoons, a big variety of monkeys, manicous, a capybara, snakes and more. Most of the animals are small enough to have decent habitats. I did feel sorry for the various big cats, whose enclosures seemed small. I felt it would be a bit like being imprisoned in a Holiday Inn, with room service, for life.

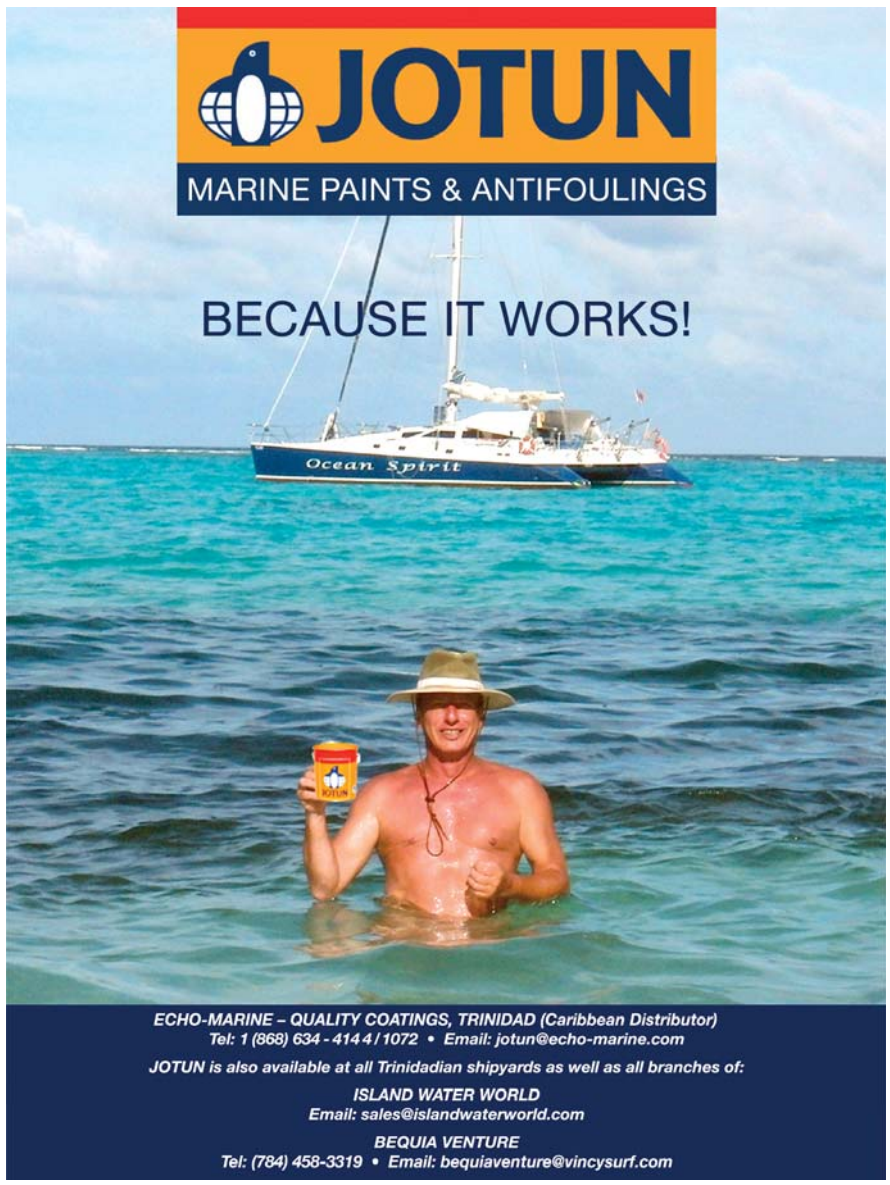
They have built a great long boardwalk to keep you out of the cactus and the swamp, and these lead to one of their best features: the birds. Rosy flamingoes and Scarlet Ibis share a large area with a sizeable pond. You walk through on the boardwalk, which provides a great platform for photography. That leads to the ballroom-sized walk-in aviary on two floors. In here the lorikeets were so extroverted, dominant and friendly, that I have forgotten the other occupants, though I vaguely remember seeing some kind of giant heron. From there it is through the Pirate House (fun for kids) and into a reasonably priced restaurant, which is very acceptable for lunch.

On your way back, when you get into town, keep an eye out for Antonio Beach restaurant. A little way offshore of this restaurant, in about 15 feet of water, you will see a yellow park buoy. This marks St. Pierre's own underwater sculpture park. I have not snorkeled on this yet, but I plan to. The park has two sculptures of sirens lying partly covered by sand (this is an illusion: they are in several pieces and made to look like that). "Maman d'lo" was put down first, in 2004, and her little sister "Yemaya", with a conch crown, joined her in 2015. Both were created by Laurent Valere. His mission for them is that they should protect the sanctuary of the Bay of Saint-Pierre.

Next month, we will continue the walkabout with a visit to Distillerie Depaz, the St. Pierre waterfall, and the Centre de Decouverte des Sciences de la Terre Saint-Pierre.







SEAWISE WITH DON STREET

Get Pumped Up So You Don't Go Down

After more than half a century in the insurance business, I know that the most easily preventable claim is a sinking caused by inadequate bilge pumps. I will not forward an insurance application to London unless the boat has at least one high-capacity manual bilge pump. Three-quarters of the applications I receive describe boats with grossly inadequate bilge pumps.

Yet I have been reading boat tests by yachting magazines, both US and UK, for over half a century and rarely if ever has the bilge-pumping system been described in a boat test.

Few national governments or agencies, or yachting organizations, have any rules regarding the capacity of manual pumps for recreational vessels going offshore. The German standards require a boat of 40 feet to have a manual pump that will pump 27 gallons per minute.

Most transatlantic race and rally organizers state that boats participating in their events must comply with the ISAF (now Sailing World) regulations. I once asked a member of the ISAF safety committee what their rules were regarding bilge pumps. He stated that the rule was: "Equipment should be of a size adequate for the task." All that was required for that rule to work was for owners, designers, builders and safety inspectors to use common sense.

How can the typical complement of two ten-gallon-per-minute pumps — one on deck, one below — be considered adequate for boats of 40 feet or more that are racing or cruising off shore? There should be on board at least one manual pump that pumps to the German specification of 27 gallons per minute.

I know of five yachts that sank on transatlantic passages last year: one off the Cape Verdes in December 2015 and four off the Azores in April 2015. Another sank on an interisland passage between Dominica and Guadeloupe in February of this year. I believe that most of them might have been saved had they been equipped with large-capacity manual bilge pumps.

If we had really been pushed,
we could have pumped
3,200 gallons an hour

In March, *Yachting World* magazine published an article by Elaine Bunting (www.yachtingworld.com/features/mayday-were-sinking-crew-rescued-from-the-arc-yacht-magritte-as-she-goes-down-70638) about the loss of the yacht *Magritte* last December, about 150 miles west of the Cape Verdes en route to St. Lucia. After the boat started leaking, the crew could not keep up with the ingress of water with the two manual pumps and an electric pump. From the article I can't figure out how long from the discovery of water in the bilge to abandonment, but it would appear to have been about 18 hours. Also, the article does not specify the capacity of *Magritte's* bilge pumps. So I surmise that the leak was not massive and that it perhaps could have been contained if the boat had had a large-capacity manual bilge pump.

In contrast, in 1995 my wooden yawl, *Iolaire,* was hove to in a gale 300 miles west of the Azores, with her crew enjoying a roast beef dinner with all the trimmings on her gimbaled table. We suddenly discovered a bilge full of water. We immediately started pumping on our single-acting, 30-gallon-per-minute Edson diaphragm pump. We cleared the bilge with no trouble. After much searching and moving of gear, we discovered the leak was from a stem bolt (subsequently discovered to be broken) in the forward part of the stem, the only area of *Iolaire* not worked on in her 1994-95 rebuild.

By pumping ten minutes out of every 30, the bilge was kept clear. The three best helmsmen rotated three hours on and six off, the other three crew rotated three hours on and three hours off: ten minutes pumping and 20 minutes reading or making coffee, tea or sandwiches for the helmsman. Thus, 600 gallons an hour was pumped out of *Iolaire* for 48 hours until we reached Horta. There we organized an electric pump until we partly dried out on the tide, when we knocked out and replaced the broken bolt.

We easily pumped 600 gallons an hour. If we had pumped continually we could have pumped 1,800 gallons an hour. If we had really been pushed, and put one crewmember on each of our two Edson bilge pumps, we could have pumped 3,200 gallons an hour.

In a Safety at Sea seminar after the 2013 Annapolis Boat show, there was a demonstration of manual bilge pumps. The results were most interesting.

The standard ten-gallon-per-minute diaphragm pumps installed in almost all boats did produce ten gallons per minute, but with the short handle everyone wondered how long a person could maintain that rate.

The 30-gallon-per-minute double-acting diaphragm pump also produced its rated capacity, but to do so required 60 strokes a minute. That, plus the short handle, made it obvious that the rate of 30 gallons per minute could not be maintained over a long period of time.

However, the single-acting diaphragm pump with a long handle pumped its rated capacity of 30 gallons per minute — and was so easy to pump that it was felt that in an emergency one person could continue pumping at the full 30 gallons per minute for a couple of hours.

In light of the above, it is time for safety inspectors to enforce the existing Sailing World rule that manual bilge pumps should be "suitable for the job" — at bare minimum, the German specs of 27 gallons per minute.

Editor's note: While fact-checking Don's reference to the Yachting World *article by Elaine Bunting, Elaine gave us this additional tip: "Besides a good manual pump, which relies on a steady supply of able-bodied and energetic crew, I would carry a very large capacity electric roving pump with large diameter collapsible hose. This would be a potentially very valuable item for long-distance cruising and might just possibly keep such situations at bay and batteries and electrics working long enough to make landfall."*

Visit Don Street's website at www.street-iolaire.com.

CRUISERS' TIP OF THE MONTH

Tired of Jerks?

This month's tip is from Ken and Lynn on Silverheels III.

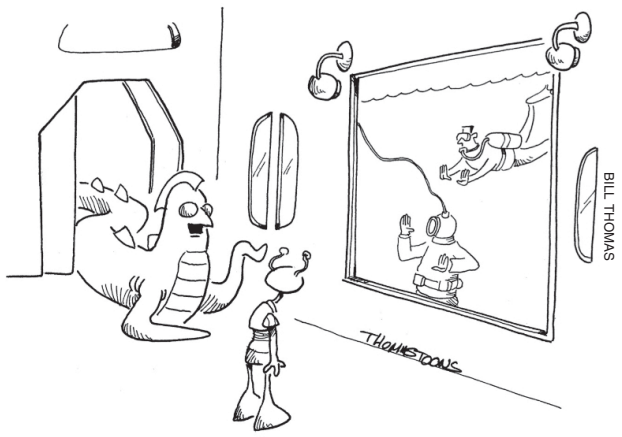
Tired of the jerking of your dinghy on the painter, especially in some of the more boisterous conditions? Attach a length of heavy-duty shock cord (or a couple of them) to your painter. This works as a very effective snubber system. Make the "snubber" a little shorter than the line, but running parallel, so that a really big yank will pull on the line, not just the cord, prolonging its life. Shock cords can be easily replaced as they wear out.



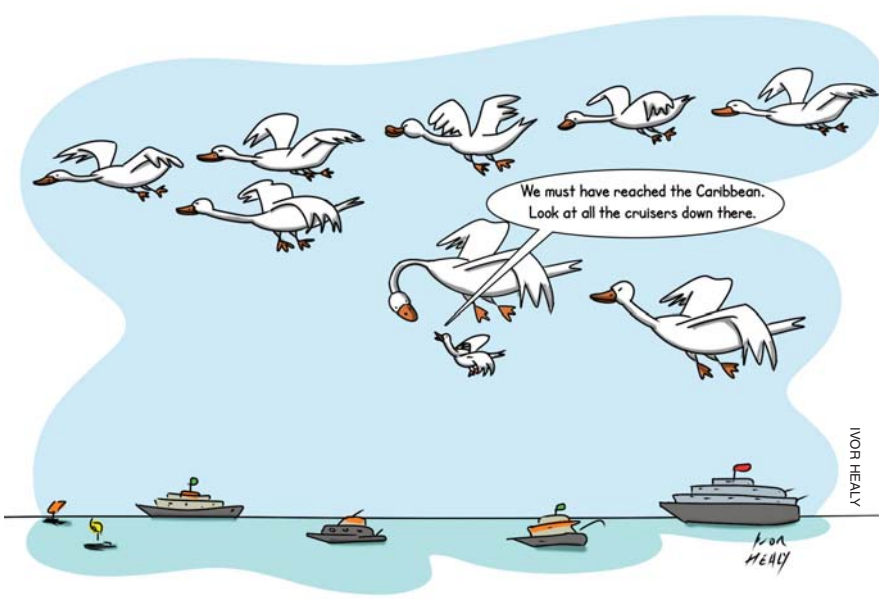
If you tow your dinghy as you travel, a water sports towing line that has built in shock cord cuts down on the jerking on the dinghy attachments and the cleat. And have an extra line in case the towline breaks.

Cruisers' Tip of the Month is YOUR column! Send us your top tips — a little about yourself and your boat — to share. Send your tips to sally@caribbeancompass.com.

COMPASS CARTOONS



"On my visit to Earth, I picked these up for the aquarium."



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FOR THE SAILOR'S CHRISTMAS STOCKING

Browse the local chandleries, shops and markets for special gifts for your favorite sailor. Still got room in that stocking? Here are a few more gift ideas.

Sextants Provide Backup Navigation

Modern electronics have made navigating easy. But what happens when your navigation system fails? A prepared mariner reaches for a wristwatch, copy of *The Nautical Almanac* and a sextant, and continues on the voyage.

Davis Instruments offers three models of sextants to cover a wide range of needs and skill levels. They're constructed of rugged, dimensionally stable, corrosion-proof polymers. Each comes with an instruction booklet.

The inexpensive Mark 3 Sextant is perfect for learning the basics of celestial navigation, yet is accurate enough for ocean crossings. Full-sized, it has two sunshades and an easy-to-grip handle.

The Mark 15 Sextant is ideal for the serious navigator. It has seven large sunshades, a 3mm x 27mm star scope and a traditional half-silvered mirror. Its seven-inch frame radius is graduated from 120° to -5° and comes with a drum micrometer that reads 2/10 of a minute of arc.

The top-of-the-line Mark 25 Sextant has all the outstanding features of the Mark 15, but is made with upgraded materials and comes with a Beam Converger™ full horizon mirror. LED illumination and coated optics aid in finding low-light stars and planets.

Visit www.davisnet.com for more information.

Lift Rings Offer Compartment Securing Options

Cruisers might take for granted those lift rings that enable them to open various deck compartments — until the hardware malfunctions. Fortunately, Accon Marine 106 Series Lift Rings are designed to be as ergonomic as they are long lasting. Best of all, they're inexpensive and easy to install.

The 63.5mm diameter ring on all three models is big enough to easily grasp even when wearing gloves. They mount flush and feature UV-resistant plastic faces in either black or white.

The 106-L locking model's shuttered keyhole helps keep debris out of the lock, and its cam moves without a key inserted when unlocked. Accon also offers model 106-DL, a keyless version with a securing cam. Both utilize stainless steel, adjustable cams available in straight and 15.9mm offset configurations. For a standard pull ring, owners can choose model 106-NL, a non-locking version without a cam.

Visit www.acconmarine.com for more information.

Windex — Still On Top All Over The World

For over 50 years, sailors have trusted Windex® Wind Indicators to provide an immediate visual reference to apparent wind angle. Davis Instruments offers two models to fit most sailboats, from dinghies to large offshore keelboats.

The Windex 10 Sport (for dinghies, sportboats and small keelboats) and Windex 15 feature sapphire jewel suspension bearings for extreme sensitivity. This allows the units to instantly reflect minute wind shifts. Yet, wind tunnel tests show they're rugged enough to withstand 80-knot gusts.

With minimal weight aloft, Windex is made from UV-rated engineering plastic with reflective tape, and anodized marine-grade aluminum and stainless steel. The tacking tabs are adjustable to the boat's pointing angle and will indicate if the helmsman is pinching or footing.

With a 38cm vane, the Windex 15 is perfect for medium to large sailboats. It attaches with the included thru-bolt or drill-and-tap mounting socket. Sailors can also use the available Universal Masthead Mount for offsetting or extending the device 33cm away from the mast to avoid obstructions, and to make it easier to see. Weighing only 101gm, it comes with a 24cm vertical spike to deter birds from alighting on top of the mast.

Visit www.davisnet.com for more information.



THE NEW NIGHT BEFORE CHRISTMAS

'Twas the night before Christmas aboard Easy Listening; the hull had been waxed, our stainless was glistening;
Santa came early, brought the Captain some rum; he couldn't have known we already had some.

Our stockings were hung on the lifelines to dry, along with our undies, some shirts and a tie;
For some unknown reason (I'm still in a quandary) my wife seems to love doing the laundry.
We're clean-living cruisers — not cheap or kinky — and the truth is my shorts were getting quite stinky.

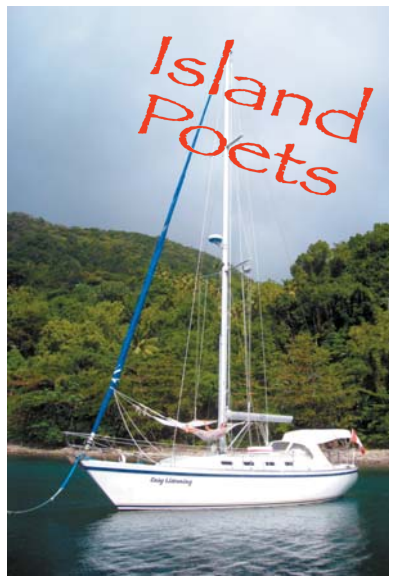
We'd sailed north from Antigua on an overnight passage; stopped in St. Barts for some French cheese and sausage;
The sky overhead exploded with stars: Southern Cross, Venus, Big Dipper and Mars;
In town there was holly — and even fir trees; it all seemed strange at 80 degrees.
Sailors were strolling, finding cheap beer, or a Budget Marine Store for new sailing gear.

One night in our rigging we heard such a clatter, we sprang from our bunk to see what was the matter;
Reindeer poop confirmed our worst fear: Santa must've got caught in our gear!
Our spreaders were bent — the forestay was slack — (on our boat there's no place to put a huge sack);

We pondered and puzzled — and it's tragic or comic — but we think the Big Guy tried to sleep in our hammock!

— Al Mosher and Michele Stevens

Al Mosher and Michele Stevens have cruised the Eastern Caribbean for the past five winters on their CS36, Easy Listening.



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The Sky from Mid-December 2016 to Mid-January 2017

by Jim Ulik

What a man had rather were true he more readily believes.

— Francis Bacon

Francis Bacon's 1620 method of proving knowledge to be true via doubt and experimentation initiated the scientific method starting the scientific revolution. Astronomers such as Copernicus, Galileo and Kepler ran experiments that would either prove or disprove their hypotheses or theories. A belief in and the understanding of science and the scientific method build knowledge about the universe. Science constructs new ideas that illuminate the world around us.

Friday, December 16th

Jupiter and Spica reside in Virgo the Virgin throughout this period. You can find these bodies just before sunrise in the eastern sky. Spica is actually a two-star system and 1900 times more luminous than the Sun. The light emanating from Spica takes about 250 years to reach Earth.

Sunday, December 18th

The Moon will rise at 2140 on December 17th. As the night progresses the Moon will slowly approach Regulus, the Heart of the Lion. The Moon will continue to appear closer to Regulus until the celestial bodies finally set in the west after sunrise.

Monday, December 19th

The December Leonis Minorids meteor shower is active December 5th through February 4th. The maximum number of meteors radiating between the constellations Leo and Leo Minor is expected this evening.

Wednesday, December 21st

Just after the Sun rises this morning it will be positioned directly over the Tropic of Capricorn in the Southern Hemisphere. The December Solstice or Winter Solstice will occur at 0644 this morning. The amount of daylight will start increasing tomorrow as the Sun appears to get higher in the sky for those in the northern hemisphere.

Thursday, December 22nd

Two days after the third quarter phase the Moon has entered Virgo. It will be positioned in the eastern sky near Jupiter and Spica over the next two mornings. You may also see some shooting stars coming out of the east this morning from the December Leonis Minorids or the Comae Berenicids meteor showers.

Any meteors coming from the north northeast this morning are the Ursids. The source of these shooting stars will appear to come from Ursa Minor or Little Bear. This constellation includes Polaris or the North Star and is also known as the Little Dipper. This shower will be active from December 17th to 26th.

Photographic technology continued to advance through the 1800s. Along with this came experiments in astrophotography. On December 22nd, 1891 Max Wolf, a pioneer in that method of finding astronomical objects, discovered the first of more than 200 asteroids. The first asteroid found was designated 323 Brucia and is 22.4 miles (36 kilometres) in diameter.

Monday, December 26th

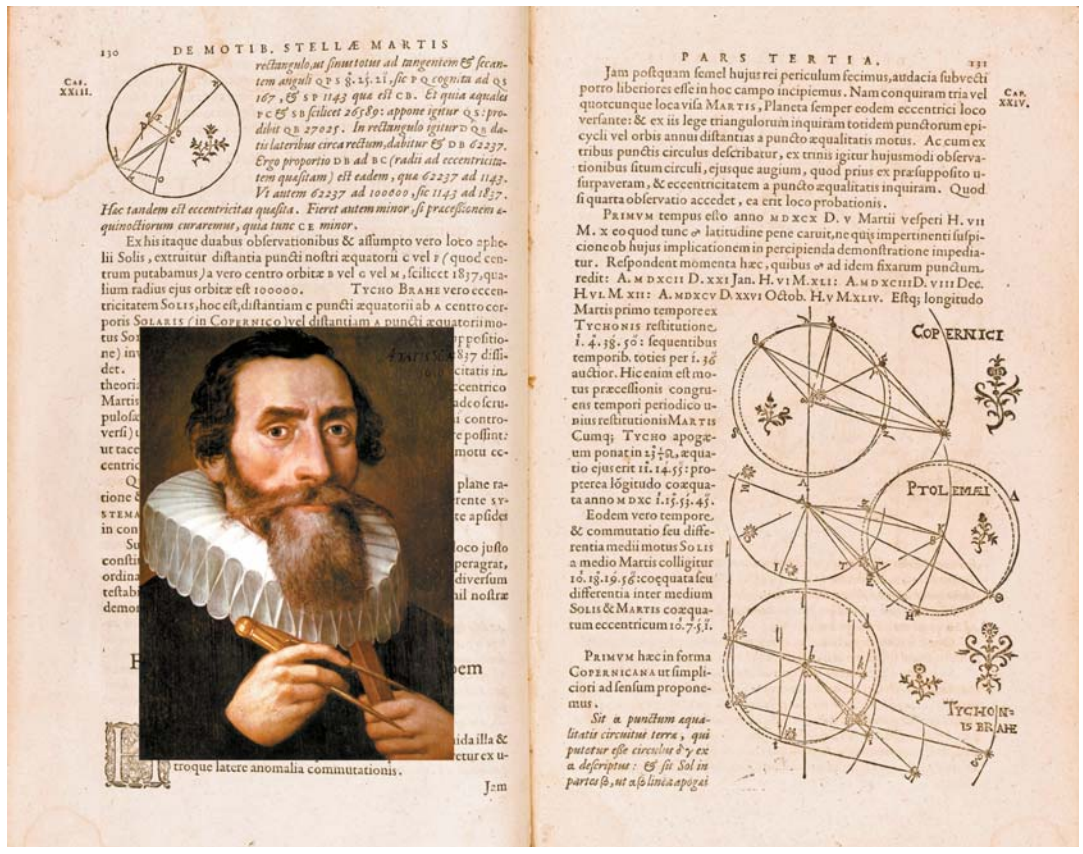
Shooting stars associated with the Puppid–Velid meteor shower are expected to be visible each night from November 17th into January. The source of this shower was originally from the area between two of the three constellations that make up the Argo Navis constellation. Those constellations are Puppis (the stern) and Vela (the sails). This year the shooting stars will appear to come from an area near the Southern Cross. Look for the Southern Cross to rise after 0200. The maximum rate of meteors expected to be visible from a dark location is around 15 per hour.

Tuesday, December 27th

Just before sunrise around 0600 you will find a conjunction between Saturn and the Moon in the eastern sky just above the horizon. The ringed planet is now 100-percent illuminated and situated just below the sliver Moon.

Today also marks the 445th birthday of Johannes Kepler. Born in 1571, Kepler would eventually develop the laws of planetary motion becoming a key figure in an era known as the scientific revolution.

—Continued on next page



Johannes Kepler and the laws of planetary motion

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—Continued from previous page

Thursday, December 29th

The New Moon moment occurs at 0253. The Moon has also reached its farthest southern declination for 2016. As the Moon progressed towards 19 degrees south latitude the Sun has started its northern progression over the past eight days since the December Solstice. The Sun, Moon and Mercury are all positioned within four degrees of each other.

Monday, January 2nd

Starting off the New Year is a conjunction between Venus, Mars, Neptune and the Moon in the constellation Aquarius. The unlit side of the Moon will appear to glow over the next few days. That is Earthshine, the sunlight reflected off the Earth onto the Moon.

Wednesday, January 4th

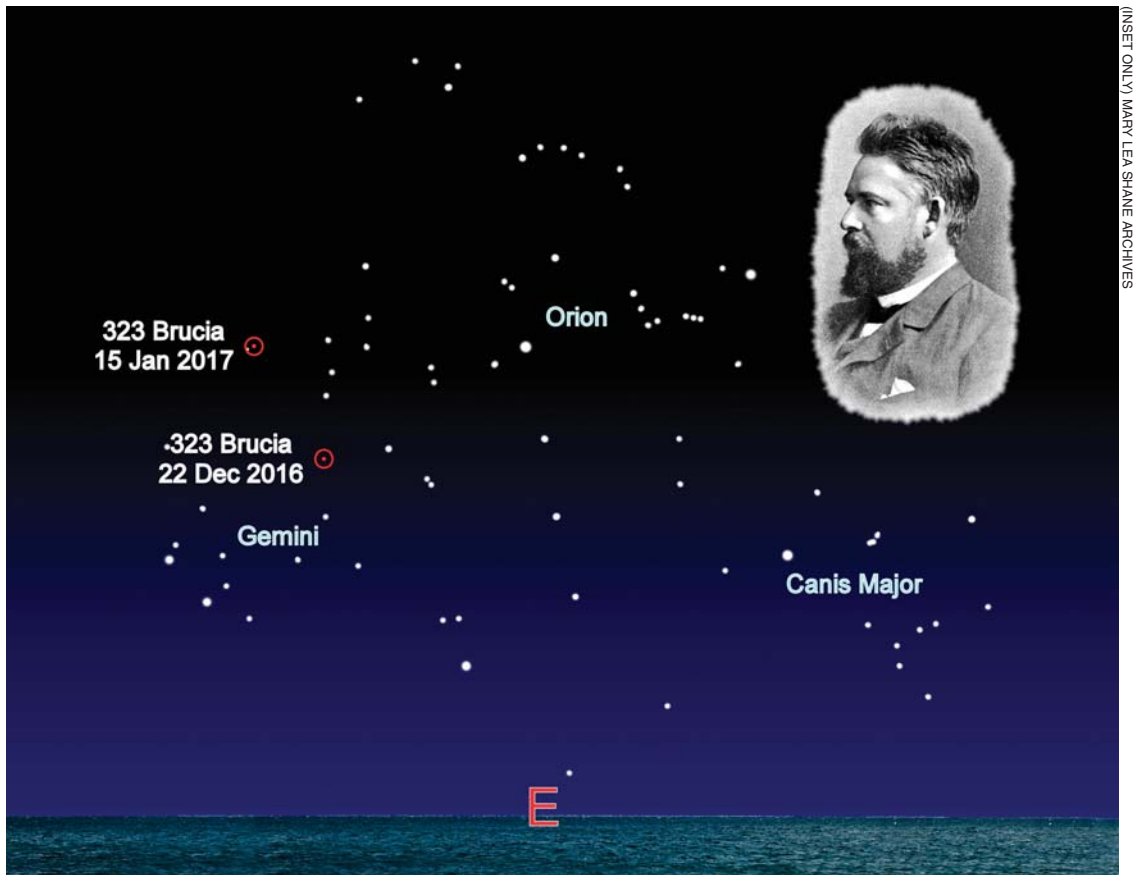
Watch for the Quadrantids early this morning. The number of shooting stars could reach 120 per hour. Meteors may be seen all night but the best time to view them is after 0200 streaking out of the north at 25.5 miles per second (41 kilometres per second).

Sunday & Monday, January 8th & 9th

In the west after sunset Mars remains above Venus in Aquarius. Look higher in the sky and find the Moon. Over the next two days it will be in Taurus near the Eye of the Bull, Aldebaran.

Tuesday, January 10th

As the Moon rises above the horizon it always appears somewhat larger than it actually is. Adding to that illusion of increased size today is the fact that the Moon has reached its closest orbital point to Earth. That will also make the Moon a little brighter over the next few nights as it approaches the full phase on January 12th.



(INSET ONLY) MARY LEA SHANE ARCHIVES



ESA

Top: The location of 323 Brucia at 2100 on December 22nd, 2016 and January 15th, 2017
Inset: Pioneering astrophotographer Max Wolf
Bottom: An asteroid passed near to Earth and was detected by NASA's Scout Software

Thursday, January 12th

Orbiting the Sun every 165 years, Neptune — named after the Roman god of the sea — has taken its place right next to Venus. Neptune's surface is made up of water and ice, and its surface area is 15 times larger than that of Earth,

Saturday, January 14th

The Heart of the Lion (Regulus) will shine faintly through the glow of the Moon. Regulus, a multiple-star system consisting of four stars, can be seen north and east of the Moon at 2100.

In the News

The number of discovered near-Earth asteroids (NEAs) now tops 15,000, with an average of 30 new discoveries added each week. It is estimated by astronomers that only about 27 percent of the NEAs that are 460 feet (140 metres) and larger have been found to date. Currently NASA/JPL has an automatic near-Earth asteroid collision monitoring system called Sentry. Sentry's job is to identify objects large enough to wipe out a major city. It is a compliment to the NEODyS CLOMON impact monitoring system operated in Pisa, Italy.

A new addition to the search for asteroids is a computer program named Scout. This program is constantly scanning data from the telescopes that are searching for near-Earth asteroids. The software automatically calculates if the Earth is at risk and instructs other telescopes to make follow-up observations allowing for advance notice of an impending strike.

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

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

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Doyle Divides and Conquers

The Cruising Guide to the Leeward Islands, Northern Edition: Anguilla through Montserrat, *by Chris Doyle. Cruising Guide Publications.*

The Cruising Guide to the Leeward Islands, Southern Edition: Antigua to Dominica, *by Chris Doyle. Cruising Guide Publications.*

2017-2018 Sailors Guide to the Windward Islands, Martinique to Grenada, *by Chris Doyle, Chris Doyle Publishing.*



Chris Doyle tells *Compass*, "I wrote and drew the charts for my first *Cruising Guide to the Leeward Islands* 26 years ago. Since then, the number of marine services and shoreside businesses have increased annually, and I now cover more anchorages — including, this year, Coral Group Bay in Barbuda, never used by yachts before. As a result the guide went from overweight to obese (the last editions all contained around 520 pages) and I stopped carrying it around when I updated quite a few years ago. I felt I could no longer add anything unless I took something out.

"So, to make more room and slim down the books, I, along with Cruising Guide Publications, the publishers of this book, divided the 14th edition of the *Cruising Guide to the Leeward Islands* into two books: *Anguilla to Montserrat* and *Barbuda to Dominica*. I am very happy with the result — even though a free 17- by 27-inch waterproof planning chart of the northern and southern Leeward Islands is now included in each edition, I can carry it around again!

"Meanwhile, the new edition of the *Sailors Guide to the Windward Islands* is now available, which also includes a free waterproof planning chart. I decided it was time to add Grenville, Grenada's 'second city', and did so with the help of Lexi Fisher, who will be joining me in updating the Leewards guides this year. The Windwards guide, too, is growing, so this year I took out the section on local fruits and vegetables, and hope to post it on doyleguides.com sometime in the near future.

"The value of having our most recent guides on board was clearly demonstrated not too long ago, when an old friend of mine, who was not carrying the guide, lost his boat on the reef in Laborie, St. Lucia. Several other yachts also were damaged on the same reef, as some of the older charts are wrong. Happily the entrance has now been buoyed and some charts updated, as shown in *Compass* in November. But it makes sense to carry a guide written by someone who has actually been in the port you plan to visit reasonably recently.

"Good sailing everyone!"

These books are available at chandleries and bookstores or from www.cruisingguides.com.



MARTINIQUE'S MAGNIFICENT YOLES RONDES

Le Tour de Martinique des Yoles Rondes. *Photos by Marc Sambi, text in French and English by Jean-Claude Asselin de Beauville and Thomas Thurar. Editions Ouest-France, ©2016. 160 pages. ISBN 978-2-7373-7395-4*



The *yoles rondes* of Martinique are arguably the most spectacular indigenous sailing vessels in the Caribbean. Powered — and often overpowered — by a vast sprit-rigged mainsail alone, these fiercely raced descendants of dugout canoes sport the multitudinous neon colors of their sponsors and a yole ronde racecourse rivals a Carnival parade in terms of vibrant color in motion. Scores of crews and thousands of spectators hit the beach when yole ronde fever strikes. Photographer Marc Sambi has captured the splendor and visual excitement of the biggest yole ronde race on Martinique's annual calendar — the seven-stage Around Martinique Race — in this new coffee-table-style book.

Photos from different years' competitions have been chosen not only for maximum "wow" impact, of which there is plenty (your inner Prudent Mariner will be shrieking, "Are these people insane?" while the imp on your other shoulder is hollering, "Go, go, go!"), but in addition to the eye-popping racing shots, there are images of the crews, the crowds, the scenes along shorelines at the starts and finishes, and even the food, to give us a well-rounded picture of this quintessentially Martiniquais event.

The text, in French and English, provides valuable documentation on the development of the unique 30-foot yoles rondes themselves, from gommier fishing vessels and workboats to modern sport racers, as well as the development of their highly competitive crews, who have exchanged beliefs in the supernatural as the keys to winning for today's specialized physical fitness programs tailored for each crew position. (Check out the abs on the skippers.) The round-the-island race is divided into seven village-to-village legs of varying difficulty and danger, and these are described as well.

The text also shares insights into the personalities involved and the powerful significance of the Tour de Martinique as a cultural catalyst that has "become an outlet for a heightened sense of [village] identity, which is reflected in a strong — but controlled — rivalry… This long tradition has also reawakened a fervent desire in the people of Martinique to get back in touch with the marine world that surrounds them… The Tour now serves as a focal point, a place where all the strands, echoes and movements that make up our social fabric come together and intertwine."

For anyone who loves Caribbean sailing, this would be a great addition to the bookshelf. *Le Tour de Martinique des Yoles Rondes* was just being published as this issue of *Compass* went to press. Seek it out. It does the yoles rondes and their people proud.



When 'Classic Yachts' Were Simply Old Boats

by TD Matzenik



I am half a world away now, but whenever I cut into a fresh lime, the fragrance wafts me back to St. Lucia. There, I first savored it over fresh papaya, and at sundown, with good Barbados rum.

The old cutter had come to anchor off Vigie Creek, in Castries Harbour, after five of us had sailed her across the Atlantic Ocean. In the distance, the rusty tin roofs of the town rattled to a rainsquall, while light traffic squawked along the waterfront where a cut-down island schooner lay discharging cargo. The warm rain drove us briefly under *Tern's* canvas awnings, standing close together only to laugh at our new-found aversion to getting wet.

Once ashore, we picked up our mail at the sleepy marina in Vigie Creek. This was as close to the United States as I had yet been, but the proximity was evident in things as mundane as electrical installations. In a lonely berth, a tired wooden motor-cruiser reminded me of Hemingway and the *Pilar*. In his day, the Caribbean Sea had been considered almost as remote as the South Pacific. That sense of remoteness had not quite faded when *Tern IV* arrived in 1971. Airports were more common, but travelers still kept in touch in ways that had not changed since the opening of the Panama Canal. Telegrams tended to be dire. International phone calls were fabulously expensive. And, as a wanderer on three continents, my mail caught up, dog-eared and crumpled; the news moot as a message in a bottle.

Our skipper, Roger Fothergill, was something of a curiosity in the lower Caribbean. To the consternation of those trying to make a slim buck in the charter business, Roger sailed back to England, discarded a perfectly good set of Bermudan masts and sails, and replaced the lot with a new old-fashioned gaff rig. We shipped the long bowsprit, parceled and served the shrouds, and Roger taught me how to send up a topmast. It was the most wholesome work this sailor-lad could hope for.

Tern had many charms. Her sides were best Burma teak, she carried her shrouds outboard on channels, and below the water she still had her original copper sheathing. The deck planks were tapered in either direction from amidships. I know of no other deck like it. Classic yacht regattas and gatherings were a long way in the future, and in my memory, *Tern* is the first pre-war sailing yacht restored to her original appearance.

Crossing the Atlantic Ocean, we had been held up by a frustrating period of sweltering calm. Before dawn, *Tern's* dewy decks were slippery as I took a stroll up forward. I was just stepping over the staysail-horse when something caught my eye. Damn, if it wasn't Roger's knife stuck firmly into the forward side of the new mast! I still had a lot to learn, but I knew this was an old invocation of the wind-Gods, and I wasn't about to mention it, let alone disturb it.

Yes, Roger was old school all right; he went to sea in an Irish trading-schooner before World War Two. In *Tern IV*, he still navigated with Norie's Tables, and ran the watches four on, four off. In heavy weather, he wore a smock, a sou'wester and thigh boots — old gear for which he rued the demise of a patent concoction called Parker's Celebrated Cape Horn Oilskin Renovator.

Back once again in the West Indies, Roger was keen to show off *Tern's* restoration, and while bound for St. Vincent, we put into Marigot Bay, and let go the anchor in the middle of the lagoon where today you will find a marina. *Tern* was almost completely landlocked behind the famous spit of sand and coconut palms. I don't suppose anyone has needed a riding light in Marigot Bay these many years, but once ours was hoisted, we went ashore, and soon found ourselves in the company of Captain Walter Boudreau.

A lot has been written about the early days when the Nicholsons established their yacht-charter business in Antigua, but we should also remember Captain Boudreau had operated a number of classic sailing vessels in the Caribbean since 1952. Roger first appeared in the islands when Boudreau was still running his Herreshoff schooner *Janeen*. Walter and Roger were both three times my age, and I was in awe of their accomplishments. At Boudreau's newly completed Yacht Haven Hotel, I perused the mural of the British squadron lying out where *Tern's* light now twinkled. But I was really listening to the two old sea dogs bemoaning the precarious economics of their business; they were then feeling the pinch of subsidized competition.

I did not get to know Captain Boudreau. For one thing, there was the generational divide, and on later occasions when we anchored in Marigot at night, I would carouse under the palms with young people from other yachts. In the season, *Tern IV* rarely got north of Marigot, understandable when the waters from there southward to Grenada offer near perfect sailing.

And so we reached up and down the islands, with Roger teaching me the safe bearings. I observed the man and his methods closely. I could see he had looked something like actor David Niven in his younger days, and in his sixties, Roger had a style that suited *Tern IV* down to her keel bolts. He and his wife, Joy, gave the old yacht an English domesticity that proved popular with their American clients.

Accordingly, things remained all very serene, usually taking tea at four o'clock. That is, until we made Tyrrell Bay, where a local boat would bump up alongside, with a trio of hilarious musicians. In their island parlance the old cutter was "*Tern Ivy*", and they shattered her decorum with the raucous songs of The Mighty Scraper, the half-blind Calypsonian of Carriacou. Some thought it was his rasping voice or a contraction of Skyscraper, but we thought it was his rough little rowboat against the gleaming whites sides of the yacht that gave the Scraper his name.

I shared the fo'c's'le with a shipmate by the name of Warner Luloff, whom I had met two years earlier, at the Point Yacht Club in Durban, South Africa. His good humor served as a mainstay, even though he would admonish me, "to dream but not let dreams become your master." Sorry, Warner. I never did get it right.

After long ocean miles, there was a coziness in short day-sailing in the Grenadines. But *Tern* was a heavy boat to work, especially as we often handled anchors and set sail twice a day. Her cables were stud-link chain, and the windlass, the "Armstrong" variety. How we two deckhands sweated over that wonder of British engineering! And how we begrudged every link veered. I could be a sour little twerp at such times, but Roger didn't hold it against me. In fact, I once overheard him refer to me as his "top-mast monkey," a singular accolade I have yet to better.

At Young Island, St. Vincent, we anchored with plenty of cable in that tide-swept cut. As a deckhand in a 62-footer, I had thought I made the big time, but now I was having some doubts. It was here that I began to see the magnificent 70-footers that would become familiar to me in the next few years: *Eilean, Lord Jim,* and *Ticonderoga.*

Sleeping on deck with the gusts rustling the canvas awning, I glimpsed masts and rigging against the stars. The big schooner *Marie Pierre* started to move before dawn. She came ahead slowly to the whine of an electric windlass hauling her cable. It was music to my ears! We would be sweating over *Tern's* back-breaker soon enough, but the shadowy mate on the foredeck of the schooner looked coolly nonchalant. As each 15-fathom shackle appeared at the windlass, he rang the number with the bell on the foremast. Finally, he rang a rapid toll as the anchor broke out, and the schooner was under way. I was envious as all get-out.

In the Mediterranean Sea, the motor-yacht was ascendant by 1960. In contrast, the windy Caribbean suited sailing yachts

Wherever *Tern* came to anchor, she joined a fleet of newer charterboats: boats of fibreglass and aluminum. Some were financially subsidized, some not. The latter were the pride of sailors prepared to go broke slowly, if it meant sailing the Caribbean in the process. In Roger's case, his wife, Joy, charming and tolerant, had given him five years. "And then I want a cottage on Lake Windermere."

"Yes dear. Of course. Would you care for another sherry?"

Joy and Roger may have been rather late on the charter scene, if we consider the careers of the Nicholsons, Boudreaus and Byerleys, but they were cut from the same cloth. In making their wonderful old vessels pay, they achieved something that I doubt even they fully realized.

In their appreciation, I remember the state of yachting in the post-war years. Vessels we call "classic yachts" today, were simply old boats. Most sailors embraced new designs, or modernized old boats where practical. Their third-rate status was most evident in the Mediterranean Sea, where the motor-yacht was ascendant by 1960.

In contrast, the windy Caribbean suited sailing yachts, but during summer, the hurricane season meant a large gap in charter-revenue. Captain Boudreau pioneered a new two-season operation by making a dash across the Atlantic for summer in the Mediterranean. It meant tight schedules with not much time for maintenance, but soon others would follow. By the early 1970s some very beautiful old sailing yachts were appearing in Mediterranean ports in full ocean-going trim. Manned by young sailors, their enthusiasm was in stark contrast to a sometimes-dismissive local attitude. But the fresh perspective proved infectious, and boats that had been tied up since the war began to attract interest.

The floodgates opened, so to speak, in September 1980, when the First Annual Classic Yacht Regatta was held at Newport, Rhode Island. Now the old boats had a new category, and one that, at last, lauded their graces. Other factors contributed to the classic yacht revival, but the early Caribbean charter operators saved many pre-war boats before the worldwide interest we see today.

It is marvelous what the zest of lime will conjure up. Best of all are the characters drawn to the islands of Caribbean in much the same way as I. We would have gone that way on a raft, if it came down to it, but men like Walter Boudreau and Roger Fothergill gave us a sailor's chance. Some had distant dreams beyond the Isthmus of Panama, others like Warner would return to other vocations. And then there were those who could never elude a string of islands in the sun.

Although Roger and I were separated by generations, I liked to read the authors in *Tern's* library: the chronicles of life under sail in ships and yachts. But Roger liked a yarn about the charter trade, too. In fact, he loved a juicy piece of gossip. In the fleet, he liked to know all about the pretty girls, the bronzed young deckhands, and of course, the skippers going broke slowly. Perhaps they were a motley bunch: not too many uniforms or tickets among them. Roger called this panorama "the last vestige of a more spacious age". I know he thought it worth recording; once, when he found me with my head in one of his books, Roger overlooked my skiving off, and said to me, "Perhaps someone will see fit to write about us, one day."

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LOOK OUT FOR...

Tamarind: Sticky, Tart-Tasting, and So Very Versatile

by Lynn Kaak

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

While walking along the road, some day you might look down to discover that you have trodden in the sticky remains of some kind of seed pod, appearing somewhat like a large brown pod of peas. They're scattered all around you, making it very difficult to not get this gooey stuff stuck to the bottom of your sandals. You've most likely walked beneath a tamarind tree.



Tamarindus indica can be found throughout the tropics. While it's believed to be a native of Africa, the tamarind gradually spread through the Middle East and on to Asia and India with the very early traders. Tamarind is so prolific in the Indian subcontinent, that the name is derived from "Indian date" (*tamar inde*).

Eventually, it found the way to this side of the Atlantic with European settlement. In the Caribbean, a very old tamarind tree often marks the site of a colonial habitation; the tamarind tree is resistant to even hurricane-force winds and the highly acidic pulp inside the pod was once used to make a food preservative. The sweet-tart pulp around the seed is now used to make juice and candy — ask for "tamarind balls" in the market. With a very tasty and nutritious fruit, the versatile and beautiful wood, and the plant's hardiness, this tree was bound to go places.

Tamarinds are well suited to living in the Caribbean. They can tolerate full sun very well, and are resistant to salt spray, while being able to live with plenty of rain, provided there is adequate drainage. They are quite resistant to drought however, and as long as they don't have to deal with frost, they can withstand pretty much anything thrown at them. The tamarind doesn't tend to grow well with other trees, preferring its own company.

What to look for? These trees grow to heights from 12 to 25 metres (40 to 80 feet), with solid trunks and a wide-domed canopy. The delicate tamarind leaves are "pinnate", in that they come off a central stalk. Long, thin leaves line the stalks, which can be 15 centimetres long. These leaves curl up at night. The flowers of the tamarind aren't particularly showy, but the yellow with red- or orange-streaked blooms are far from camouflaged. The 2.5 cm wide, three-petalled flowers grow along a shoot that can reach 20 centimetres in length, each flower having its own short stalk. Botanically, this is known as a "raceme" — this is similar to flowers of the lily-of-the-valley. However, if you get close enough, you will find that the little orchid-like flowers are exquisite.

Left to their own devices, tamarind trees can live for hundreds of years. They can be propagated by seed, grafting and cuttings.

Tamarind is frequently found as an ingredient in recipes from almost all tropical areas, as the wonderful qualities of cooking with the fruit were adopted and adapted to local cuisine. Whether you juice it, make jam or chutney, sauce it, simmer it, or eat it raw, the pulp from those little brown pods packs a punch. Tamarind seeds are edible, too, whether raw, roasted or boiled. Thanks to its high acid content the fruit tends to have a long shelf life, which allows it to travel well.

Apart from tasting good (it's the "secret ingredient" in Worcestershire sauce), tamarind fruit is a treasure trove of nutrients, including some of those harder-to-find minerals that we don't get with reverse osmosis water on our boats. From a medicinal view, tamarind has been used in the Caribbean to deal with high blood pressure, and it may help with lowering cholesterol levels. The fruit and leaves have proven useful in fighting fevers, and the fruit helps with flatulence. The leaves have been used in teas and poultices for skin problems and liver disease.

Tamarind has been cultivated extensively for more than just its good looks. You'll frequently see the trees along the roadsides and rural paths. You'll be tempted to stop, as they provide generous amounts of shade, but just watch out for the fallen pods!

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MERIDIAN PASSAGE OF THE MOON

DECEMBER - JANUARY 2017

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 2016	
DATE	TIME
1	1306
2	1415
3	1505
4	1554
5	1643
6	1732
7	1821
8	1911
9	2003
10	2057
11	2154
12	2254
13	2355
14	0000 (full moon)
15	0057
16	0157
17	0255
18	0348
19	0438
20	0525
21	0609
22	0652
23	0715
24	0819
25	0902
26	0947
27	1034
28	1122
29	1212
30	1303
31	1351

January 2017	
1	1441
2	1530
3	1616
4	1703
5	1752
6	1848
7	1942
8	2038
9	2137
10	2733
11	2338
12	0000 (full moon)
13	0037
14	0133
15	0226
16	0315
17	0402
18	0447
19	0531
20	0614
21	0658
22	0742
23	0828
24	0918
25	1005
26	1055
27	1145
28	1236
29	1326
30	1416
31	1505

A Caribbean CHRISTMAS to Remember

by Shirley Hall



I love Christmas in Trinidad, everything about it: the togetherness, the parang music and, of course, the food. This is the story of my Christmas childhood in Trinidad, where my parents, grandparents and brothers all got together and played a part in the preparations.

My father would find three rocks almost the same size and place them in a triangle on the ground. At the front he would put pieces of dry wood. Next a large biscuit tin three-quarters full of water would be placed upon the triangle of stones. He would then light the wood to heat the water, and let it burn for about ten minutes, adding more wood if necessary. Then came the big moment when he would place a ham in the biscuit tin and leave it to boil for two to three hours. He would check occasionally to make sure the water was still covering the ham — or stray dogs weren't eying it.

We did not have an oven, all we had was a two-burner stove, but that never presented a problem for us because we knew alternative ways of baking. My grandfather would dig a hole about a foot and a half in diameter and about a foot deep. He would place chopped pieces of very dry wood in the hole, till it was three-quarters full. As it burned down, Grandpa would add more wood. In the meantime my brothers and I were given the task of beating butter and sugar light enough for the cakes. (As I reminisce I wonder how much of the mixture we ate, and if it would have made a difference in the quantity and quality of the finished baked goods.) We were also given the task of grating the coconut for the sweet bread on a homemade biscuit-tin grater.

My mother was responsible for kneading the flour for the bread and my grandmother would sort the ingredients for the sweet bread and the cakes. By this time the cakes are mixed, and the sweet bread and the regular bread are ready for the makeshift oven.

When the fire in the hole was red and not smoking anymore, my mother would place a large pot quarter-filled with water over it and let it come to a boil. Then they would place the cake mixture — or the sweet bread, or the regular bread — in coated pans and place those pans in the pot with the heated water. A piece of tin was used to cover the pot. On this tin were placed pieces of burning embers. This made a covered pan with heat at the bottom and top. Baking in this manner normally took about two hours to finish all your cakes and breads.

It may sound difficult, but once you get a handle on it, it becomes easy. By the time everything was finished baking, my father would drain the ham.

Here is a simple cake recipe you can try — with the use of your oven! The regional holiday drink is ginger beer or ginger ale made from the true ginger root, not fake chemical flavors. Ginger settles the partying stomach!

Have a safe and Merry Christmas, one and all.

Golden Coconut Cake

3/4 Cup flour
4 teaspoons baking powder
pinch of salt
1 Cup (8 ounces) butter
1 1/4 Cup granulated sugar
1 1/4 Cup shredded coconut
1 Cup raisins
1/2 Cup chopped candies cherries (red and green)
1/2 Cup of mixed peel
4 eggs
3/4 Cup evaporated milk

Sift together flour, baking powder and salt. Cut in butter until mixture looks like finely ground breadcrumbs. Stir in sugar, coconut, raisins, cherries and mixed peel. Beat eggs well, and slowly add to flour, stirring thoroughly. Add the milk and combine well. Pour the mixture into a greased round pan and let bake for one hour at a 325°F. Cool in pan for ten minutes before serving.

Instant Ginger Ale

1 Cup fresh ginger, peeled and thinly sliced
1 Cup sugar (or less to taste)
2 Cups water
club soda
1 lemon and 2 local limes sliced into wedges and seeded
fresh mint to garnish (optional)

In a suitable pot combine ginger, sugar and water. Simmer slowly until sugar is dissolved and ginger is softened, about ten minutes. Strain warm syrup and allow to cool. Fill tall festive glasses with ice; add one part ginger syrup to three parts club soda. Squeeze a lime and a lemon wedge into the glass. Increase ginger syrup if you desire more sharpness.

Ginger Beer

1 Tablespoon of the freshest ginger root you can find, peeled and grated
1 Cup sugar
juice of 1 lemon
1/4 Tablespoon baker's yeast
filtered or bottled water

You'll need a funnel and a two-litre glass bottle with a screw-tight cap or cork. If you can't find a glass one, a clean two-litre plastic bottle will work. For the best results, sterilize all of your equipment as much as possible. Immerse it in hot water, close to boiling.

Through a funnel, put sugar and yeast into the bottle. In a bowl combine the grated ginger root and lemon juice and transfer it to the bottle. Add water to fill it halfway and shake well to mix all ingredients. Add more water, leaving about an inch of space at the top. Screw the cap on, or cork, and shake again. Leave in a warm place for about two full days, but not in direct sunlight. Then put the bottle in the fridge to stop the fermentation process. Refrigerate overnight. I recommend pouring it through a strainer unless you like pieces of grated ginger.

Pound Cake

2 Cups (one pound) butter
2 Cups granulated sugar
8 large eggs
1 teaspoon fresh grated lime peel
1 teaspoon almond essence
4 Cups flour
4 teaspoons baking powder

Cream butter, beat in the sugar gradually, and then beat in eggs one at a time. Add the grated peel and essence and mix thoroughly.

Combine flour, baking powder and a pinch of salt, gradually fold into the butter mixture.

Pour batter into a greased and floured loaf pan. Bake in a preheated oven at 325°F for 45 minutes or until tester comes out clean.

Reprinted from the December 2014 issue of Caribbean Compass.
Shirley Hall is the author of The New Caribbean Home Garden Handbook.







CARIBBEAN CRUISING CRIME PREVENTION

Dear *Compass* Readers,

I read with interest the article "The Caribbean: Perceived Problems, But Solid Attractions" in the September 2016 issue of *Compass* [*page 24 at www.caribbeancompass.com/online/september16compass_online.pdf*], in which "crime and the perception of crime" was listed as a main problem in the minds of today's cruisers. Here are some thoughts from an old timer.

First, I am not sure that the number of crimes against yachtsmen is actually increasing. Perhaps it is just that with the Safety and Security Net reports, social media, etcetera, every single thing that happens is broadcast far and wide. In the past when a crime happened, unless it was a violent one that received international publicity, the news of the crime did not travel far.

The police departments vary in quality from island to island. In many islands, crimes against yachtsmen are seldom solved, as the police departments are so busy trying to solve their local crimes that little is done to solve the crime against yachtsmen. So dealing with crime is really a case of us avoiding becoming victims in the first place. The Confederate cavalry general Bedford Forrest was tremendously successful on his raids into the northern territories. When asked why he was so successful his reply was, "I hit them where they ain't!" To avoid crime, the cruising yachtsmen should do the same: check all sources and avoid the areas where crimes against yachtsmen are regularly reported. For example, for over half a century I have recommended sailors avoid stopping on the west coast of St. Vincent, and yet another assault on a yachtsman occurred there in October.

For 40 years or more, I have pointed out that I have never heard of a boat being boarded or had its dinghy stolen that had a barking dog on board. [*Editor's note: You must have missed the report from the yacht* Amarula *— whose not one, but two normally noisy dogs decided to remain absolutely silent while the boat was boarded and the crew tied up and robbed — published in the January 2016 issue of* Compass*: page 46 at www.caribbeancompass.com/online/january16compass_online.pdf. The victims wrote, "We thought that our dogs would always give us some degree of warning of any boarding. Plainly this has given us a false sense of security that needs review."*]

If you do not want a dog on board, rig a sensor light that will go on whenever anyone approaches the boat. Also rig to the sensor light a really loud screaming alarm that will go off when the light goes on. I am sure the above rig will discourage any would-be thief or burglar

Don Street
Glandore, Ireland

Editor's note: For more on the subject of crime-avoidance measures for those on boats, see "What's on My Mind" on page 40.

HELPING VENEZUELA'S MARINA CATS

Dear *Compass* Readers,

Many years ago I wrote a letter to *Compass* about feeding and caring for the animals in the Marina Bahia Redonda in Puerto La Cruz, Venezuela. Some readers may have seen the cats or even helped care for them. The marina has always been a safe haven and sanctuary for animals.

Sadly the situation in Venezuela has changed, the cost of animal food even at the "gringo exchange rate" is expensive. The price of cat food has gone from US$1.00 per kilo to US$7.30 for the cheapest cat food, and dog food is now US$4.00 per kilo. To find a bargain we've tried feeding the cats cheaper dog food, but this has only created another problem: many cats are started to suffer from urinary tract infections caused by kidney stones, and this means more money spent on veterinary visits and medicines.

It seems silly to worry about feeding cats, kittens, and dogs twice a day in a country where people are standing in long lines for hours to buy basic food, while workers and security guards rapidly lose weight, because they are only able to eat one meal a day. But the animals are unable to provide for themselves. The street animals are having a harder time, since they are now sharing the scraps from the garbage cans with humans.



Bradley, one of the rescue cats at Bahia Redonda

People are suffering and the animals are suffering the most. Many people are abandoning their pets to the streets and public markets, thinking that maybe they'll find more food there. People can no longer afford to neuter or spay their pets, and more and more cats and unwanted kittens are being smuggled into and abandoned at the marina.

When I wrote to the *Compass* last we had 18 cats and two dogs in the marina. All were sterilized and while we are still spaying and neutering all new cats our numbers are still growing. Our adoption rate for the past three or four years was at a steady average of ten to 15 cats a year. The economic crisis has also reduced adoptions to only four cats in 2016. Owing to these factors we are now at 56 cats and four dogs in our care. All of the cats and dogs were smuggled into the marina to be abandoned; a few came to us in terrible condition, but all are de-wormed, given a bath and food, and if ill, medical treatment. The marina has always been a "no-kill sanctuary", and we would sincerely love to keep it this way.

The marina management has graciously and thankfully continued to buy us some food but with the rising number of animals and the new cost of animal food it isn't nearly enough, in addition to our need for medicines and the cost of veterinary visits, and we are now in desperate need of your help.

Last year, to help keep our animal population down we had five "Sterilization Day Campaigns" where people can sterilize their pet for a fraction of the price charged at the veterinary clinics, we also did a few "Trap, Neuter, and Return" campaigns for animals in public parks, markets, and a residential building next to the marina. We successfully sterilized about 150 cats and 20 dogs. These campaigns are becoming difficult to maintain because of the lack of medicine and the high prices of what is available.

We are in genuine need of your help money for food and medicine, and money for sterilization and veterinary visits. The cruising community has always loved and rescued animals and is always generous to great causes. So we are sincerely asking for your help, with this noblest of causes, helping animals that are suffering in a country that is also suffering.

Please! We don't want to have to put animals to sleep, but sadly we may have no choice. Your contributions are most welcome. To help us contact us or simply follow our work and our lovely animals:

instagram: @Adoptaungato
Facebook: Help A Cat
Website: www.helpacat.org
E-mail: helpacattoday@gmail.com
WhatsApp: +584127969148

Thank you sincerely in advance for your help,
Diana Thompson
Zephyrus

CHRISTMAS WITH KIDS AT STORE BAY, TOBAGO

Dear *Compass* Readers,

I spent many a Christmastime in Tobago, at Store Bay's popular vacation resort, where I've often seen several yachtspersons hanging around. It's a good place to be if you want to stretch your sea legs, especially if you're traveling with children. There are snowmen on the grounds, too — snowmen that do not melt! I don't know if they enjoyed the snowmen as much as I did, but I certainly enjoyed and appreciated them.

—Continued on page 46

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WHAT'S ON MY MIND

Simple Precautions Make Sense

by Lynn Kaak

There *are* crimes against cruisers in the Eastern Caribbean. That is not new information. However, how we as cruisers respond to this information is important.

Most of us sailed to the Caribbean to get away from the stresses of our previous lives. The idea of sipping a rum punch on the beach, or sundowners on the boat, is seductive. I wanted to be on that boat in the background of some poster of Paradise. Nowhere in these dreams did the possibility of being a victim of crime seriously cross most people's minds.

But now that the reality has confronted us as a community — whether from being a victim, or knowing someone who was a victim — there is usually some form of reaction. We personally know of many boats that have been boarded, and we have tried to learn from their experiences. The majority we know of were robbed while anchored in "safe" anchorages, so the first thing we learned was "don't assume crime doesn't happen here".

There has been the typical hue and cry that "somebody has to do something", and "where are the authorities?" is a common complaint. I'd like to point out two essential things: First, in many small island nations the local authorities don't have the resources to tackle crime against yachts, and second, there are things we cruisers can do for crime prevention. Think: even if some authorities were proactive about crimes against yachts, what would you do when you anchored somewhere a little too far away from these resources?

Would you cross the street without looking for traffic?
How about smoking while filling the dinghy gas tank?

Here's what we do: We have a light on in the cockpit all night. Some pooh-pooh this as unnecessary, and say that a motion-detector-operated light should be sufficient and less invasive. I disagree. Once the potential thief has set off the a motion-operated device, he is *already* on your boat, and pretty committed to what his intended activity is. Cameras are similarly problematic. You may get pictures of the person who robbed your boat, but now you have to rely on a possibly indifferent police force or judicial system. How about discouraging the bad guys from wanting to board your boat in the first place with an illuminated cockpit? Roaches don't like the light. Turn it off when you want to star gaze, turn it on when you leave the boat or are settling down for the night.

We also have a method for securing our companionway, and never leave hatches open at night. Our friends who have had stealth boarders while they slept subsequently took measures to lock up, unfortunately after being robbed in the first place (one came upon a machete-wielding person *in* his boat, but fortunately nobody was badly hurt). Securing your companionway and hatches is a precaution similar to locking the doors of your house when you go to bed.

If someone does get on deck or in the cockpit, stay below and keep the companionway closed. Don't attempt to engage an unknown number of assailants. Really, what are they going to get of value from your cockpit? If they try to get in, then use whatever you may have for self defence, but don't try to engage them first. By the way, wasp spray and flare guns have been proven to not be effective self-defence methods (*see www.caribbeancompass.com/online/december13compass_online.pdf, page 22, on testing flare guns as a weapon*).

And please, don't assume if you have a dog that Fido will be an alarm or a deterrent. Friends had two normally vocal Jack Russells mysteriously remain quiet and cowered away when the boat was forcefully boarded. Besides, a poisoned meatball will also mute your "alarm", and do you want to risk your furbaby's safety? One cruiser's small dog was thrown into the water when the thief came aboard.

There will be many who read this who will say "but you can't live in fear! This takes away our freedom of living on the water!" To this, I call bullcrap. Would you cross the street without looking for traffic? Would you have unprotected sex with a stranger? How about smoking while filling the dinghy gas tank? No? Because these are basic precautions we take. Precautions to prevent being a victim of crime are no different.

Once you've been violated by being a victim of a crime, it is too late, but taking some simple precautions — such as keeping the cockpit illuminated and locking up at night — might actually work, so that your most interesting stories involve having fun, not getting boarded!

Online Yacht Security Resources

• See many years' worth of experience reflected in the crime-prevention tips and data at www.safetyandsecuritynet.com.

• Noonsite offers reports of "Piracy & Security" worldwide, including the Caribbean, at www.noonsite.com/General/Piracy. Noonsite suggests: "It is ALWAYS prudent to lock the yacht when you leave for a trip to shore, for a visit to another yacht, or at night when sleeping. Your dinghy and outboard should be treated like you do your car. Lock both at all times with a robust chain and padlock and always raise both out of the water at night.

"In addition to reporting an incident to Noonsite, it is also important to report to the local authorities. Only if they know what is happening in their jurisdictions can they take steps to stop the activity and to apprehend the criminals."

• Caribbean Navigator is a Facebook Group supporting all cruisers who wish to share safe sailing, navigation, and boat security information for the Caribbean Sea. Visit www.facebook.com/groups/341518759227037

• Cruising guide author Chris Doyle provides updated information, including security matters, for individual islands in the Windwards and Leewards on his website at http://doyleguides.info

• The Caribbean Security Index is a tool to assist cruisers in assessing the probability of crime at ports and anchorages throughout the Caribbean. The index is stated on a numerical scale (1-10) with mitigating factors included. In order to download the latest copy of the CSI, you will need to register as a user at http://freecruisingguides.com/caribbean-security-index

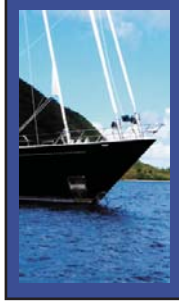
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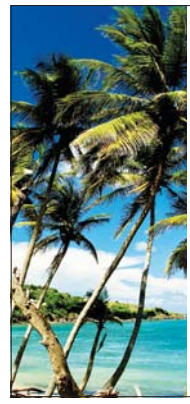
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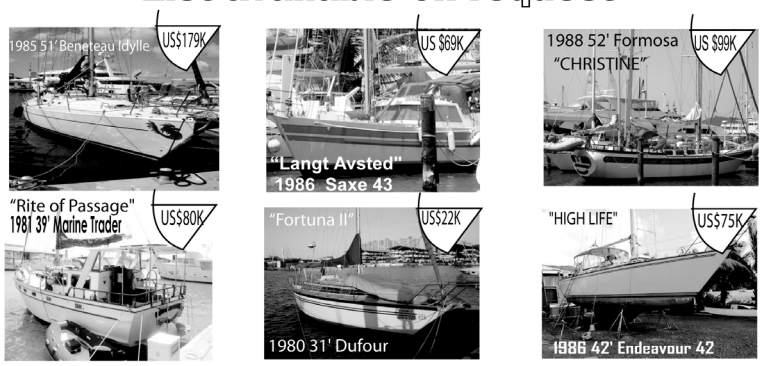

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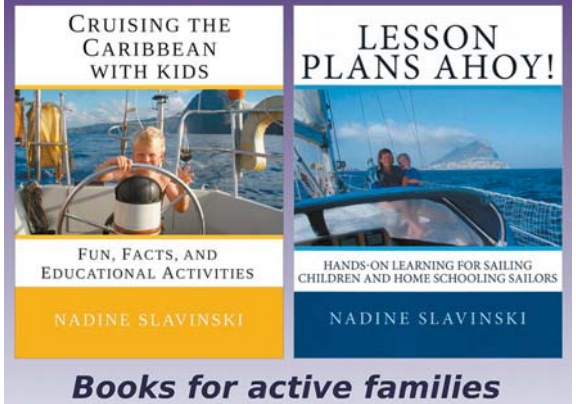
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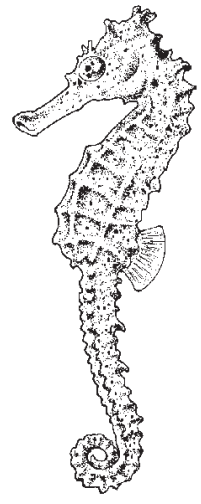


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1 – 4	Carlos Aguilar Match Race, St. Thomas, USVI. www.carlosmatchrace.com
2 - 4	Course de L'Alliance, St. Maarten, St. Barts, Anguilla. www.facebook.com/events/1255634734447763
4	Start of Christmas Caribbean Rally, Canary Islands to Antigua, www.crewbay.com/sailing-rallies
4 – 10	Antigua Charter Yacht Show, www.antiguayachtshow.com
5	Sinterklaas Birthday celebration in St. Maarten and ABC islands
9	Public holiday in Antigua & Barbuda (National Heroes' Day)
10	Club Náutico de San Juan Christmas Boat Parade, Puerto Rico. www.nauticodesanjuan.com
10	St. Croix Boat Parade. www.christmasparadestcroix.com
12	Public holiday in Guyana (Youman Nabi)
13	FULL MOON. Public holiday in St. Lucia (National Day)
16	St. Thomas Lighted Boat Parade, USVI. (340) 776-0100
16 – 18	Carriacou Parang Festival. www.carriacouparangfestival.com
16 - 24	Nine Mornings Festival, St. Vincent. http://discoversvg.com
17	Commodore's Cup, Tortola. www.royalbviyc.org
17 – 19	San Juan Sailing Championships, Puerto Rico. www.nauticodesanjuan.com
19	Public holiday in Anguilla (Separation Day)
21	Winter Solstice
25	Public holiday in many places (Christmas Day)
26	Public holiday in many places (Boxing Day). Kite Flying Festival in Tobago, (868) 639-2125
30	Fireworks in Fort-de-France, Martinique, www.tourismefdf.com
31	Public holiday in Cuba (Year End Celebration)
31	New Year's Eve/Old Year's Night: Fireworks in many places, including Trellis Bay, Tortola; Admiralty Bay, Bequia; Clifton, Union Island; and Kralendijk, Bonaire
31	Nelson's Pursuit Race, Antigua, www.antiguayachtclub.com

JANUARY 2017

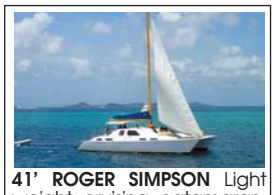
1	Public holiday or "recovery day" in many places (New Year's Day); Junkanoo parades in The Bahamas, SSCA Gam in Trinidad
1 – 2	Annual Festival parades in Montserrat, http://www.discovermni.com
1 – 7	Crucian Christmas Festival, St. Croix, www.stcroixtourism.com/christmas_festival.htm
1 – 8	St. Kitts & Nevis Carnival, www.skncarnival.com
2	Public holiday in Cuba (Victory of Armed Forces Day) and Haiti (Founding Fathers' Day)
6	Public holiday in some places (Three Kings Day/Epiphany)
6 - 7	St. Croix's Crucian Christmas Carnival Parades. www.stcroixtourism.com/christmas_festival.htm
7	Start of World ARC 2017-18, St. Lucia. www.worldcruising.com
8	Grand Finale of St. Kitts & Nevis Carnival. www.stkittsneviscarnival.com
8 – 22	St. Barts Music Festival, www.stbartsmusicfestival.org
9	Public holiday in the Bahamas (Majority Rule Day observed)
9	Public holiday in Puerto Rico (Eugenio María de Hostos Day)
10	Start of Caribbean Odyssey (Canary Islands to Barbados). www.cornellsailing.com
12	FULL MOON
12	SSCA Gam, St. Croix
14	Around Antigua Race, Antigua Yacht Club. www.antiguayachtclub.com
14	Bonaire Maritime Film Festival. projectstormvogel@gmail.com
16	Public holiday in Puerto Rico and USVI (Martin Luther King Day)
16 – 24	Mount Gay Rum Round Barbados Race Series, www.mountgayrumroundbarbadosrace.com. ***SEE AD ON PAGE 18***
18 – 1 Feb	Mustique Blues Festival
19 – 22	Bequia Mount Gay Music Fest, www.bequiatourism.com/bequiamusicfest
20 - 22	Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic, www.caribwind.com
21	Anguilla Youth Regatta
21	Public holiday in Barbados (Errol Barrow Day) and the Dominican Republic (Our Lady of Altagracia)
21 – 25	Spice Island Billfish Tournament, Grenada, www.sibt.gd
22 – 3 Feb	Conch Republic Cup (Key West Cuba Race Week), www.ConchRepublicCup.com
25	Public holiday in Aruba (GF Croes Day) and Cayman Islands (National Heroes' Day)
28	Public holiday in Cuba (Birthday of José Martí)
28-29	Grenada Sailing Festival (Workboats)
30	Public holiday in Dominican Republic (Duarte Day observed)
30 – 4 Feb	Grenada Sailing Week, http://grenadasailingweek.com. ***SEE AD ON PAGE 19***

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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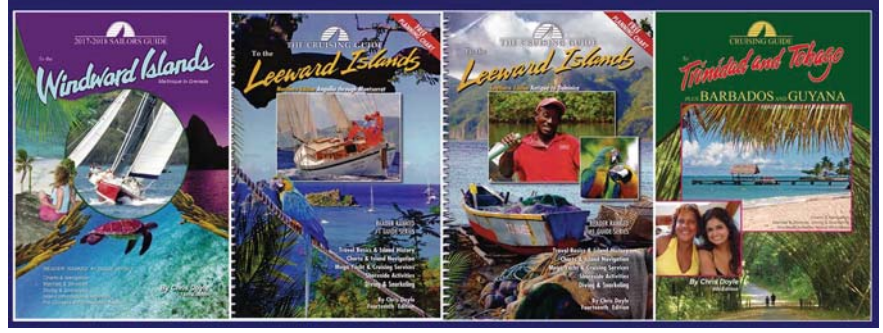
BRITISH VIRGIN ISLANDS - OUTSIDE SALES REPRESENTATIVE wanted for Parts and Power for the sale of marine & industrial machines & parts. Requires excellent customer relationship building, good organizational & computer skills, minimum 5 years experience in sales. Must be able to be mobile within assigned territory & work flexible hrs & schedule. Email CV to modmgmtsols@gmail.com or info@partsandpower.com.

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—Continued from page 39 ...
Readers' Forum



Besides being a novel delight to look at in the tropics, I remained cool just looking at them.

The hotel grounds at Crown Point/Johnson Apartments in Tobago provide a haven for families, especially families with small children. Parents can relax and be secure in the knowledge that your children will be safe. They'll feel a sense of security in knowing that their children can't just pelt in to the sea. The land is elevated a good way above the shoreline, and the steps with their plantation-style railing leading down to the beach are always patrolled by the hotel's security. The lifeguards on duty add to parents' peace of mind. Children amuse themselves with varied activities. Bicycles, skates and skateboards prevail along the grounds' well-appointed pathways. Near the swimming pool at the front of the grounds, shuffleboard is another major attraction. And while no budding tennis giants can be identified, children can be seen knocking about a ball or two on the hotel's tennis court. You'd see small groups of youngsters huddled together too, just liming or strolling the grounds, the smaller ones running around playing games, doing what children do to keep happy.

Of course, for adults, the peace of mind and serenity of the place will do. The captivating views are a bonus; they ensure a return visit. But, as far as I'm concerned I'll go back just for the snowmen.

J. Wynner, Trinidad

***Dear* Compass *Readers*,**

We want to hear from YOU!

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

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Please keep letters shorter than 600 words. Letters may be edited for length, clarity and fair play.

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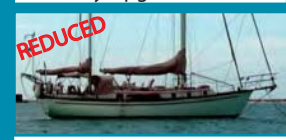

46' Jeanneau SO 45.2 2003
Nice Upgrades, Loaded $123K


45' Freedom 45 1992
Quality Cruiser $149K

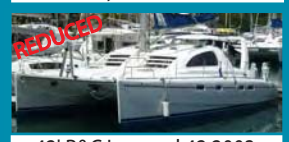

44' Beneteau 445 1994
Well Maintained, Equipped $92K

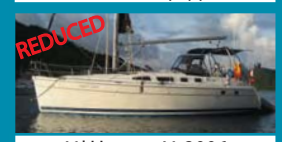

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43' Beneteau Cyclades 43.3 '05
New Sails, Good Condition $72K


43' Beneteau Oceanis 43 2010
Great Condition & Gear! $159K


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43' Shannon 43 1991
Ideal Offshore Voyager $139K


43' Hans Christian Christina 43 '99
World Cruise Equipped $249K

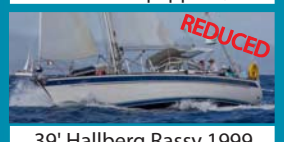

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42' R&C Leopard 42 2003
Significantly Refitted, Solid $209K

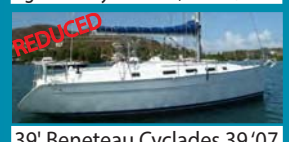

REDUCED
41' Hunter 41 2006
Equipped For Distance $115K

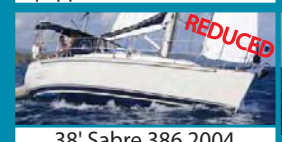

REDUCED
41' Lagoon 410 S2 2004
Well Proven Design $189K

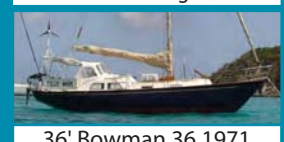

40 'Jeanneau SO 409 2011
Amazing Deal! $119K


39' Freedom 39 1984
Superb Value $49K


REDUCED
39' Hallberg Rassy 1999
Offshore Cruise Equipped $199K


REDUCED
39' Beneteau Cyclades 39 '07
Clean, Tidy, Spacious $70K


REDUCED
38' Sabre 386 2004
Immaculate, Quality $199K


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35' Soverel 35 1982
Fast, Fully Refitted $80K


34' Gemini 105 MC, 2008
Beautiful Condition $115K

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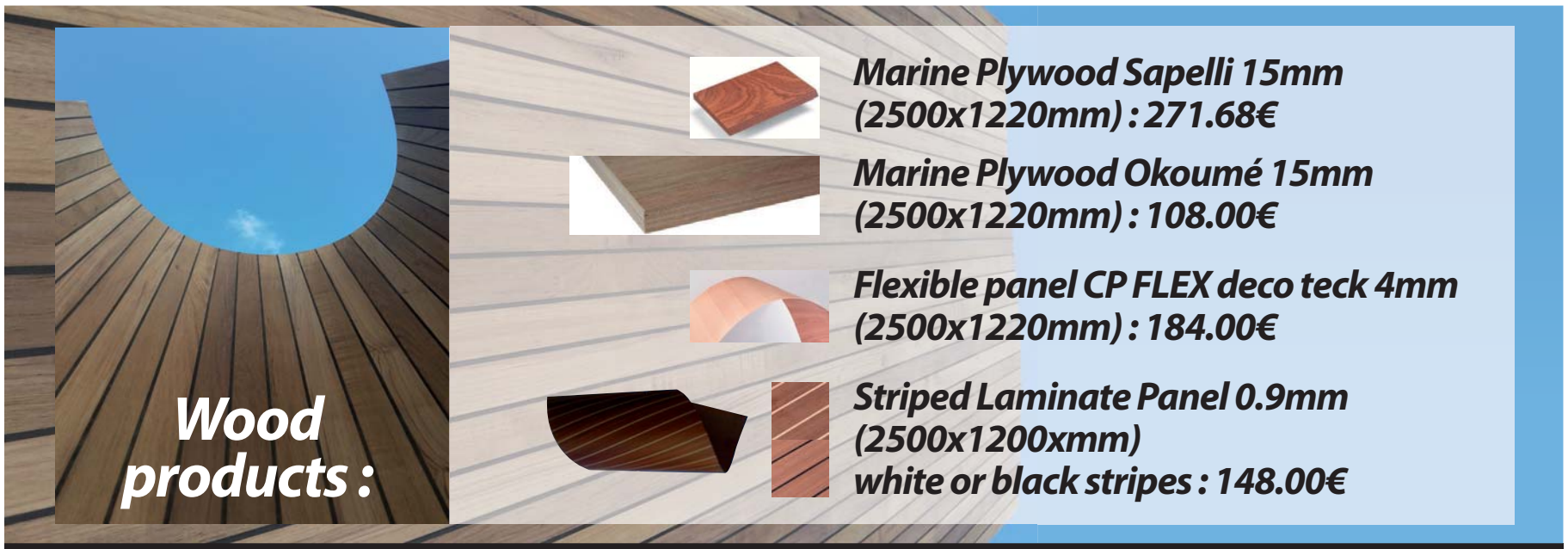
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