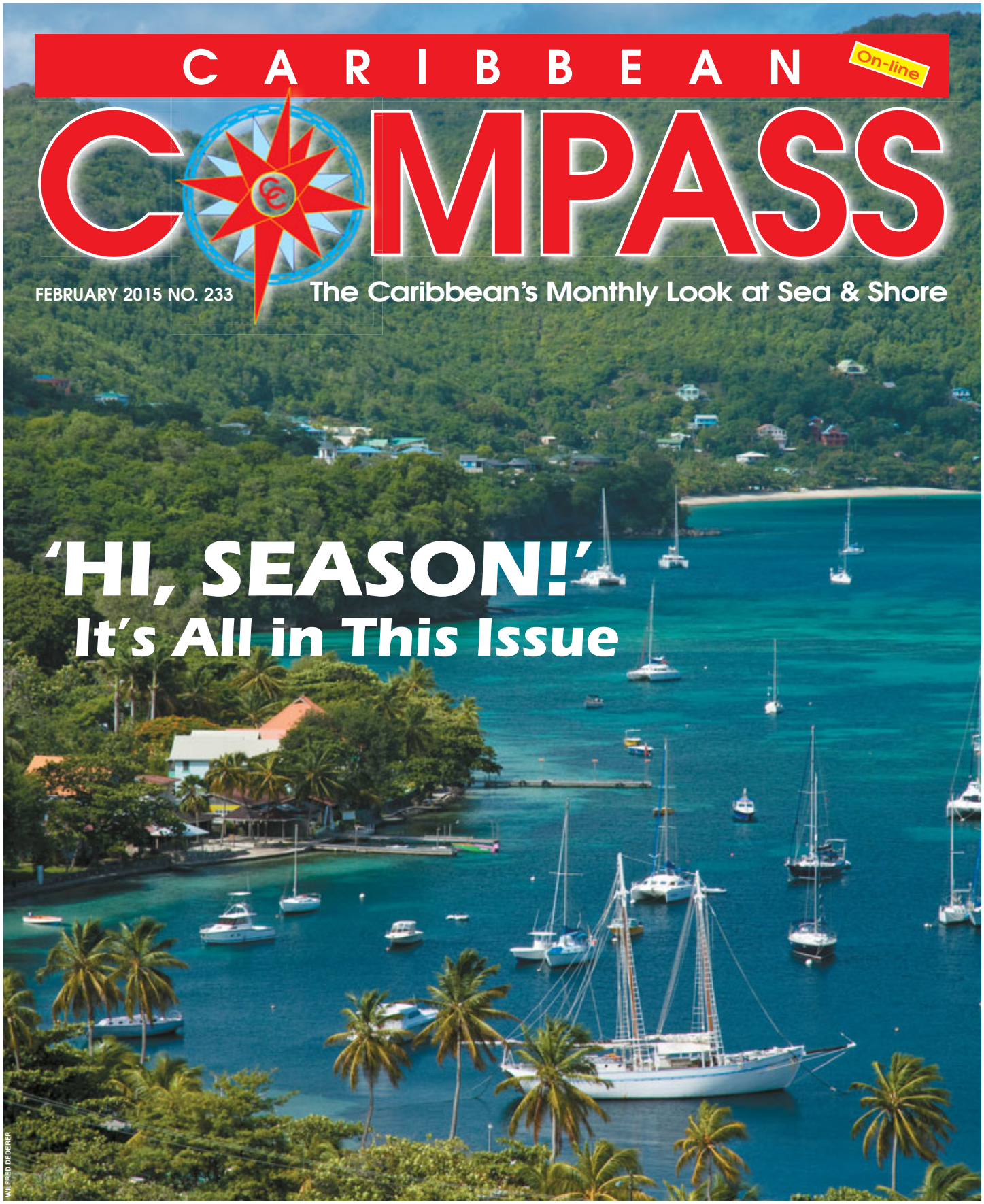
CARIBBEAN On-line
COMPASS
FEBRUARY 2015 NO. 233
The Caribbean's Monthly Look at Sea & Shore



'HI, SEASON!'
It's All in This Issue

WILFRIED DEDERER



BUDGET MARINE

www.budgetmarine.com

THE CARIBBEAN'S LEADING CHANDLERY

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

Subscribe to our Newsletter

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

FEBRUARY 2015 • NUMBER 233


DAVON BAKER


NENGHEVA

Trinidad
For the Birds 21

Off Track?
Try Santa Catalina..... 23


ERDLE

Cargo Cruise
The Grenadines, *not* by yacht .. 24



NENGHEVA

Women Can...
... cruise solo..... 26

Get a Bucket!
In praise of the humble pail.. 29

DEPARTMENTS

Info & Updates 4
Business Briefs 7
Eco-News 10
Meridian Passage..... 12
Regatta News..... 14
Salty's Beat..... 28
Cartoons..... 32
Look Out For... 33
Seawise 32
The Caribbean Sky..... 34
Island Poets..... 36
Cooking with Cruisers..... 37
Readers' Forum..... 38
What's on my Mind 40
Calendar of Events..... 41
Caribbean Market Place..... 42
Classified Ads 46
Advertisers' Index..... 46

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

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Accounting.....**Shellese Craigg**
shellese@caribbeancompass.com

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.
We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity.
©2015 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.
ISSN 1605 - 1998

Cover Photo: Photographer Wilfred Dederer's image of Admiralty Bay, Bequia typifies the delights of wintertime cruising in the Caribbean: a good anchorage, turquoise water, palm trees, beaches...



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

Info & Updates

Cuba Updates

Effective as of last month, the United States has eased restrictions on travel to Cuba for US citizens. A statement from the White House said, "The US Departments of the Treasury and Commerce took a significant step forward… by publishing regulatory amendments to existing Cuba sanctions. These changes will immediately enable the American people to provide more resources to empower the Cuban



YACHT PILOT PUBLISHING

A model of Marina Gaviota at Varadero, Cuba

population to become less dependent upon the state-driven economy, and help facilitate our growing relationship with the Cuban people. We firmly believe that allowing increased travel, commerce, and the flow of information to and from Cuba will allow the United States to better advance our interests and improve the lives of ordinary Cubans." However, the trade and economic embargo imposed by the US President Dwight D. Eisenhower in 1960 after Fidel Castro seized power remains in effect.

Boating interests applauded the eased restrictions. As reported by Reagan Haynes in *Soundings Trade Only Today* (www.tradeonlytoday.com): "The development could be good news for the boating industry, which has been eyeing Cuba's potential in recent months. Marina consultant Richard Graves & Associates is planning a US-sanctioned industry tour of the country for February 18th through 22nd, directly after the Miami International Boat Show.

"Anticipating the end of the travel ban, Cuban state enterprises that are responsible for marine infrastructure have begun an unprecedented push to prepare the island nation for yacht tourism and US boaters. Although there are only 15 marinas with 789 slips, there are plans to add 23 more marinas with more than 5,000 slips, Graves said.

"The expansion of Marina Gaviota at Varadero, 90 miles from the Florida Keys, is intended to help augment facilities for large recreational boats. Accompanying the marina will be a five-star villa hotel development. Plans show a marina complex akin to Atlantis at Nassau in the Bahamas or St. Tropez in France, only larger. After extensive renovations and a massive expansion, Marina Gaviota Varadero will become Cuba's largest and most modern marina. When it is completed, it will accommodate about 1,200 boats. An official opening is planned for 2015, but vessels are using the marina now.

The National Marine Manufacturers Association export director, Julie Balzano, told *Trade Only Today*, "If and when US boaters would be allowed to go to Cuba by boat, I think probably there is enough infrastructure in place at the moment, though I think it would be basic for American boaters visiting Cuba," she said. "I think they struggle a bit with fueling stations in marinas," for example. Balzano said she thinks the NMMA is in a good position when and if opportunities arrive for US companies. "We don't want to get ahead of ourselves," she said. "But we are optimistic because we would like to see opportunities for US boatbuilders."

Meanwhile, as reported in *International Boating Industry* magazine (www.ibinews.com), Merrill Stevens Yachts in Miami has established a website, Cuba-Yacht.com, for US citizens who want to charter yachts to Cuba. Madden said visitors or business travelers can charter vessels ranging from 60-foot express motoryachts to 300-foot superyachts for visiting the island nation. He added that a yacht would provide high-speed satellite communications and five-star accommodations.

In addition, a post on the Seven Seas Cruising Association's Facebook page says, "International Bridge Services Inc. can now provide you with everything you need to plan your trip in and around Cuba. Up-to-date paper charts and chart packs, land maps and road maps and up-to-date cruising guides are all available with their bridge management services. They are located in Palm Beach County and provide the only local bridge service and chart updating in the area. E-mail them at ibs.florida@yahoo.com."

For more commentary on Cuba, see related article on page 39.

Security Matters

The Caribbean Safety and Security Net (CSSN) recently introduced E-Mail Alerts, ending the year 2014 with more than 250 subscribers who are the first to know when a new incident or news item is posted to the CSSN website http://safetyandsecuritynet.com.

—Continued on next page

DOYLE CARIBBEAN

OCEAN PLUS 5/50,000

Our OCEAN PLUS sails are guaranteed for five years or 50,000 miles. Built by sailmakers dedicated to building the finest, most durable and technologically advanced sails possible.

British Virgin Islands
Doyle Sailmakers BVI, Ltd
Road Reef Marina
Road Town, Tortola
Tel: (284) 494 2569
bob@doylecaribbean.com

Barbados
Doyle Offshore Sails, Ltd
Six Crossroads,
St Philip,
Tel: (246) 423 4600
joanne@doylecaribbean.com

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Zeilmakerij Harms
Kapiteinsweg #4

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Sails
True Blue St George

Martinique
Voilerie Du Marin
30 Bld Allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Canvas & Sail
Fajardo, Puerto Rico

St Lucia
Rodney Bay Sails
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
AMD Sails
Chaguramas

USVI St Croix
Wilsons' Cruzan Canvas
Christiansted

Jamaica NEW
PJG
Kingston

Bonaire NEW
IBS b/v
Kaya Atom Z

www.doylecaribbean.com

—Continued from previous page

If you have not already subscribed, you can do it easily (and of course it's free) when you visit the website. While there, you can review the 68 crimes against yachts throughout the Caribbean that were reported to CSSN in 2014.

CSSN wishes to extend a special thank you to everyone who made reports, enabling fellow cruisers to benefit from their experience.

Visit the website to view 2014 Hotspots, report an incident or subscribe to E-Mail Alerts. You will find almost ten years of data and much more, enabling you to "Know Before You Go!"

Schooner Launched in Barbados

The Barbados Cruising Club's *Barnacle* newsletter reports: The launch of the schooner *Ruth* took place on the shore of Carlisle Bay, Barbados on December 6th, 2014. A large and enthusiastic crowd gathered on Brown's Beach to witness the final phase of the ten-year project.

The beach was first leveled using a D9 Caterpillar tractor and then berms were



pushed up either side of the final track to act as a support should there be a cradle collapse. Plywood boards were then laid down for the wheels of the trailer to run on. A large tug from the Port Authority stood stern-to just off the beach and a cable was attached to the trailer. At the conclusion of the speeches from the gathered dignitaries, owner Ian Dash and his two daughters stepped forward to name the vessel and smash the bottle of champagne on the bow.

Ruth was then gently pulled stern first into the sea. After a few minutes with the flags of the Caribbean nations fluttering from the topmast she floated free from the cradle. A large cheer erupted from the crowd and a chorus of foghorns blasted from the ships gathered around. *Ruth* herself replied with a conch-shell blast from the crew.

As soon as *Ruth* floated free, engineer Chris Choat started the engine and she was run in reverse through the flotilla of assembled boats. At a signal from Captain Danni, the engine was put into forward gear and *Ruth* slowly made the turn out to the open sea.

After the launch Ian said that the team worked fantastically well. Once the schooner was launched he left everything up to the captain and crew and was remarkably calm about the whole thing. The weather was perfect: little wind and from the right direction, the tide was high and the moon was full. The only thing that went wrong, he said, was that his daughter cut her hand on the champagne bottle at the dedication. I'm sure she will bear the scars with pride.

See www.facebook.com/schooner.ruth for more information.

New Moorings at Tobago Cays

Emma Doyle reports: Look out for new moorings at Tobago Cays Marine Park. But you'll have to go underwater to see that they're large concrete blocks, partly sunken and firmly attached by chain through the middle, with new mooring balls and pick-up lines. The design is based on the blocks successfully in use by Mustique Moorings. Installation and maintenance procedures were honed by Tobago Cays Marine Park Ranger and boat captain Albert Hanson when he visited Mustique Marine Conservation Area in 2013 and worked with Mustique harbour master Berris Little as part of an exchange visit among the Grenadines Network of Marine Protected Areas. Representatives of Sandy Island/Oyster Bed Marine Protected Area in Carriacou and the South Coast Marine Conservation Area in St. Vincent also took part in the visit which was organized by Sustainable Grenadines Inc. You'll now find new moorings along the northern side of the channel between Petit Rameau and Petit Bateau, giving access to good snorkeling off Petit Rameau (always check the currents first), and some new moorings north of Baradel, not far from the dinghy pass.



E. DOYLE

Tobago Cays Marine Park Ranger Albert Hanson with newly formed mooring blocks

Also organized by the Tobago Cays Marine Park, a group of park rangers and Royal Saint Vincent & the Grenadines Police Force officers from Mayreau and Union Island recently took part in joint communications training. The training addressed essential skills to help the park rangers and police officers ensure that the rules and regulations of the marine park are understood and respected by all. The instructor was Retired Captain Jayson Horadam, a regional marine law enforcement expert with over 25 years' experience in the field.

The training workshop was held over two days on the premises of the Union Island Tourism Board.

—Continued on next page



—*Continued from previous page*

The rangers learned the proper way to introduce themselves, standard procedures for interacting with visitors and the public, and important officer and public safety skills.

"It was a welcome and timely training exercise," said Lesroy Noel, Education/Public Relations Officer of Tobago Cays Marine Park. "With the tourism season upon us, the number of visitors to the park is expected to rapidly increase in the coming weeks. Our rangers deal with persons of many different backgrounds, and it is to our benefit to have the training and tools to engage with them in a positive and constructive manner to promote the harmonious and sustainable use of our natural resources."

This training is the first part of specialized law enforcement training for the Tobago Cays Marine Park rangers that is made possible through sponsorship from the US National Fish and Wildlife Foundation.

For more information in this training program visit MPA Enforcement International, www.mpaenforcementinternational.com, or e-mail j.horadam@mpaenforcement.com

Pets from All Countries Now Allowed in Barbados

Effective January 1st, dogs and cats may enter Barbados from any country in the world. Senior Veterinary Officer in the Ministry of Agriculture, Dr. Mark Trotman, noted that previously such animals could only come into the island from the United Kingdom, Australia, New Zealand and a few Caribbean islands. New regulations would allow these animals to enter Barbados from anywhere in the world.

"This is a big deal for Barbados," he said. "We receive queries almost every day from people who want to travel with their pets."

In order for an animal to be allowed onto the island, pet owners must first obtain an import permit, along with a health certificate issued by the animal's country of origin. The import countries are broken down into two categories. Category One countries include Canada, the United States of America, the European Union, St. Vincent & the Grenadines, Antigua and St. Lucia. Category Two countries are Venezuela, Guyana, South Africa, most South American countries, countries from Southeast Asia, and some Central American countries, among others.

Trotman further explained that apart from the import permit and health certificate, regulations for importation depended on which category an animal fell into.

"For animals entering from Category One countries, a microchip must be implanted first, then a rabies vaccination administered, and there is a minimum of a 35-day wait. The animal must also be treated for ticks and tapeworms within seven days of arrival.

"For animals from the Category Two countries, there is the microchip, the rabies vaccination and 30 days after the rabies vaccination, a blood titer test must be taken. Ninety days after that test, once they have the correct titer, the animal will be allowed to enter Barbados," the senior veterinary officer outlined.

When the pets arrive into the island, they are examined by one of the Veterinary Officers at the Animal Reception Centre, located at the Grantley Adams International Airport.

Trinidad's Jesse James Wins OCC Award

The Ocean Cruising Club (OCC) has announced the recipients of the OCC Awards for 2014. Each year the OCC recognizes the achievements of ordinary individuals doing extraordinary things on the world's oceans and brings those achievements to the attention of the sailing community at large.

"It is testament to the global nature of the OCC that members from all over the world submitted a record number of high-quality nominations for this year's Awards, representing the sailing community in all of the world's oceans. This is truly fitting in this 60th Anniversary Year of the OCC's founding," said Commodore John Franklin.



Among numerous other awards given to notable sailors and their key supporters around the world, Jesse James of Trinidad was one of two winners of the Port Officer Medal, for his unstinting service to cruisers in Trinidad and Caribbean waters, characterized by consistently positive and proactive feedback from OCC members.

The Ocean Cruising Club exists to encourage long-distance sailing in small boats. A Full Member of the OCC must have completed a qualifying voyage of a non-stop port-to-port ocean passage, where the distance between the two ports is not less than 1,000 nautical miles as measured by the shortest practical Great Circle route, as skipper or member of the crew in a vessel of not more than 70 feet (21.36 metres) LOA.

Visit www.oceancruisingclub.org for more information.

Grenada Launches Training & Certification Program for Yachting Sector

As part of a project funded by a grant from the Caribbean Aid for Trade and Regional Integration Trust Fund (CARTFund) administered by the Caribbean Development Bank, Grenada is embarking on a Technical Training and Certification Program for the Marine and Yachting Sector. The Fisheries and Marine Institute (MI) of Memorial University of Newfoundland, Canada,

—*Continued on page 19*



BUSINESS BRIEFS

Sea Hawk Paints Appoints Chief Operating Officer



New Nautical Coatings, Inc. has announced the appointment of Mike Detmer to chief operating officer. Based at the company's headquarters in Clearwater, Florida, Detmer will report to Erik Norrie, co-founder and chief executive officer at Sea Hawk Paints. His responsibilities will include overseeing day-to-day operations as well as executing key strategic growth initiatives.

"As Sea Hawk positions itself to be the leading provider of premium, application-specific products that elevate the enjoyment of boating experiences above all others, well-managed daily operations and timely execution of strategic initiatives are critical to meeting the company's goals," said Erik Norrie. "Mike brings over 30 years of successful contributions providing strategic, tactical and financially responsible leadership for top brands to this newly created position, and recognizes the importance of strengthening our daily operations and accomplishing our growth strategies. I'm confident that Mike's commitment to upholding environmental compliance while serving our customers, suppliers, and employees with respect will spark the team work and innovation that drives the Sea Hawk brand to the top of its class," Norrie added.

Prior to joining New Nautical Coatings, Inc. and the Sea Hawk brand, Mike spent two years as the president of the Niles division of Nortek, Inc.'s AVC Group. Prior to that, from 1991 to 2010 he was vice president of sales and marketing at Niles.

A trendsetter of marine bottom paints, New Nautical Coatings, Inc. and the Sea Hawk brand was established in 1978 and is dedicated to bringing only the highest quality products and customer satisfaction to today's mariner. New Nautical Coatings is family owned and operated with a commitment to excellence. It provides a wide array of application specific marine coating products that include antifouling systems, primers, solvents, and resins. Now offering innovative products globally, the Sea Hawk brand has enjoyed unprecedented growth and continues to grow as its products become more in demand worldwide.

For more information on Sea Hawk Paints see ad on page 19.

Grenada Marine Has Fun for Kids!

Grenada Marine is proud to announce yet another "Learn to Sail" course starting February 15th. The six-Sunday course, followed by a mini-regatta on March 29th is already pretty full with at least half a dozen students being girls aged from six to eight years old. The participating children are from the nearby village; several are the children of Grenada Marine staff and their friends from the Grace Lutheran School & Church.



"We had amazing response from our first course late last year," Laura Fletcher reported. Parents and clients donated money to make it happen. Although some thought it looked like herding cats, Rees Evans (the instructor) actually created an amazing little regatta, leaving everyone with a token prize; the winners of the races received prizes very kindly donated by Island Water World and certificates of completion."

Also, a Kids Triathlon & Family Fun Day will be held on Saturday February 21st on the compound of Grenada Marine. Children will be swimming, running and cycling a short distance just outside the compound and within. Should any children on boats in the Woburn and Petit Calivigny area wish to participate, please contact laurafletchergnd@gmail.com for more details.

For more information on Grenada Marine see ad on page 13.

New Fuel Dock in Carriacou

Carriacou Marine Ltd. has announced the opening of their new fuel dock facility at their marina and boatyard on the south side of Tyrrel Bay, Carriacou, Grenada. Gasoline and diesel will be available on a duty-free basis to foreign-flagged vessels and registered local fishing vessels.

This facility has been developed in conjunction with SOL EC Ltd and the necessary safety and quality control measures have been put in place.

Water, ice, shore power and secure berthing are also available from the Carriacou Marine dock, which can accommodate boats up to an eight-foot draft. Boats with deeper drafts can be serviced by special arrangement.

Also within the marina complex is an Island Water World chandlery, a mini-mart for provisioning and the Iguana Café.

Contact fuel dock supervisor Ricardo Duncan on VHF16, call the marina office on (473) 443-6292, or visit www.carriacoumarine.com for more information.

New Dive Center in St. Lucia

Dive Saint Lucia, which opened in November 2014, features state-of-the-art facilities just south of Rodney Bay Marina. The dive complex boasts an on-site purpose-built pool, fully equipped classrooms for land-based lectures and demonstrations, and a fully stocked retail outlet. Walk in, get trained, buy gear and set off on one of two dive boats docked alongside!

—Continued on next page



Your boat should last a lifetime . . .
so why not your engine?

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

CHOOSE A PERKINS ENGINE AND YOU WILL:

Punch into head seas thanks to high torque
Reduce mechanical stress with high capacity
Minimise costs of ownership with up to 500 hour service intervals

as well as achieving rapid acceleration and better docking performance! Perkins engines offer large capacity, slower turning engines for greater torque, less noise and longer life.

Take a closer look at our range of Perkins engines secure in the knowledge that they are supported by a world-wide network of dealers in 160 countries.



M92B—88hp @ 2400 rpm from 4.4 liters
- Low noise and fuel consumption
- Lower price than competitor engines
- Clean Running

M135—135 hp @ 2600 rpm from 6 liter naturally aspirated engine
- Low cost of ownership
- Low noise
- Easy access to all components





M225Ti—225 hp @ 2600 rpm from 6 liter turbocharged engine.
- Most compact engine in its class
- Lowest cost of ownership
- Designed for minimum maintenance

5% discount on your order if you mention this ad!

PARTS & POWER
Your Perkins Distributor across the entire Caribbean

Phone: 284-494-2830 • info@partsandpower.com
Port Purcell, Road Town, Tortola
www.partsandpower.com

—Continued from previous page



A PADI 5-Star Instructor Development Centre, Dive Saint Lucia offers all PADI courses from Beginner to Instructor grades, together with guided dives at St. Lucia's premium marine sites.

Dive Saint Lucia is partnered with the London School of Diving, which has been fully involved in the training and development of Dive Saint Lucia staff, and has guided the company's processes and procedures.

Dive Saint Lucia products and services are competitively priced and accessible to residents and visitors alike.

Visit www.divesainttlucia.com for more information.

The Wiriepro Marine Grade Internet System

Island Consulting, Inc. has introduced an affordable "all-in-one" internet product with The Wiriepro. By redesigning its product line from the ground up and using the latest technology available, the company has added worldwide 3G and 4G data support to its popular long-range WiFi systems. Having the ability to switch seamlessly between a remote WiFi connection and a 3G or 4G data connection provides a level of flexibility and convenience never before available to smaller yachts.

The Wiriepro builds on the success of Island Consulting's first- and second-generation Wirie products. It includes a wireless access point (router), the best long-range WiFi adapter available, and a worldwide commercial grade 3G/4G router. The Wiriepro continues the tradition of being a fully waterproof, self-contained unit, powered by a 12-24V DC electrical cable, which eliminates the need for Ethernet and USB cables. No software is needed to run The Wiriepro. Completely redesigned, a single user interface manages the onboard local network, long-range remote WiFi connections, and 3G/4G data connections.

The Wiriepro allows all WiFi enabled devices to connect to the local WiFi network and in turn share the long-range internet connection from either a remote WiFi network, or a 3G/4G data connection. Mark Kilty from Island Consulting, Inc. reports, "3G and 4G data services are becoming more prevalent in the cruising community as their popularity and accessibility has spread throughout the world. They typically provide a level of reliability and speed not always found with WiFi connections. With The Wiriepro, users can easily choose either option, based on their location and availability. This offers them the ultimate flexibility to get online without the complications of similar systems currently on the market and at a very competitive price."

Island Consulting, Inc. is also introducing The WirieAP+ and The WiriexG. Using the same hardware and marine grade components, The WirieAP+ supports long-range WiFi connections while The WiriexG supports 3G and 4G data connections. The WirieAP+ is upgradeable to The Wiriepro for customers who want to start with a WiFi-only solution. The WiriexG allows for integration with any existing Ethernet based WiFi system.

All of The Wirie products are built with high quality marine grade components and are easy to use and install. A one-year warranty and ten-day return policy are standard.

Visit www.thewirie.com for more information.

New SKMW Marina in St. Kitts

St. Kitts Marine Works Ltd (SKMW) is developing a new 80-berth marina for yachts up to around 20 metres (65 feet) long at a 25-acre site on St. Kitts' northwest coast. The first stage of the marina is now open, offering about ten berths. This announcement follows the launch of St. Kitts & Nevis's new yachting policy and the opening of the first marina berths at Christophe Harbour.

"We are doing everything ourselves," Regiwell Francis, owner of SKMW, told International Boat Industry (www.ibinews.com). "We have our own quarries and trucks and excavators and break up the rocks in the yard. So far we have built the basin where we have our 150-tonne travel lift, which we have had since 2009. It has a 10.7-metre (35-foot) carrying width so can take a wide range of large and wide boats. The company does marine contracting, salvage, quarrying and is now developing the marina and yacht repairs yard."

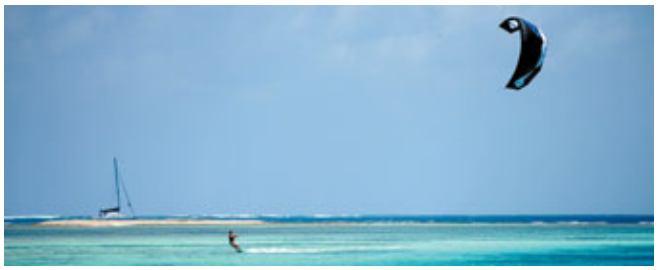
Francis envisaged that the full marina will be completed during 2015. "For all the berths we need to construct a second basin," he added. We will cater for boats up to about 65 feet and we offer a fully secured compound here with 24-hour manned and CCTV security. We have a full technical team of engineers, painters and others and for any specialist tasks we cannot do we bring in sub-contractors."

SKMW was set up in 2000, and since then it has shared in the refurbishment and expansion of the Port Zante Marine in Basseterre, the capital of St. Kitts. "We did some refurbishment work and then built new piers for the marina," Francis commented.

Visit www.skmw.net for more information.

Learn Kiteboarding in the Grenadines

Nicolas Bascunana-Dulac reports: Happykite, a kite school on Union Island, is now ready to share their passion. Drop your anchor in Clifton Harbor and our instructor will teach in the safest way. If you prefer to stay in Mayreau or in the Tobago Cays we'll pick you up and go to the nearest kite spot. All of our staff are highly qualified and we offer lessons for all levels, in addition to supervision with safety boat for those



who would like added security or haven't mastered going upwind yet.

You can find us at Captain Gourmet located on the Clifton main street on Union Island, or at Happy Island in the Clifton lagoon.

For more information contact happykitegrenadines@gmail.com, call (784) 430-8604 or see us on Facebook at Happykite.

—Continued on next page

—*Continued from previous page*

***Passages South* Now as E-Book**

The Gentleman's Guide to Passages South: The Thornless Path to Windward by Bruce Van Sant is now available as an e-book at Amazon.com.

Many sailors heading from the east coast of North America to the Eastern Caribbean have this straight-talking book aboard and have studied it well. Not a cruising guide per se, *Passages South* takes the thorns from the "thorny path to windward" with explicit illustrated discussions of passage-making techniques for particular islands. It also has substantial shoreside information about Puerto Rico and the Dominican Republic, where the author lives. You will as well find an amusing section on how to master "Spanglish". The e-book is the tenth and newest edition of the popular directions for sailing south to the Bahamas and the Caribbean.

A Unique Sailing Story



Voyage Into Hell: A True Story of a Sailing Rally, Somali Pirates and the Quest Tragedy by former *Compass* correspondent Steven Siguaw is about a voyage around the world by two people onboard a sailboat named *Aspen*. However, the tale is much more than you might expect.

Starting in the Caribbean, this journey takes the reader from the Virgin Islands to Dominica, where a chance encounter with a Kalinago shaman changes their lives forever. Sailing in the little latitudes as far as Trinidad, the couple turns *Aspen's* bow westward, exploring Panama before entering the Panama Canal. It was on the Caribbean side of Panama, at Shelter Bay Marina, where they joined a rally to circumnavigate the globe with like-minded sailors.

Before arriving back in the Caribbean the Indian Ocean was crossed, but at a cost of the lives of four rally members at the hands of Somali pirates.

Aspen returned to the Caribbean with the ARC in the final days of 2013, completing her crew's lifelong dream of circumnavigating the planet on their own sailboat. Yet the journey was not complete without meeting with the shaman on Dominica once again, and looking at the voyage through his eyes.

The book is available at www.createspace.com/4989568 or www.amazon.com

Denison Yacht Sales Expands to Puerto Rico

Denison Yacht Sales has announced its partnership with Puerto Rico-based Industrial & Marine Service (IMS), establishing a strategic partnership in the Caribbean for the South Florida-based yacht sales company. IMS has completed the integration of its yacht brokerage department into Denison's network, positioning the company to benefit from Denison's management, marketing support, and Super Yacht Division. Denison will be operating its yacht brokerage office out of IMS' Villa Marina office in Fajardo.

"We can now offer all clients a boutique collection of services for brokerage and charter with a unified and centralized management structure," said Stanley Castro, President of Industrial Marine in Puerto Rico. "Our strong sales team and the management of Luis M. Ayala will be an asset to all of our clients."

IMS has operated since 1975 as a new boat dealer and brokerage firm serving Puerto Rico and the Caribbean. IMS is currently the official new boat dealer for Sea Ray, Meridian, Scout, Marquis, Carver and Sea Vee.

Denison provides complete yachting services worldwide, from sales and charter to yacht management and new construction.

Visit www.DenisonYachtSales.com for more information.

Colombia Boat Show Targets Growing Market

For the third consecutive year, the Cartagena International Boat Show (CIBS) will drop anchor at the Cartagena Convention Center where they expect to draw close to 5,000 visitors from around the world from March 21st through 23rd. After two successful years of forging partnerships between buyers and sellers, this event has become the most important boat show in Latin America.

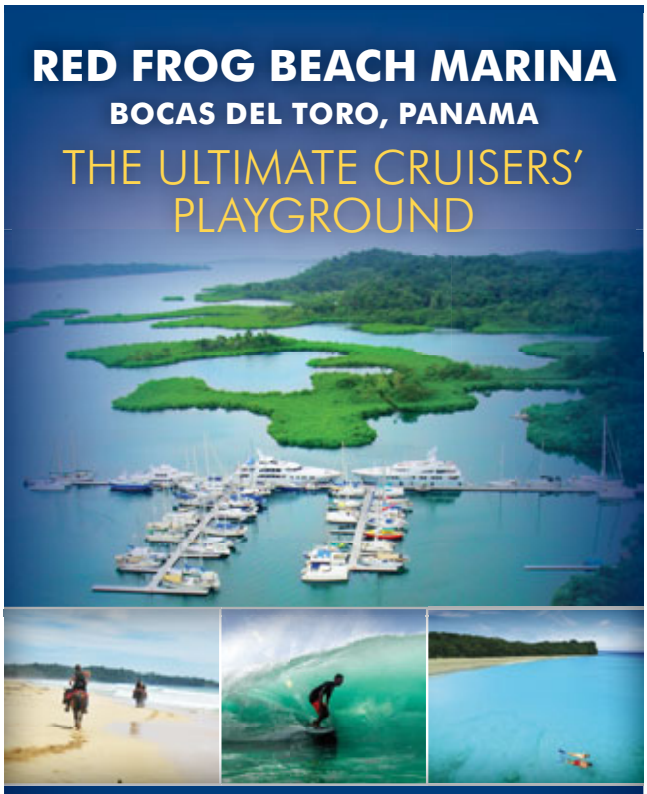
Exhibitors from around the world will showcase the newest boats, from luxury motor and sailing yachts to personal watercraft and sportfishers, including powerboats, sailboats, jet boats and electric boats, as well as cutting-edge electronics, engines and marine accessories. In addition, there will be a full academic program offering lectures by experts in the nautical field, and plenty of activities boaters will enjoy throughout the three-day event. "We turned this into a world-class event where buyers can see products first hand, compare prices and purchase everything they need in one central location. The numbers from previous years speak for themselves, which leads us to believe that this event is an important experience, not only for boating enthusiasts but for the city of Cartagena," says Santiago Amortegui, CIBS director and partner for easyFairs Latin America, the organizing company.



"CIBS has been a platform for Colombian nautical companies to come to the market and for distributors of international brands to settle or have a presence in the Colombian Caribbean. In 2014, 29 international brands had a presence at the show, along with a comprehensive line-up of United States companies," said J. Alfonso Diaz, chief executive officer for the Cartagena Chamber of Commerce. "With this event, Cartagena attracts not only tourists but businesses from the nautical tourism sector, one of the most important for this Caribbean capital, driving the growth of the economies of the ports of call. In addition, if we augment the nautical tourism industry, we will match the number of people employed by the hotel industry," said Zully Salazar, chief executive for Cartagena Tourism Corporation.

The US National Marine Manufacturer's Association (NMMA) will once again sponsor the USA Pavilion, where 20 specialty booths will be showcased. "Today, tens of thousands of US citizens safely visit Colombia each year. Tourism has experienced remarkable growth and the government recognizes the need to further develop their country's recreational boating infrastructure in order to meet the growing demand of both international and domestic interest. By leading the efforts again on a USA Pavilion, the NMMA is ensuring our members are positioned to maximize their exposure at CIBS as it's the perfect venue for the industry to gather and establish contacts, while strengthening business ties in this blossoming market." says Julie Balzano, export development director for the NMMA.

Visit www.cbshow.co for more information.



RED FROG BEACH ISLAND RESORT AND MARINA

Nestled in the Caribbean hurricane-free islands of Bocas Del Toro, The Marina at Red Frog Beach lies in the naturally protected waters on the southern leeward side of Isla Bastimentos in Panama, a 10-minute boat ride from the airport. The marina is ideal for captains and crews of large yachts up to 300 ft and a 25 ft draft, as well as smaller vessels who may live-aboard.

- Official port of entry to Panama - hassle free
- Private shower and laundry facilities
- NEW fuel dock
- Surfing, zipline, fishing and more
- Luxury villas for rent
- Only 135 miles to the Panama Canal
- Natural spring water
- WiFi
- Electric, 110/220/480v, 30/50/100/200 amp
- Stunning beaches
- Resort amenities available to marina guests

RED FROG BEACH
ISLAND RESORT & MARINA
an IGY destination

U.S. (954) 892 5211 | Panama (507) 6726 4500
VHF Channel 68 | marina@redfrogbeach.com
www.redfrogbeachmarina.com

liat CARGO

For all your
Cargo needs

NEW FULL CARGO SERVICE

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

Contact LIAT or your local Cargo Agent for full details

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

Canada
1-877-354-1991

Puerto Rico
1-866-308-6851

Dominican Republic
1-888-751-9201

Netherland Antilles
001-866-308-6839

liatcargo.com



Caribbean ECO-News

NOAA Restores Ship-Damaged Reefs in Puerto Rico and USVI

Growing less than a quarter inch per year, the coral reefs off the south coast of Puerto Rico took thousands of years to form. And over the course of two days in April 2006, portions of them were ground into dust.



NOAA

The tanker *Margara* ran aground on these reefs near the entrance to Guayanilla Bay. In the attempt to refloat the ship, it made contact with the bottom several more times and became grounded again. By the end, roughly two acres of coral were killed or injured. Even today, a carpet of broken coral and rock remains in part of the area. This loose rubble becomes stirred up during storms, smothering young coral and preventing the reef's full recovery.

NOAA and the Puerto Rico Department of Natural & Environmental Resources have been working on a restoration plan for this area, a draft of which they released for public comment in September 2014. In order to stabilize these rubble fields and return topographic complexity to the flattened seafloor, they proposed placing limestone and large boulders over the rubble and then transplanting corals to the area. This is in addition to two years of emergency restoration actions, which included stabilizing some of the large rubble, reattaching around 10,500 corals, and monitoring the slow comeback and survival of young coral. In the future, even more restoration will make up for the full suite of environmental impacts from this incident.

Unfortunately, the story of the *Margara* is not an unusual one. In 2014 alone, NOAA received reports of 37 vessel groundings in Puerto Rico and the US Virgin Islands. About half of these cases threatened corals, prompting NOAA's Restoration Center to send divers to investigate.

After a ship gets stuck on a coral reef, the first step for NOAA is assessing the situation underwater. If the vessel hasn't been removed yet, NOAA often provides the salvage company with information such as known coral locations and water depths, which helps them determine how to remove the ship with minimal further damage to corals. Sometimes that means temporarily removing corals to protect them during salvage or figuring out areas to avoid hitting as the ship is extracted.

Once the ship is gone, NOAA divers estimate how many corals and which species were affected, as well as how deep the damage was to the structure of the reef itself. This gives them an idea of the scale of restoration needed.

NOAA already has done some form of restoration at two-thirds of the 18 vessel groundings with coral damage in the region this year. They have reattached 2,132 corals to date.

Divers collect the corals and fragments knocked loose by the ship; transport them to a safe, stable underwater location where they won't be moved around; and dig out any corals buried in debris. When NOAA is ready to reattach corals, divers clear the transplant area (sometimes that means using a special undersea vacuum). On the ocean surface, people in a boat mix cement and send it down in five-gallon buckets to the divers below. Working with nails, rebar, and cement, the divers carefully reattach the corals to the seafloor, with the cement solidifying in a couple hours.

Nearly a third of the total reported groundings in Puerto Rico and the USVI last year have involved corals listed as threatened under the Endangered Species Act. In previous years, only ten percent of the groundings involved threatened corals. What changed last year was the Endangered Species Act listing of five additional coral species in the Caribbean.

Another form of protection for corals is installing buoys to mark the location of reefs in areas where ships keep grounding on them. Since these navigational aids were put in place at one vulnerable site in Culebra, Puerto Rico last summer, NOAA hasn't been called in to an incident there yet.

Visit https://usresponserestoration.wordpress.com for more information.

News from The Sustainable Grenadines

The Sustainable Grenadines project had an active 2014. Their activities included the following:

In October, Park Ranger and boat captain at Tobago Cays Marine Park Albert Hanson participated in an underwater scientific expedition in Grenada and St. Vincent & the Grenadines. He helped to conduct coral reef surveying work in six marine parks that are part of the Grenadines Network of Marine Protected Areas. In total, six rangers and wardens representing the six marine protected areas took part in the expedition, together with expert trainers.

"The participants spent the first four days in Grenada where they learned how to survey coral reefs and fish, using a well-recognized scientific method to gather information," explained Myles Phillips, Monitoring Coordinator for the Grenadines Network of Marine Protected Areas.

Since 2011, these six marine parks have shared information and collaborated to promote the conservation and sustainable use of marine resources that are so important to local communities and to local livelihoods. Now the network is actively monitoring the health of coastal and marine resources in the Grenadines.

Hanson said "Following the training, we sailed about 75 nautical miles from the mainland of Grenada to the marine parks in the Grenadines and all the way up to St. Vincent. The expedition was serious work: we were diving every day and studying the results every evening, but it was excellent to work with the other rangers from Grenada and St. Vincent & the Grenadines. We learned how to assess the health of coral reefs and the features of each other's marine protected areas. We now better understand the different issues and impacts on the reefs and the role of our management work."

"There are more than 1,500 sites in the Caribbean region that have been surveyed like this and our new information about Tobago Cays Marine Park complements past studies, helps fill gaps in our knowledge and we can compare with other places," he adds. "It's part of a long term effort and we all look forward to working together again next year and acting on the results."

The research was made possible through sponsorship from the US National Fish and Wildlife Foundation to strengthen coral reef management practices on the Grenada Bank.

In November, The St. Vincent National Parks, Beaches and Rivers Authority, Fisheries Division and Coast Guard took part in marine data collection activities with Sustainable Grenadines Inc. to assess the condition of two coral reef areas in the South Coast Marine Management Area.

—Continued on next page

—Continued from previous page

The South Coast Marine Conservation Area (SCMCA), expected to become operational in 2015, will encompass the coastal and marine areas of Indian Bay, Calliaqua Bay and Blue Lagoon, areas used extensively for fishing, tourism and recreational activities.

Spearheaded by the National Parks, Rivers and Beaches Authority, this data collection effort aimed to add to the information collected during monitoring efforts carried out in early October 2014 by a trans-boundary team of park rangers. The trans-boundary team (assembled by the Grenadines Network of Marine Protected Areas for a reef monitoring expedition throughout the Grenadines) collected information from Indian Bay, at the western extremity of the SCMMA. This subsequent effort assessed two additional reefs: one near Young Island, at a coastal midpoint of the park, and another in Blue Lagoon, at the eastern extremity. These sites were selected in order to capture a more holistic view of the condition of reefs throughout the SCMMA. Andrew Wilson of the National Parks, River and Beaches Authority commented, "This exercise yielded tremendously useful outputs for us as the management authority for the SCMMA. We now have video footage as well as hard data that demonstrate the condition of the reef and the presence of critical natural resources, including a stand of the highly endangered and ecologically significant elkhorn coral. Such information will be of great benefit as we seek to address human impacts on this area, which is of great commercial, cultural and biological significance to our country."

Contact susgrenpo@vincysurf.com for more information.

Field Research for Statian Wildlife Book Begins

The authors of an upcoming book documenting the wildlife of St. Eustatius hit the ground running with an initial field research session that took them around the island, documenting creatures great and small. Co-authors Hannah Madden and Mark Yokoyama documented several hundred animal species, photographing them for inclusion in the first book about the wildlife of the island.

The six-day field session in December 2014 took the team from Boven to The Quill, Zeelandia to Oranje Bay and most places in between. Strange discoveries included a pseudoscorpion many times larger than those seen on the island before (although still harmless and less than one centimeter long) and a caterpillar with a "face" on its posterior to ward off predators.

"The goal of the first session was to document diversity in many locations and identify areas for more detailed study in the coming months," explains Mark Yokoyama, author of *The Incomplete Guide to the Wildlife of Saint Martin*. "Of course, it was also a wonderful opportunity to experience the natural beauty and warm hospitality of Statia."

Over the coming months, additional work will be done in the field, documenting and observing additional wildlife. Identifying and researching the biology of the wildlife will also be a large part of the project. Research into the history of wildlife on the island, as well as local names and cultural associations, is a third key component for the final book.

The book project is managed by the non-profit association Les Fruits de Mer, with funding from NuStar Terminals, NV and support from the St. Eustatius Tourism Development Foundation, STENAPA and the Caribbean Netherlands Science Institute (CNSI).

Visit www.statiawildlife.com for more information.



ESCUELA GIRALDO APONTE FONSECA (2)

Students in Cuba won special mention for recording the changes from 1994 (above) to 2014 (below) on the beach at Sierra Mar



'Beaches Past and Present' Photo Contest

The results of the "Sandwatch 2014 Photo Competition: A Snapshot in Time — Beaches Past and Present" are in!

The entries illustrate how beaches around the world have changed over the last 20 years and show how Sandwatchers, coastal residents and many others too, care about their beaches.

"One day this summer (2014) I visited Caña Gorda beach with 14 people from my family, my grandmother, my uncles, cousins and others. That day I swam, kayaked, played with the sand, walked over the rocks, took a boat ride and had fun. I love going to my beach and wish to continue enjoying and conserving the natural resources of my island."

— Entry from Escuela Jose Rodriguez de Soto, Puerto Rico

The underlying methodology of Sandwatch is to use science to help students, youth and adults understand how beaches change over time and then to use that information to enhance and conserve their beach environments for the present and future generations. Encouraging a sense of ownership of the coastal environment and its wellbeing is the cornerstone of Sandwatch.

Understanding how beaches change over the years provides important background information as to how beaches might change in the future as a result of man-made changes, climate change and climate variability. Photographs of beaches and coasts are important tools that can provide useful information about past changes. Competition entrants were asked to provide photos and descriptions of how a particular beach looked 20 years ago and how it looked in 2014.

Twenty completed entries were received from nine different countries covering Asia and the Caribbean, Indian and Pacific Oceans. The winners are:

PRIMARY SCHOOL GROUP (7 - 12 years old)

Two schools tied for first place:

1) Escuela Primaria Ormani Arenado, Cuba, for the changes at Santa María del Mar

1) Escuela José Rodriguez de Soto, Puerto Rico, for the changes at Balneario Caña Gorda

SECONDARY SCHOOL GROUP (Ages 13+ years)

Again two groups tied for first place:

1) Indonesian Green Action Forum Youth group for the changes at Blebak Beach

1) Bequia Community High School, St. Vincent & the Grenadines for the changes at Belmont Beach

—Continued on next page

shop
islandwaterworld.com
SUPERIOR HARD ANTIFOULING
JOTUN
YACHTING RACING
Superior hard antifouling
ANTIFOULING
0,75 L
■ Advanced hard antifouling that provides a hard, smooth and polishable surface.
■ Can be used on most types of boats, but specially designed for faster boats. Only white and grey colours are recommended for aluminum hulls.
■ Available in black, dark blue, grey, white and red.
Island Water World
keeps you sailing!
EASTERN CARIBBEAN DISTRIBUTOR
St. Maarten, Cole Bay + 721 544 5310 • Bobby's Marina + 721 543 7119
St Martin + 590 690 71 11 60 • St. Lucia + 758 452 1222
Grenada + 473 435 2150, +473 443 1028 • Curacao + 599 9 461 2144

Better Boat Insurance is Here!



Any boat. Anywhere. Anytime.

www.offshorerisk.com
800-773-0105 or 284-494-8925
Caribbean • North America • Bahamas • Saipan • Europe

ORM | Offshore Risk Management

MERIDIAN PASSAGE OF THE MOON

FEBRUARY & MARCH 2015

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!

DATE	TIME	20	1335	12	0448
February 2015		21	1430	13	0540
DATE	TIME	22	1524	14	0633
1	2238	23	1618	15	0729
2	2325	24	1711	16	0826
3	0000 (full moon)	25	1804	17	0921
4	0011	26	1855	18	1019
5	0055	27	1946	19	1116
6	0138	28	2035	20	1212
7	0220			21	1308
8	0302	**March 2015**		22	1403
9	0345	1	2112	23	1459
10	0429	2	2208	24	1554
11	0515	3	2253	25	1647
12	0603	4	2326	26	1740
13	0655	5	0000 (full moon)	27	1831
14	0749	6	0019	28	1919
15	0845	7	0101	29	2009
16	0944	8	0144	30	2051
17	1043	9	0227	31	2134
18	1141	10	0312		
19	1239	11	0359		

—Continued from previous page

SPECIAL MENTIONS

The judges made special mention of the efforts of the following groups:

Hope Town Primary School, The Bahamas, whose description of their efforts to rehabilitate eroded sand dunes was highly commended.

Escuela Primaria Giraldo Aponte Fonseca, Cuba, whose description of the changes at Sierra Mar beach was outstanding.

Brooks Hill Bilingual School, San Andres, Colombia, whose photos and description clearly illustrated the serious issues at Sound Bay.

Nguyen Thi Minh Khai GHS, (Class 12A9) Vietnam, whose interview with residents at Mo O beach highlighted the human aspects of the changes.

And finally a special mention and "thank-you" to one individual, Delia Vera Medina, Coordinator of the UNESCO Associated Schools Project network in Cuba. Her outstanding efforts resulted in Cuba submitting the highest number of entries to the competition.

Visit www.sandwatch.org for more information.


V. WELLINGTON

A research crew heads to Catholic Island in the Grenadines

Your Boat Can Be a Research Vessel

Imagine turning over a piece of wood and finding a new species. That is the story of the humble Union Island Gecko, which was not known to science until a few years ago. This reptile, found nowhere else in the world except on this island, is one of many endemic species found in the Grenadines.

Two non-profit organizations, Environmental Protection in the Caribbean (EPIC), based out of the US, and Science Initiative for Environmental Conservation and Education, based out of St. Vincent, are leading a Biodiversity Assessment expedition through the Grenadines to search for other exciting finds. Over two weeks, a team of experts will identify plants, reptiles and invertebrates such as insects on several islands that are classified as Wildlife Reserves but lack on-the-ground protections. The project goal is to not only add to scientific knowledge, but also raise awareness of the value of biodiversity and Wildlife Reserves.

Last year, Vaughan Wellington of the sailboat *Viking* volunteered his yacht for an expedition to search for invasive predators such as rats on uninhabited Grenadine islands. Previous to that, the Lowries of the ketch *Lista Light* conducted seabird surveys that resulted in the groundbreaking *Seabird Breeding Atlas of the Lesser Antilles*.

The research team is now looking to partner with other cruising or charter boats on this Biodiversity Assessment expedition in Spring 2015. Financial compensation and/or tax deductions are available.

Interested parties may contact Natalia Collier, Executive Director of EPIC, at ncollier@epicislands.org

Humpback Tail Photos Wanted

As Jim Carrier reported in the August 2014 issue of *Cruising World* magazine: Just like sailors, humpback whales head for the Caribbean Sea when the North Atlantic Ocean gets cold and nasty. In the warm waters off the Dominican Republic and the Lesser Antilles, they breed and loll around until their calves are born. Then they head back to chow down all summer in the well-stocked whale refrigerator stretching from Maine to Norway.

In a new sailor-science program called CARIB Tails, federal researchers want to exploit this convergence of boats and baleen. They're asking cruisers to take photos of humpback flukes — their tails — to help identify, track and conserve this magnificent endangered animal.

Humpback flukes are like fingerprints. The pattern of white on black pigment on the underside of the tail is unique to each individual. It was such a pattern, spotted on a female nicknamed Salt, which established the 3,000-mile round-trip migratory pattern of humpbacks from the Gulf of Maine to the Dominican Republic.

Salt was first spotted on the Stellwagen Bank off Maine, now part of a US federal marine sanctuary, in 1976, the first year that commercial whale watching began there. Salt has produced at least a dozen calves, which are now part of a Gulf of Maine summer population estimated at 1,000.

There are approximately 14,000 humpbacks in the North Atlantic, thanks to an international moratorium on commercial whaling since 1986. Living off krill and fish sieved through their baleen, the animals mingle every winter in the Caribbean, a process that keeps the Atlantic population genetically diverse.



The largest breeding and calving ground is Silver Bank and Samaná Bay in the Dominican Republic Marine Mammal Sanctuary, where 3,000 whales congregate every winter.

"The whales are seen around the islands, mostly along the 100-fathom contour," said NOAA whale biologist Nathalie Ward from her office in Woods Hole, Massachusetts.

Pressures and threats on the animals include collisions with ships, illegal hunting, toxins, motor noise, strandings, disease, military exercises, climate change, offshore renewable energy developments, and loss of habitat and food. "Sailors taking fluke photos can contribute to critical information that will provide safe passage for humpbacks throughout their migratory path," Ward said.

Since Jim's article was written, Nathalie Ward tells *Compass* that thanks to the efforts of sailors in the Caribbean who have sent in their photos to www.caribtails.org, four new humpback whales were identified on 2014. While a breaching humpback makes a spectacular photo, the fluke is the valuable research tool. Use a telephoto lens, fill the viewfinder with the tail, and take several shots. Avoid glare or back light. The ideal photo is the underside of the lifted tail as the whale dives, heading away from you.

Humpbacks are curious but sailors are advised not to get closer than 100 yards. If a whale approaches, drop sails and shut off your engine. Adults can be 40 feet long and weigh 45 tons, but aren't usually a threat.

Send your whale tail photos to www.caribtails.org to be part of this project.

Visit CARIB Tails at www.caribtails.org and the International Whaling Commission at www.iwc.int for more photo tips and information on maneuvering around whales.

The Grenadines' Sentinels of the Sea

by Juliana Coffey and Alison DeGraff

Seabirds are the sentinels of the sea. They are the most conspicuous types of marine wildlife and can be useful in indicating the overall health of coastal and marine ecosystems. Seabirds can live long lives and range over vast distances, paying little attention to political boundaries. In fact, many spend the majority of their lives at sea, returning to land only for several months per year to breed. The high-flying Magnificent Frigatebird (*Fregata magnificens*), while unable to land on the water, can soar effortlessly above the seas for more than a week straight without resting, while the Common Tern (*Sterna hirundo*) can migrate thousands of kilometres to arrive at its wintering grounds.

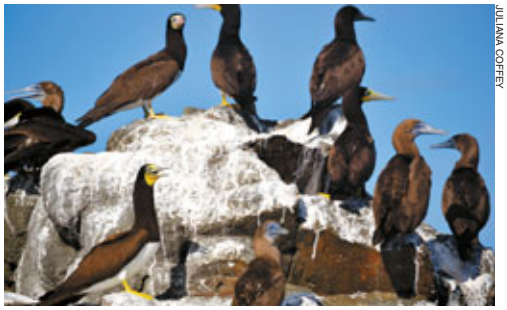


DEREK BERRY

Within the Caribbean, the transboundary Grenadine islands, split between the countries of St. Vincent & the Grenadines and Grenada, are rapidly gaining notice for their plethora of seabirds. Recent studies have established the importance of the Grenadines for seabirds on both a regional and international scale. The approximately 50 Grenadine islands and cays provide critical nesting habitat for 11 breeding species and provide roosting and stopover sites for non-breeding resident species and those migrating to the region from higher latitudes. Battowia Island, Les Tantes, and Diamond Rock, for example, host globally significant populations of Red-Footed Boobies (*Sula sula*), Red-Billed Tropicbirds (*Phaethon aethereus*), and Brown Boobies (*Sula leucogaster*). Tern species, such as the Brown Noddy (*Anous stolidus*) can be found nesting on most of the uninhabited islands, while the Audubon's Shearwater (*Puffinus lherminieri*), a species that is rarely seen near land, was recently confirmed breeding at several previously unknown locations.

Many seabirds spend their lives predominantly at sea, and because of this, there is much about them that we still do not know. Despite their resilience and longevity, they are highly vulnerable to natural hazards, climatic changes, and the adverse effects of human activities. Their disregard for political borders exposes them to a diversity of threats and disturbances spanning across their ranges, for which they receive varying levels of protection. In the Grenadines, development pressures stemming primarily from population growth and increasing development of the tourism industry, as well as local harvesting of seabird eggs and chicks, are the primary threats to seabirds throughout the archipelago. Research, monitoring, enforcement, and conservation projects can be costly, and are often limited by financial resources that are inadequate over the long term. Recognizing this, in 2012, a project was initiated with the goal of creating a comprehensive, user-friendly avian field guide, inclusive of local and scientific knowledge and folklore of birds in the Grenadines. This guide was designed to be a resource for both locals and foreigners interested in birds of the Grenadines, and will ideally be used for training local bird monitors and educating the general public.

In July and August 2014, approximately 30 interviews were conducted with more than 50 people in an effort to gather information from both resident and foreign "environmental experts". These individuals, such as fishermen and marine tour operators, were identified based on their intimate relationships with the ocean and their ability to observe birds on a regular basis. Information collected placed strong local value on seabirds, ranging from their ability to indicate schools of fish, foretell weather, reveal proximity to land, and their use as a nutritional resource. Sailors, in their own right, can also be considered environmental experts, and have much knowledge to contribute to this project. Their access to coastal waters and the open ocean provides them with the opportunity to observe seabirds in their natural habitat at various times throughout the year. Anyone who has sailed through the Caribbean is familiar with many of the regional seabird species, such as the coastal-hugging Brown Pelican (*Pelecanus occidentalis*) and the pursuit plunging Brown Booby. Tern species, although often more difficult to distinguish, are also ubiquitous.



JULIANA COFFEY

We are continuing to collect knowledge and stories for the field guide, and would love to hear from anyone who has sailed through the transboundary Grenadines, and/or observed birds along the coasts or at sea in the Caribbean. Please contribute, so that you too can be a sentinel of the sea, and help preserve the rich marine avifauna within the Grenadines and beyond!

The link to our survey can be found at http://grenadinesbirds.tumblr.com/, but please also feel free to contact us directly with any knowledge, stories, or sightings at grenadinesbirds@gmail.com.





REGATTA NEWS

Canfield Again Named Virgin Islands Sailor of the Year

Carol Bareuther reports: Impressive performances at the Congressional Cup, Etchell Worlds and Central American and Caribbean Games are just a few of the reasons why Taylor Canfield has been awarded the title of Virgin Islands Sailor of the Year for the second year in a row by the Virgin Islands Sailing Association (VISA).

The 2014 VISA award caps a year of remarkable accomplishments by Canfield, achieved in both fleet and match racing, as skipper and as crew, and aboard a variety of different boats.

In April, Canfield posted a decisive victory at the 50th Congressional Cup in Long Beach, California, where he defeated the UK's Ian Williams by two victories to one in a best-of-three final. The 1-2 finish for Canfield and Williams, respectively, mirrored their world match race rankings, a testament to the high-quality competition at this longest-running sailboat match race regatta in North America.



VISA

Left to right: Max Nickbarg, Addison Caproni, Taylor Canfield and Phillip Shannon at the 2014 Central American and Caribbean Games

"Since the Congressional Cup was the first match race of the 2014 season, it was a very important win for us to show everyone that US One was here to have another great year of sailing. I am very proud to be the second Virgin Islands' name on the trophy after Peter Holmberg who won the event back in 2002," says Canfield, who is the managing partner of the US One Sailing Team and, at age 25, the youngest skipper and one of only ten sailors to earn both the Congressional Cup and Bermuda Gold Cup.

Two months later, Canfield served as tactician aboard the 2014 Etchells World Champion, *Line Honors*, in the New York Yacht Club-hosted one-design fleet-racing regatta in Newport, Rhode Island. He joined the all-star crew of owner Bill Hardesty, who had collected this title twice before, Marcus Eagan and Stephanie Roble to battle a 96-boat fleet in what has become one of the most competitive one-design classes in the world.

In August, it was the leaderboard of the Chicago Match Cup that Canfield and his team of Rod Dawson, Mike Rehe and Hayden Goodrick topped, sailing to three wins in a best of five finals against his Congressional Cup rival, the UK's Ian Williams, aboard Tom 28s.

Less than a month later, Canfield and his Chicago Match Cup crew made history by winning the Dutch Match Cup, an inaugural event on the Alpari World Match Race tour, sailed in Lalystad, Holland. Once again he handed the UK's Ian Williams a second place finish by besting the first-to-three finals with a 2-0 score. "Never having sailed in the boats (Max Fun 25s) or in the venue, we were pleased to come away with the Cup title. This win kept us in the hunt to defend our WMRT World Championship," Canfield says.

Finally, in November, Canfield skippered the USVI's J/24 entry at the Central American and Caribbean Games in Veracruz, Mexico. The team, which included fellow Virgin Islands sailors Addison Caproni, Phillip Shannon, and Max Nickbarg, picked up a Gold Medal.

"It was a relatively easy transition into the J/24 after all of us grew up together sailing the IC24 in the Virgin Islands," says Canfield of his first Gold Medal at the Games.

—Continued on next page



—Continued from previous page

Canfield credits Virgin Islands' professional sailors Peter Holmberg, Anthony Kotoun and Ben Beer as well as his contemporaries, Cy Thompson and Thomas Barrows, for helping him to become the sailor and racer he is today. He also gives a strong nod to the St. Thomas Yacht Club for its active junior sailing program, as well as to the Virgin Islands' natural attributes of perfect year-round sailing conditions, in his evolution into a globally recognized world-class sailor.

In 2015, Canfield will continue match racing in an effort to maintain his number-one position. He will also join the ranks of other professional sailors in Melges 20s, J/70s, and Etchells, as well as taking a turn towards two hulls. "We just took delivery of a Marstrom 32, a 32-foot carbon-fiber catamaran. It is a great platform to get into multihull sailing and a rapidly growing fleet around the world. We will be sailing the winter series in Miami. It is my goal to sail in an Americas Cup," Canfield says.

Canfield started skippering Optimist dinghies at age six off the beach at the St. Thomas Yacht Club under the tutelage of his father, Bill Canfield. In high school, Canfield, along with Thompson and Barrows, were the trio of Club 420 skippers who led the Antilles School Sailing Team to national championships in team and fleet racing. Canfield was also twice named Club 420 National Champion. His four years sailing for Boston College were remarkable for a nearly unprecedented number of on-the-water victories. These included being named a three-time All-American, two-time fleet racing champion and one-time team racing champion, sloop champion and match racing champion. Canfield first fell in love with the sport of match racing at age 13 when he traveled to Bermuda to sail Optimists in the Renaissance Re Junior Gold Cup, which takes place at the same time as the Bermuda Gold Cup. At age 16, he qualified for the US Match Race Championship and that same year sailed the Governor's Cup in California. More recently, Canfield and his US One Team won the 2013 ISAF World Match Racing Tour Championship. He also starts 2015 as number one in the Open Division of the ISAF Match Race Rankings, a ranking Canfield first achieved in 2013.

The Virgin Islands Sailing Association (VISA) is the organization that administers all sailing activities in the US Virgin Islands. It is a Member National Authority of ISAF, the International Federation that governs sailing worldwide, the Pan American Sailing Federation and Central American and Caribbean Sailing Organization. VISA was a founding member of the Virgin Islands Olympic Committee, which administers all Olympic sports in the Virgin Islands.

Marc Fitzgerald Wins RS Elite Challenge Summer Series

Mark Whinney reports: Nine teams competed in the 2015 Nonsuch Bay RS Elite Challenge on December 14th at Nonsuch Bay Resort, Antigua. Each team took part in six races to determine who would move to the finals. Racing took place on the 24-foot RS Elite keelboats located at the resort. The winning skipper was Marc Fitzgerald, better known as the skipper of Peter Harrison's Farr 115, *Sojana*. In second place was Martin Beck, a homeowner from Nonsuch Bay and owner of



Superyachts or RS Elites, it's all good racing

an RS Elite. Third place was won by Robbie Ferron, owner of Budget Marine.

The first two teams will represent Antigua at the Nonsuch Bay RS Elite Challenge, which will take place on Lay Day, April 29th at Antigua Sailing Week 2015. Now the Antigua representatives have been established, Nonsuch Bay Resort are inviting applications for skippers who would like to take the remaining six places. Last year's winner was ex-America's Cup skipper Peter Holmberg, who has been invited back to defend his title.

Skippers interested in making the short list should contact mark.whinney@nonsuchbayresort.com or roc@sailingweek.com.

***Lupa of London* Tops Inaugural RORC Transatlantic Race**

With the Royal Ocean Racing Club's RORC Caribbean 600 is now in its seventh year, the Club decided that a dedicated feeder race for the Caribbean's premier offshore event was required.

The inaugural RORC Transatlantic Race, in association with the International Maxi Association (IMA), started on November 30th. 2014 from Puerto Calero, Lanzarote, Canary Islands bound for Camper & Nicholsons' Port Louis Marina, Grenada. An international fleet of yachts took part with crew from at least 12 different countries racing Maxis crewed by top professional sailors as well as production yachts crewed by friends and family.

In the battle for Line Honours and the IMA Line Honours Trophy, there was an early exit for the hot favourite the Finot-Conq 100, *Nomad IV*, sailed by Jean-Paul Riviere. On Day Three, gear failure forced the French Maxi to head back to the Canary Islands for repairs. The Russian-chartered Southern Wind 94, *Windfall*, skippered by Fabrizio Oddone and Jeremy Pilkington's British Baltic 78, *Lupa of London*, then took up an epic battle for Line Honours. The two Maxis duelled for 3,000 miles, swapping the lead on numerous occasions. However, *Lupa of London* eventually got the better of *Windfall* in the lighter downwind conditions as the two yachts approached Grenada.

Lupa of London arrived at Port Louis Marina in an elapsed time of 11 days, 1 hour, 38 minutes and 55 seconds, setting the record for others to beat in future editions of the race. *Windfall* finished less than four hours later to win IRC Zero. The Russian-flagged Maxi's crew included world-class professionals: Lorenzo Mazza, a seven-time America's Cup veteran and winner of the 32nd edition with *Alinghi*; multiple world champion Francesco Mongelli; and Irish Olympic Finn sailor Tim Goodbody as well as the Russian charter crew.

The RORC Transatlantic Race Prizegiving was held at Port Louis Marina. Guest of honour was the Honourable Yolanda Bain-Horsford, Minister of Tourism and Civil Aviation of Grenada. Newly elected RORC Commodore Michael Boyd thanked the Government of Grenada, Camper & Nicholsons Port Louis Marina, Puerto Calero Marina and Westerhall Rums for their generous support. *Lupa of London* was announced as the winner of the RORC Transatlantic Race Trophy with the best elapsed time under IRC.

—Continued on next page





—*Continued from previous page*

Andrew McIrvine, RORC Admiral & Secretary General of the International Maxi Association (IMA), presented the IMA Line Honours Trophy and the best IMA Member's Plaque to Fred Pilkington of *Lupa of London*.



The Honourable Yolanda Bain-Horsford, Grenada's Minister of Tourism (at left) and Andrew McIrvine, RORC Admiral (at right) presented the RORC Transatlantic's IMA Line Honours Trophy to Fred Pilkington of Lupa of London

Class winners received an engraved crystal decanter and all competitors present received a special edition bottle of Westerhall Plantation Rum with the insignia of the RORC Transatlantic Race.

Visit http://rorctransatlantic.rorc.org for more information.

ON THE HORIZON…

More Racing, Improved Logistics for 35th St. Maarten Heineken

The 35th Annual St. Maarten Heineken Regatta will take place March 5th through 8th. To celebrate 35 years of racing, St. Maarten Heineken Regatta officials have announced a slew of changes to the racing, logistics and safety rules, all based on feedback from past competitors and spectators.

Race organizers have confirmed that the Gill Commodore's Cup will be open to all Regatta participants (except Lottery Class). In an effort to make racing more competitive, organizers will also offer an additional sailing event on Sunday for various racing classes (weather permitting). These new events offer sailors the opportunity to race in six races over the course of four days.

To accommodate additional sailors in these races and the 200-plus entries that the main event receives each year, registration will open a day early, on Tuesday, March 3rd, and run through March 5th. This information, including the new opening hours of registration, can be found in the Notice of Race on the Regatta website www.heinekenregatta.com.

This year all races will start and finish at Simpson Bay.

Additional changes have also been made to the Official Safety Rules that will be implemented on all racing days. These rules can be found on the registration website at https://app.regattaguru.com/heineken/100083/docs. Race organizers urge all participants to download the new safety rules and review them to make sure all crewmembers and vessels comply.

Visit www.heinekenregatta.com for more information.

New-Format Triskell Cup Regatta for March

Formerly held every November, the popular Triskell Cup Regatta has moved to a new time slot. The 2015 Triskell Cup Regatta will be held March 11th through 15th, offering the best of the season's sailing conditions and welcoming even more sailors who are in the region at that time.

In addition to the new date, a new format will feature three days of sailing around the archipelago of Guadeloupe with stops in Marie-Galante and the Saintes, and then two days of technical races off Gosier Island.

The event is likely to become one of three regattas in a new series to be developed that will include regattas in Martinique, the Triskell Cup Regatta and Antigua Sailing Week.

Top-quality racing, discovery of the Guadeloupean islands and festive fun evenings are what the Triskell Cup 2015 will provide you — all based on the know-how developed by the Triskell Association over the past 15 years.

For more information see ad on page 14.

—*Continued on next page*



—Continued from previous page

STIR It Up!

Carol Bareuther reports: Organizers of the St. Thomas International Regatta (STIR) announce that Cruzan Rum and Presidente beer, distributed by Glazer's Premier Distributors, LLC, will provide major sponsorship in support for the 2015 regatta, March 27th through 29th.

Cruzan Rum is produced at its Estate Diamond distillery on St. Croix. Skippers in the STIR will receive a commemorative 750ml bottle of Cruzan's flagship Cruzan



DEAN BARNES

Single Barrel Rum. New this year too, the skipper winning the regatta's most competitive class as judged by a trio of race officials will receive his or her weight in Cruzan Rum.

The entire Cruzan line of Cruzan Rum as well as light and dark Presidente will be available at all of the St. Thomas International Regatta events and parties.

"We are very excited to announce our new partnership with Cruzan Rum and Presidente beer. We look forward to welcoming everyone to Cowpet Bay this March for a great regatta, a cold beer and a rum drink you can really enjoy," says regatta director, Bill Canfield.

The St. Thomas International Regatta, now in its 42nd year, is world-renowned for its round-the-buoys and round-the-islands racing, first-class race committee and friendly can-do attitude towards its competitors. Over 80 entries, including more Grand Prix yachts and a fleet of over 25 one-design IC24s, are expected in 2015.

Register online at wwwyachtscoring.com. For more information about the regatta, visit www.stthomasinternationalregatta.com. Or, follow for the latest information on Facebook www.facebook.com/rolexregatta, Instagram #IRRSTYC and Twitter @IRRSTYC

Top Racers Eye Les Voiles de St. Barth

With the recent launching of *Rambler 88*, George David is eyeing the next Les Voiles de St. Barth — scheduled for its sixth edition April 13th through 18th — as an early and critical step in getting his new yacht racing. David has made a name for himself and his previous *Ramblers* (a 90- and a 100-footer) in the yacht racing world, winning high-profile regattas and breaking one prominent distance race record after another: Rolex Buenos Aires to Rio (2008), RORC Caribbean 600 (2011), Newport to Bermuda Race (2012) and Block Island Race (2011 and again in 2013) included.

"We're targeting the Transatlantic Race 2015 (for which *Rambler 100* holds the record), but the RORC Caribbean 600 and Les Voiles de St. Barth are right up there, too," said David when asked what events on *Rambler 88's* schedule would be most important. "Les Voiles de St. Barth is a great venue and event. It starts with St. Barth and all that means, plus typically solid sailing breezes that bend around the island and have their gusts and lulls. This is a regatta where you need to get in front and stay in front; it rewards those who can sail where they want."

David's *Rambler* team has competed in all but one and won three of the five Les Voiles de St. Barth regattas held thus far. And although the event traditionally does not include long-distance racing like the events in which David hopes to post records, the short- and middle-distance races around and among the islands that surround the eight-square-mile collectivity of St. Barth provide boat-handling practice that surely can serve well the team's ambitions on longer routes.

—Continued on next page



JOUANY CHRISTOPHE

The Judel/Vrolijk-designed 72-footer Bella Mente will join Les Voiles de St. Barth for its second time



Coordinates 11° 14´ 34.45" NORTH 74° 13´04.91" WEST
VHF Channel 16, 72
Phone: + 57 5 4363601 - COLOMBIA
www.igy- marinasantamarta.com/en
operaciones@marinasantamarta.com.co

facebook
twitter

New Marina Facility. - Teak Docks. - Hot and Cold running showers. - New professional in quality washer and dryers. – 24 / 7 / 365 Security and Dock Attendants. - Free Wi-fi. – High percentage of bi lingual staff. – Adjacent to the local beach and walking distance to the Historic City Center of Santa Marta, home of the finest bistro, cafes and nightlife in the entire region. – Mini Market on site. – Nearby modern grocery, department stores and malls.

—Continued from previous page

The four days of racing will also help answer the question: "What will *Rambler 88* look like, and how will she sail?"

Meanwhile, Hap Fauth is also preparing for an ambitious 2015 racing season with his Judel/Vrolijk-designed 72-footer *Bella Mente*, and his *Bella Mente* Racing team will join Les Voiles de St. Barth for its second time. Fauth expects to sail handicap under CSA against other large boats such as *Rambler 88*, but three or four additional Maxi 72s on the line are what he's hoping to see. President of the Maxi 72 class (formerly the Mini Maxi Class), Fauth explained that class owners were polled on where they wanted to sail next year, and Les Voiles made the final cut for the schedule.

"Of course, Les Voiles de St. Barth offers spectacular racing and social activities, so it was a popular addition," said Fauth. "The 72s are well suited to the coastal racing format and perform very well in what can be blustery tradewinds of the Caribbean."

Fauth added that the most significant change on *Bella Mente* is a new Southern Spars mast with C6 rigging by Composite Rigging. "We worked very hard to design and build this mast to be the 'all purpose' mast for *Bella Mente*," he said last year. "We will have a sea trial in December, and our first racing event with the new spar will be Key West Race Week in January."

Distance racing is a high priority in the *Bella Mente* camp, especially the RORC Caribbean 600 and the Rolex Fastnet Race. "Obviously we are looking to be the top IRC finisher in those classic distance races; we have come close in both, but this year we are looking to get the win," said Fauth.

As for Les Voiles de St. Barth, nothing less than "great conditions and great competition" are expected. "St. Barth is such a fantastic place to race; it's easy to confirm this event on the schedule every year," said Fauth.

On the water, Les Voiles de St. Barth offers a combination of longer tactical coastal courses as well as multiple short-course days. Shoreside activities include Race Village gatherings and parties with live music each day/evening; a special crew party at Shell Beach on Wednesday evening; the watersports-filled (or alternatively restful) Lay Day on Thursday; and a concluding Awards Party with fireworks on Saturday. Competing boats can arrange for berthing at Gustavia's inner harbor and protected anchorage on the western side of the island.

Visit www.lesvoilesdesaintbarth.com for more information.



Amongst all the elegance before, during and after the Antigua Classic Yacht Regatta are the popular gig races

A Greener, Cleaner Antigua Classic Regatta

Antigua Classic Yacht Regatta has joined forces with Sailors for the Sea and Antigua's Environmental Awareness Group to continue Martin Dudley's Rubber Duck Recycling efforts to make the 2015 Regatta as clean and green as possible, both at sea and ashore. Sailors for the Sea (http://sailorsforthesea.org) is a leading conservation body that engages, inspires and activates the sailing and boating community towards healing the ocean. Running clean, sustainable regattas is one of its programmes, by offering support and resources to sailors to help conserve and protect the ocean. During the Antigua Classic Yacht Regatta, recommended best practices will be carried out with a view to getting Clean Regattas Bronze certification.

Registration for 2015 will be one day only — on Wednesday, April 15th — and the prizegiving will take place on the evening of Monday April 20th. Post Regatta events such as Gig-Racing and Cream Teas will be on Tuesday April 21st.

For more information on Antigua Classic Regatta 2015 see ad on page 15.

Changes for Antigua Sailing Week 2015

If you haven't been back for a few years, or have never raced at Antigua Sailing Week (ASW), "What's different?" you might ask, and "Why should we come?"

Well, for the last three years all of the racing has been based out of Falmouth and English Harbours. That means you head straight from the calm harbours into deep water and consistent tradewinds. For 2014 they laid additional deep-water marks and might add more for 2015, providing more variety to the courses including more reaching legs. Omitting the destination courses avoids wind holes and anchoring in dangerous swells. Each night you can walk to the after-race events (apart from one night when you get a ten-minute taxi ride to Shirley Heights).

Each class races for an average of three to four hours daily, with courses adjusted each morning for weather conditions. With options of more than 30 courses available daily, depending upon those conditions, you are guaranteed great sailing.

The sailing centre is at Antigua Yacht Club and each afternoon features a daily prizegiving for first, second and third place in each class. New for 2015 will be a shuttle running between Nelson's Dockyard and Antigua Yacht Club, so no more long walks in the sun between venues.

Antigua Sailing Week 2015 will be held from April 25th through May 1st.

Visit www.sailingweek.com for more information.

Barbados to Host Two World Sailing Championships

Peter Gilkes reports: Barbados has just been awarded our second world championship sailing event for 2017: we won the Finn Masters when we presented in Poland in June 2014, and recent information in from Australia is that we have been awarded the OK Class Worlds for 2017, which will mean approximately 600 to 700 persons on Barbados over three weeks. It is a wonderful achievement to have two international world championship sailing events scheduled for Barbados in 2017 — a first for Barbados in sailing.



DYT YACHT TRANSPORT

SEVENSTAR YACHT TRANSPORT

Sevenstar Yacht Transport and DYT Yacht Transport are the world's premier providers of yacht transport solutions tailored to the mobility needs of the yachting community. As pioneers and dedicated partners in worldwide yacht transport, each with over 25 years of experience, our goal is to make your yacht-shipping experience as smooth and simple as possible, while offering you the unbeatable service you deserve.

Why not choose the most trusted names in yacht transport for your next passage?

Contact: Nadine Massaly
DYT and Sevenstar Yacht Transport Representative
Le Marin, Martinique
Phone +596 596 741 507
nadine@yacht-transport.com

MEMBERS OF SPLIETHOFF GROUP

—Continued from page 6 ...Info & Updates

in partnership with the American Boat & Yacht Council (ABYC), will assess approximately 45 of Grenada and Carriacou's budding marine technicians and TA Marryshow Community College lecturers using an online assessment program.

The industry standard assessments, supplied by ABYC, will provide the information required to develop training workshops to be run in Grenada early this year. Following these training workshops, technicians will take ABYC certification tests in their chosen skill area.

The program focuses on the technical skills most in demand within the industry: diesel engines, gas engines, yacht systems including refrigeration and air conditioning, composites and marine electrical. ABYC is an internationally recognized provider of standards for the maintenance and repair of recreational yachts and is constantly updating standards and training to account for industry development. Grenada's training and certification program includes ABYC membership for participating businesses, technicians and TAMCC staff.

Jason Fletcher of Grenada Marine says, "We have recognized for some time that if Grenada is to compete internationally with other yachting destinations, we must have well trained and formally certified technicians. Modern yachts run with sophisticated systems and require the highest level of quality control when installing, repairing and maintaining these systems."

MI will also develop a three-year training plan for technical marine training in consultation with TA Marryshow Community College, the National Training Agency, yachting industry members and other stakeholders. Suitable instructors will be identified and receive further support and training so that Grenada can offer ongoing ABYC training and certification.

TAMCC is hosting the baseline testing and this program builds on the existing relationship between the College and the Fisheries and Marine Institute.

Yachting makes a significant contribution to the Grenada economy. In 2013 this contribution was calculated to be EC$130 million, with employment impact of 912 jobs. In addition to restaurant, supermarket and marina revenue, the development of boatyards and technical services has enabled Grenada to benefit from service, maintenance and storage revenues.

A number of local businesses are co-funding this program including Carriacou Marine, Driftwood Yacht Carpentry, Grenada Marine, Horizon Yacht Charters, Island Dreams, NaviComm, Palm Tree Marine, Spice Island Marine, True Blue Bay Resort, TUI Marine, Ultimate Filtration and X Marine.

For more information contact mayagtraining@gmail.com.

Puerto La Cruz, Venezuela Update

So, what's happening in Puerto La Cruz, Venezuela these days? A friend reports: The marinas in PLC are fairly full, the yards are working, and there are a lot of big, brand-new sportsfishermen around belonging to "revolutionaries".

Labor, food and fuel are very cheap dollar-wise, so it is attractive for people on low budgets who are prepared to supervise any work they have done, or accept poor quality — and don't mind the high security risk. Materials such as epoxy, paint, antifouling and chandlery are scarce, so bring all of that with you!

This month: Talent Show in Bequia

Dillon Ollivierre reports: A talent expo will be held on February 28th at the Clive Tannis Playing Field in Bequia. Its aim is to showcase the talents of Bequian artistes in a variety of disciplines and provide an outlet for talented local youths to become involved in community building.

Admission cost is adults EC$20 and children 12 years and under EC$10. Show time is 8:00PM.

The organizing body, Rise Up Bequia, is an independent non-profit activist initiative working for the public interest of the citizens of Bequia, focusing on building and strengthening sustainable community development, education, agency and outreach. Rise Up Bequia's mandate is to demonstrate how acts of generosity and long-term effects of selflessness will contribute to an active, healthy and sustainable local community.

Rise Up Bequia has provided substantial support to the Red Cross after the floods of December 2013. Last year we also provided support to schoolchildren affected by the floods, and cleaned and painted the Bequia Library.

With the support of the general public and our visitors, Rise Up Bequia can continue its outreach.

British Virgin Islands Eye New Yacht Policy

As reported by Horace Mills at bvinews.com, British Virgin Islands Premier Dr. D. Orlando Smith said that the BVI is considering measures aimed at maintaining the competitive edge it had for several years in the yachting industry over the neighbouring US Virgin Islands. Premier Smith was responding to news that the United States has passed laws that will allow charter boats in the USVI to each transport up to 12 passengers, instead of the maximum six that was allowed previously.

Outgoing USVI governor John de Jongh, in welcoming the legislative move, noted that, since the six-passenger limit was introduced in 1993, the USVI has lost business to the BVI, which allows each charter boat to carry up to 12 passengers.



The BVI premier told the House of Assembly that, considering the USVI developments, he is prepared to consider a "Yachtsmen Friendly II" policy. He did not give specifics about the impending initiative, but suggested that it will be similar to an earlier policy of the same name.

"While we have decided to be very deliberate and come up with a comprehensive Yachtsmen Friendly II policy, this is something that will take into account our resources that we have here… and put in place policies that will continue to make us more attractive to that (yachting) business, and so that we will continue to be known as the sailing capital of the world."

For the full text visit http://bvinews.com/new/bvi-fires-back-in-yacht-clash-with-usvi.

Smile, We've Got You Covered!

Happiness Guaranteed



Increase vessel speed and slow barnacle and organic hull growth to a practical standstill. With Sea Hawk paint on your hull, it's smooth sailing. *Now that's something to smile about!*

Choose from a wide range of Sea Hawk antifouling paints with a written guarantee. From self-polishing to bioengineered slime resistant or environmentally friendly formulas, count on Sea Hawk for lasting premium protection.

We guarantee it!



Ask for Sea Hawk at your boatyard

Sea Hawk PREMIUM YACHT FINISHES

Family Owned & Operated since 1978

Made in U.S.A.

OVER 35 YEARS

800.528.0997 U.S.A. Only • 727.523.8053 International

Fax 727.523.7325 • Email: ContactUs@SeaHawkPaints.com

www.SeaHawkPaints.com

Trinidad & Tobago Premier Yacht Repair Centre & Hurricane Haven



Yacht Services Association of Trinidad & Tobago
Tel: 1 868 634 4938 • Email: info@ysatt.org
www.ysatt.org

YSC YACHTING STEERING COMMITTEE TRINIDAD & TOBAGO

mtiic MINISTRY OF TRADE, INDUSTRY, INVESTMENT AND COMMUNICATIONS

Tobago

"Land of the Hummingbird" was the Amerindian name for the island of Trinidad. We've been told that its first inhabitants, the indigenous Caribs and Arawaks, believed that hummingbirds were the souls of their ancestors and if they ate them a black lake made of tar created by the gods as punishment would swallow the entire tribe.



My husband, daughter and I arrived in Trinidad aboard our Leopard 38 cat, *Fata Morgana*, after about 20 hours of sailing on a beam reach from Secret Harbor Grenada and dropped the hook in the busy commercial port of Chaguaramas. After checking in, we moved to the other side of the hills to the smaller anchorage in front of the Trinidad & Tobago Sailing Association (TTSA). It's one of the dirtiest anchorages we have ever been to — yet we loved it! The bay is calm, surrounded by tall cliffs covered in wild vegetation and we soon became overwhelmed by the sounds of birds. Pairs of parrots fly overhead screaming, drowsy pelicans rest on the sides of the anchored boats, herons like statues wait near the shores, and flocks of black vultures like dark kites patrol the high skies.

Each morning here was spectacular, with the anchored boats still on the surface of the vast liquid mirror facing the rising sun. We enjoyed every minute of our stay in Trinidad, an island with so many unique natural destinations.

Even though language and culture link the twin-island nation of Trinidad & Tobago to the West Indies and the rest of the English-speaking Caribbean nations, Trinidad & Tobago is part of the continental shelf of South America, and is geologically a part of South America. This proximity to the continent has resulted in a spectacular species biodiversity, unmatched in any other Caribbean island, with 97 native mammals, 400 birds, 55 reptiles, 25 amphibians and 617 butterflies, as well as over 2,200 species of flowering plants.

The island of Trinidad, 90 nautical miles south of Grenada and just a few miles off the coast of Venezuela, is 50 miles long and 37 miles wide, dominated by the Northern Range, rising to about 3,000 feet and covered by tropical rainforest. Here, in this lush part of the island, after a long drive from the anchorage in Chaguaramas through narrow mountain roads, some damaged by landslides, we found a spectacular nature reserve.

The Asa Wright Nature Centre & Lodge is a nature resort and scientific research station comprising 1,500 acres of forested land in the Arima and Aripo areas. The Centre is one of the top birdwatching spots in the Caribbean, with over 150 species of birds.



Above: Bananaquits throng a feeder at the Asa Wright Nature Centre

Left: Maya and other visitors observing the hummingbirds

Once a cocoa-coffee-citrus plantation known as Spring Hill Estate, the area is today reclaimed by secondary forest and surrounded by rainforest with an impressive canopy 100 to 150 feet high.

In 1936 the place was purchased by an American couple who renovated the plantation house and lived there for a decade before returning to the United States. For some time the plantation was abandoned and neglected, but then Newcombe and Asa Wright from Iceland bought it and slowly transformed it into a lodge accommodating visiting scientists and naturalists arriving in the area from around the world to study the local wildlife and tropical nature, thus transforming the place into one of the first and most successful ecotourism destinations in the world.

—Continued on next page

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

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

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

barebum@vincysurf.com *www.barefootyachts.com*

—Continued from previous page

When Newcombe died, Asa Wright, left with few financial resources, struggled to maintain the plantation. A small group formed around her to help. In 1967, Don Eckelberry, a renowned wildlife artist; Erma Fisk, a prominent ornithologist and conservationist; and Russell Mason of Florida Audubon Society raised money to buy Spring Hill, establishing the Asa Wright Nature Centre as a "not-for-profit" trust. Its purpose was to provide a center for recreation and the study of tropical wildlife open to the public, as well as to preserve the wildlife and rainforest of the Arima Valley — one of the first nature centers established in the Caribbean.

Today, the entire area, a flowering Garden of Eden, is home to squirrel cuckoos, toucans and parrots, tufted coquettes and half a dozen other species of humming-



birds, as well as a variety of butterflies and lizards. We spent a few unforgettable hours amidst yellowtails, manikins and tiny hummingbirds of all colors coming to feed on fresh fruits and sugar water, just inches away from our smiling faces. We also spotted a few tiger lizards and a couple of agoutis, who had come to steal the bits of pineapples and papayas fallen under the birdfeeders.

After lunch on the terrace of the lodge, we joined a guided tour in the surrounding forest where we spotted a few more species of rare birds and observed some impressively large ant colonies.

It was all very fascinating and we agreed that the Asa Wright Nature Centre & Lodge is a place we would stay for a few more days if we could, enjoying the serene magical atmosphere. To rent a room here with three buffet meals per day is about US$120, not a high price to pay for staying in paradise. But it was time to go if we wanted to make it in time for another fascinating tour: this one in the Caroni Swamp.

The Caroni Swamp is a large mangrove wetland located on the west coast of Trinidad, where the Caroni River, Trinidad's biggest river, meets the Gulf of Paria, providing a variety of habitats for plants and animals, and supporting a rich biodiversity. It is an estuarine system covering 5,611 hectares of mangrove forest and marshes, with numerous channels and brackish lagoons. Its most famous inhabitant, attracting tourists from around the world, is the scarlet ibis, the national bird of Trinidad.

The scarlet ibis resembles in size and shape most of the other species of ibis and is very closely related to the American white ibis, but its remarkably brilliant scarlet coloration makes it unmistakable. It is the only shorebird in the world with red coloration. This medium-sized wader has protected status everywhere on the planet.

The juvenile scarlet ibis is a mix of grey, brown, and white. The color change to red begins around the time it begins to fly. Their distinctive long, thin bills are used to probe for food in soft mud; they feed on shrimp, small crabs, mollusks and other red crustaceans, which produce their scarlet coloration.

The birds live in large families of 39 or more in wetlands and marshy habitats found throughout vast areas of South America and the Caribbean islands. They move in flocks in a classic V-formation. Flocks often congregate in large colonies of several thousand individuals, like the colony we observed in Caroni Swamp. Members stay close, and mating pairs arrange their nests in close proximity to other pairs in the same tree.

We got to the Caroni Swamp park's entrance just in time for an afternoon guided tour, jumped on one of the large wooden boats with a few other visitors and started through the swamp among thick mangrove vegetation. As we moved slowly across the winding channels, we saw the eyes of a small crocodile floating in the murky waters, staring at us. A boa was sleeping curled up in the branches of a tree above our heads. The tangled roots of the mangroves were populated by small crabs.

After about half an hour we reached an open area where the river widened considerably and our guide parked the boat near the shore facing a small green island across the lagoon. As the sun prepared to dive in the sea beyond the mangrove swamp behind us, we prepared to witness the most glorious spectacle Nature has ever offered us.

The sky, the golden clouds burning in the afternoon light, and the heavy dark hills in the distance became the backdrop for the most magnificent daily ritual: the scarlet ibis returning home to their nests for the night. Flocks of ten to 30 birds in perfect V-formations started to arrive from the west and gradually the small green island in front of us bloomed like a rose bush covered with hundreds of red blossoms. A miracle.

Left: Trinidad is home to more than 400 species of birds. We think this is a Rufous Breasted Hummingbird; do any of our birdwatching readers know for sure?

Below: A Broad Billed Hummingbird takes a pause



As the birds, unaware of the profound effect their red plumage had on us, found their homes and prepared to go to sleep, tired from a day of wading through the swamp, we found our way back to the park's entrance and then back to the boat, tired after a day of birdwatching, and completely awe-inspired, happy and grateful for having the opportunity to share these few rare moments with some of Nature's most magnificent feathered creations.

Tips

Depending on your budget, you can rent a car very cheaply for a day and visit the Asa Wright Nature Centre and/or the Caroni Swamp, where you pay admission and arrange for guided tours.

Or, if you prefer to share the experience with other cruisers, you can call Jesse James on VHF radio channel 68 from the anchorage in Chaguaramas or TTSA and, for a reasonable fee, reserve your place for a group tour with organized transportation from the anchorage, admission fees, guided tours, as well as lunch included.

Mira Nencheva, her husband, Ivo, and their 11-year-old daughter Maya have been sailing around the world and living full-time aboard their 38-foot Leopard catamaran, Fata Morgana, *since July 2013. Follow their journey at www.thelifenomadik.com, and at Facebook/TheLifeNomadik.*



Santa Catalina: Intimate and Authentic

by Sally Erdle

DESTINATIONS

What's your definition of "off the beaten track"?

How about a tiny island in the Western Caribbean with neither an airport nor a commercial port — in fact, with not even any cars or roads — but with a good yacht anchorage? That's sweet little Santa Catalina, home to just about 200 people.

Located at 13°23'18"N 81°22'25"W, and connected to its sister island, Old Providence, by only a 100-metre footbridge, Santa Catalina is part of distant Colombia rather than its closer neighbor, Nicaragua. Despite being in a largely Spanish-speaking region, Santa Catalina shares with Old Providence a history of British colonization (see "Old Providence: From Puritans and Pirates to Protection" in last month's *Compass*) and an English-speaking population.

They appreciate the cruising yachts— all 300 or so per year of them, many en route to or from the Panama Canal — that anchor in the bay between the two islands.

"They are very important to the local community. Fifty percent of the people on Santa Catalina work at something regarding the sailors," says Amparo Ponton Velez, who, with her partner, Olivier Hodent, runs an intimate restaurant at their home — one of the hundred or so houses on the island that run along the picturesque bayside walkway that is Santa Catalina's main thoroughfare. "My neighbors provide meals, guardianage, mechanic and laundry services — in fact, a friend just bought bigger washing machines."

Amparo adds that the anchorage in the bay "is very secure. We have sailors who have been leaving their boats here part time for years."

According the Colombian regulations, if cruisers want to stay in the country for more than five days, they'll need to apply for a Temporary Importation Permit (this can be done through the Bush Agency on Old Providence), but the permit itself is free for non-commercial vessels and good for one calendar year (soon to be expanded to two years), and renewable.

"Yachting is one of the best kinds of tourism," Amparo says. "Sailors tend to be respectful of the environment, respectful of the local culture and customs, and they spend enough time to develop relationships on the island. We've had some memorable Christmas and New Year's celebrations with them, and not long ago I met a 30-year-old 'boat kid' who was born here!"

To encourage yachting tourism here, the Colombian government is planning to add a dinghy dock near the Old Providence end of the footbridge, install a field of about 20 moorings in the bay, and eventually (after the shipping channel to the Old Providence wharf is re-dredged) construct a small marina, to be staffed by locals, on the Old Providence side of the bay.





Clockwise from left: A sole yacht in the anchorage off Santa Catalina, with Old Providence in the background; Amparo greets guests at her restaurant; local boats moored near the footbridge

Meanwhile, drop your hook in the bay, dinghy ashore — the locals will show you the best places to tie up — and take a walk. At one end of Santa Catalina's walkway is Miltapoint, where, as the sign says, "… pirates were hung and Protestants burned. Habitat of mangroves and seagulls." At the other end you can climb the steps to the remains of the pirate-era Fort Warwick, set on a hilltop with good views overlooking the anchorage and the harbor entrance, and then down the other side to a little beach. After you've seen the sights, stroll back along the walkway and stop at Amparo and Olivier's place or one of the others among the handful of casual little eateries for a beer, a juice, an ice cream or perhaps something more substantial.

And then come back the next day: you'll have friends.



A SPECIAL BIRTHDAY CRUISE

by Telfor Bedeau

In October 2009, I celebrated my 70th birthday for the entire month, with some of my activities taking place in the Grenadines. This pattern has continued every year and, at turning 75 in October 2014, I did the same thing. I left my home in Grenada bound for Bequia on October 2nd, accompanied by my friend Alf Bowen. We traveled to Carriacou on the *Osprey* ferry then took *Lady JJ*, a small motor vessel that trades between Carriacou and Union Island in St. Vincent & the Grenadines. At Union Island we were to catch one of the regular ferries to St. Vincent, then connect via another ferry to Bequia.

At Union, we booked a room at Clifton Beach Hotel for the night then took a motorboat to Happy Island, where we had drinks while watching a young kitesurfer perform daredevil feats in the sea. After a while, his kite collapsed and he fell in the shallow water near Happy Island. His kite refused to fly again so he gathered all his gear and came to relax on Happy Island. It was then I learned that there is a kitesurfing school on Union Island close to the airport. After Alf and I had enough drinks, we headed back to Clifton, giving the stranded kitesurfer a ride on our boat. We then had dinner at Big Citi Restaurant and retired for the night.

Next morning, instead of waiting for the regular ferry, we took passage on a small cargo boat called *Guidance*, which was going to St. Vincent via a roundabout route, giving us the opportunity to see more places. *Guidance* left Clifton Harbour at 7:00AM and headed for Petit St. Vincent (PSV), which is a private luxury island resort to the southeast of Union Island.



JEFF FISHER



SALLY ERDLE

At left: Telfor improvises a birthday hat Below: The inter-island vessel Guidance

The journey to PSV was calm at first when we were in the sheltered water to leeward of Palm Island and my friend Alf, who was never a seaman, was very comfortable. But when we reached the open channel and *Guidance* showed that it was a perfect roller, Alf did not enjoy the performance although I assured him that it was normal for boats to behave like that and not capsize.

—Continued on next page





—*Continued from previous page*

The performance only lasted for 15 minutes, after which we entered the sheltered water to leeward of the reef that contains the two sand islands of Pinese and Mopion; the names when translated from French into English are very interesting (bed bug and crab louse, respectively). Here it was more comfortable to take in the scenery: Union and Palm Island were astern, Carriacou on the starboard side, Petite Martinique on the starboard bow and PSV ahead. The scene was very beautiful with its various shades of green hills and white sandy beaches with the blue seas and brilliant sunshine. It was like a part of paradise.

Guidance arrived in PSV at 7:30AM and the process of landing cargo started at once. By 8:30 we were underway again, heading for Palm Island, another private



CHRIS DOYLE

Above: Happy Island is well named

luxury resort island. Here cargo was landed and a pump was rigged up to pump fuel for the resort. The pump broke down midway into the operation and it took about half an hour to get it going again.

When we left Palm Island, we headed northwards and passed close to leeward of Mayreau with its population of around 300 people living in one village on the southwest side with the Roman Catholic church located on the highest point above the village — the best place for showering blessings on the people. We passed Salt Whistle Bay in the northwest of Mayreau and headed towards Canouan with its town located in a very spacious and beautiful bay.



CHRIS DOYLE

'We headed towards Canouan with its town located in a very spacious and beautiful bay'

Guidance docked alongside the jetty and lots of people came to receive or send items. Preparation was made to begin landing cargo when a sudden barrage of obscenity erupted from within the crowd. It took everybody by surprise. After a few seconds of uncertainty, I finally got my senses together and saw the origin of the eruption came from a young woman who was firing away at the boat, as I first thought, but soon realized it was at a sailor who was sitting calmly on the far side of the boat looking on but not saying anything. Well, that young lady kept up her firepower with a steady flow of the worst obscenity. The ferocity, volume and fluency with which she delivered her address showed that she was an expert. Words flew from her mouth like bullets from a machine gun and about 80 percent of them were unprintable. Some of the women in the crowd tried to cool her down but to no avail.

I tried my best to find out the cause of this action. I realized she was giving the guy a verbal beating in public because he was not fulfilling his duty as the father of her child or children. Several times she would start to leave but as she remembered something she left out, she would return and do the whole act again. Eventually, she seemed to be leaving for good but the guy, who had been silent all the while, cast a remark as if to himself. But she heard his voice and that had the effect of pouring a bucket of gasoline on a dying fire, so she gave another fearsome display before finally walking away.

All that time, the work on the boat was going on and soon the time for departure came. Lots of passengers embarked for St. Vincent and we had a nice quiet journey. We passed the southwest point of Bequia and saw a small motor vessel firmly wedged in a narrow rocky channel between the two small islands.

We arrived at Kingstown, St. Vincent at evening in a light shower of rain, just in time to catch the *Admiral* ferry to Bequia. While boarding the ferry, we met Cheryl Johnson sitting in her jeep loaded with goods bought in St. Vincent. She, too, was on her way to Bequia. Cheryl is the owner of The Fig Tree guesthouse, where we were booked to stay in Bequia. When we landed, Cheryl showed us our room, and then we ordered dinner at the restaurant. Cheryl and her employees took great care of us. She is a hostess with a difference. She treats her guests like they are members of her family, so we felt as if we were at home.

The following day, Saturday, October 4th, Alf and I took a taxi to the Old Hegg Turtle Sanctuary, which was closed but the son of the owner was feeding the animals so we were allowed to take a quick look and I really admired the work done on that project. We next walked to the northeast point of Bequia, then back to Spring and up to Cinnamon Garden, but the cinnamon trees there seemed to have been changed into huge mansions. The view was excellent to the northeast and the southwest. Back in Port Elizabeth, we bought a huge roast breadfruit and had lunch on the beach, then a swim.

Sunday morning, we left The Fig Tree at 6:00AM and walked via the villages of La Pompe and Paget Farm, past the airport and on to the Moonhole development. We then retraced our steps to Friendship Bay, where we met some retired fishermen who knew all the former fishermen and businessmen in my hometown of Grenville, Grenada. Their conversation was so good that we had a job to leave them. We next explored the back area between Friendship Bay and Mt. Pleasant, and then walked back to our hotel. In the evening, we had dinner with our hostess, Cheryl, and Sally Erdle, editor of *Caribbean Compass*, who, like Cheryl, makes people feel like if they are with family. It was a very enjoyable evening.

Monday morning, Cheryl drove us to Port Elizabeth where we joined Fantasea Tours on a cruise to Mustique, which we enjoyed very much. Thanks to Cheryl who made the arrangements.

On Tuesday, we were sad when Cheryl drove us to the ferry as we were leaving for home. We got the *Admiral* to St. Vincent then *Gem Star* to Union Island, where we spent Wednesday hiking before again having drinks on Happy Island. Thursday morning, we got the *Lady JJ* to Carriacou and spent two days hiking there. Finally we caught the *Osprey* ferry back to Grenada. It was a memorable 75th birthday journey.





A Woman Who Sails

by Mira Nencheva

After a few hours of uneventful sailing from Antigua to Guadeloupe, our family arrives in Deshaies, the first bay on the northwest side of the island. We are excited to find our sailing buddies Caryn and Mel aboard *S/V Passages* already there. Deshaies is a charming little fishermen's village with a few restaurants along the shore, souvenir shops and a small *boulangerie* offering delicious French baguettes and pastries. We are greeted by the monotonous song of the bells from the tower of the small church etched against the dark evergreen mountain.

After checking in, we decide to do a little river exploration and hike to a small waterfall not far from the village with our friends Mel and Caryn. We invite the crews of the two other boats in the anchorage, Mark and Tina aboard *S/V Rainbow*, and Bev aboard *S/V Aseka* to come along. We are now an impressive group of cruisers walking through the forest looking for a waterfall.

Soon it is nothing but giant trees, roots like snakes, extravagant ferns and black butterflies. The morning sunlight can only pierce tiny shafts of white light through the holes of the forest roof, disturbing the heavy humid shade of the canopy above. Trees and rocks and muck and more roots and the hushed sound of the small river gurgling down among grey boulders covered with eternal moss. There are crabs rushing back to their dark holes in the soft ground, paranoid little lizards hiding behind branches, and further in the distance, a small pond with green tranquil water inviting us for a few minutes of chill-down.

The hike proves longer and harder than we have expected. Almost everyone is wearing flip-flops, as we thought it was going to be a few minutes' walk in the park. Instead, we are jumping over huge slippery boulders inside the stream for over an hour — and still no waterfall. We start getting worried. Are we on the right path (if this can be called a path)?

Frankly, I am also worried for our friends. What if someone trips over a slippery rock and breaks a leg? Mel is helping Caryn, Tina has Mark for assistance, and my husband, Ivo, is taking care of our daughter Maya and me at the most difficult places: across boulders, fallen trees and fast-running water. But Bev, in her fifties, is on her own the entire time.

However, it doesn't look like she needs any assistance at all. Cheerful, she skips from rock to rock with great energy, chatting with us all the time.

"Bev, how come you are sailing around alone?" I am curious.

"I just wanted to go sailing, that's it. I have been sailing for 35 years now. It's my life."

Beverly Cory was born in Auckland, New Zealand. Her father was a construction engineer and his job meant constantly moving from place to place, bringing the entire family. Bev went to 21 different schools in New Zealand, Australia, Canada, England and Algeria by the time she was 19. She got used to traveling and she enjoyed the errant ways of her family; it became natural to her.

"One day, when I was 19, an old boyfriend I used to surf with took me sailing. It turned out it was a racing yacht and we went out racing! Suddenly I was pulling lines, cranking winches, packing a spinnaker. The crew thought I had experience. 'But I have never been on a sailboat before,' I told them. The captain looked at me — I will never forget this moment — and said, 'You will.' Next thing you know, I dumped the boyfriend, quit my job, and went sailing on an old Dutchman's boat who needed a crew. He taught me everything about sailing. I was doing what I wanted to do."

After years of cruising around Australia, New Zealand, United States and the Caribbean, after two boats — one 36-foot Van de Stadt, which she built, and one Tayana 37 — and after a couple of lousy husbands ("My mum told me I wasn't good at it — the husband thing — so don't do it again!") Bev is now cruising alone on *Aseka*, a 2005 Maxim 380 catamaran built in Durban. The design of the boat is ideal for singlehanding. All lines come in the cockpit, so Bev can adjust the sails and reef easily while at the helm. She can also drop and lift anchor all by herself, with the help of a windlass controlled from the cockpit.





Above: 'The long painful hike was worth it'

Left: Bev is cruising on Aseka, *a 2005 Maxim 380 catamaran built in South Africa*

"Lifting the anchor is the riskiest procedure, since I have to also flake the chain. I tend to stay clear of other boats when anchoring, so I don't drift down on them as I clear my anchor.

"I wait to be clear of boats when I hoist the sails.

"I reef early."

So far, she hasn't had any troubles sailing singlehanded and visiting places alone, but she needs to be extra careful. There are places where she won't walk around alone, and places she prefers to sail to with crew, such as Colombia, where Bev is heading soon.

—Continued on next page

MARINA ZAR-PAR
Dominican Republic
18.25.50N
69.36.67W
THE FOCAL POINT FOR CRUISING YACHTSMEN

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

Visit: marinazarpar.com email: info@marinazarpar.com
Tel: 809 523 5858 VHF Channel 5

XANADU MARINE
THE CRUISING SAILOR`S CHANDLERY SINCE 1990
AMERON ABC 3 TIN FREE SELF POLISHING ANTIFOULING PAINT
CORNER: MIRANDA & GUARAGUAO, PUERTO LA CRUZ, VENEZUELA
TEL: 58 (281) 265-3844 - E-MAIL: xanadumarine@hotmail.com

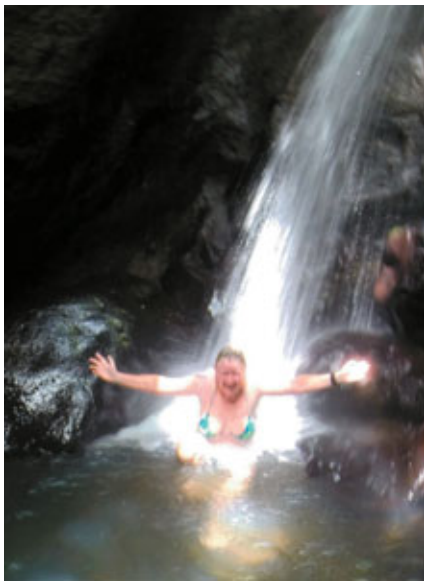
—*Continued from previous page*

"My longest solo passage was from Puerto Rico to Bonaire, 60 hours. At night I would sleep for 15 minutes, wake up, check everything, and sleep for 15 more minutes."

Sometimes, Bev invites friends, or friends of friends, to help with the longer and more difficult passages, but most of the time she prefers sailing alone.

"You do get used to being by yourself. I prefer not to have to rely on other people. Others don't care about the boat like I do: it's my life. When I have people aboard, sometimes they act as if they are on a holiday and it's a big party. But this is not a charter boat and I am not their servant. They come to crew and they have to cover their expenses."

When Bev was 21, for two years she crewed on a private, three-masted square-rigger: a brigantine with



ten sails. The foremast alone had 27 lines. There were no winches, just block and tackle. They sailed New Zealand then across to Australia. She was the sailing master, in charge of deck and sails.

When she was 23, Bev worked for two years as a deckhand on a prawn (shrimp) boat. She was the only woman on a commercial fishing vessel in that fleet. It took the other fishermen six months to accept her, constantly watching her.

"But when they finally did accept me, I had so many big brothers it was ridiculous.

"You do some crazy things when you are 20…"

This included driving mining trucks in a uranium mine and being the first woman in Australia to work on an oil rig as a radio operator, which she did on and off for two years.

Later, Bev became an ERP analyst, setting up software systems for copper and gold mines throughout Australia, the Pacific and Africa. She worked and lived in The Congo, Mauritania, Burkina Faso, Zambia and South Africa. When she wasn't working she went backpacking.

But sailing was always what she wanted to do. She bought *S/V Aseka* when she was working in Burkina Faso. The name means "to prosper" in the local Burkinable language.



Above: Bev went to 21 different schools in New Zealand, Australia, Canada, England and Algeria by the time she was 19. She got used to traveling

Left: 'We reach the place where the water rushes down from its rock walls with great force and determination. We shower under its might'

"People think I am 'strange' for sailing solo. My mother thinks I am crazy. I think it's crazier when inexperienced males try to tell me what to do.

"You are asking me what the hardest thing is for a singlehanded cruising woman like me. The hardest thing is not having someone to go diving with!"

Finally we hear the muffled voice of a waterfall. The sound grows loud and heavy as if the fall is coming down for us. It's a small cascade hidden in a canyon behind black rocks that rise suddenly, covered with abundant tropical vegetation. The long painful hike was worth it. We scramble through a deep pool and after one last vertical climb we reach the place where the water rushes down from its rock walls with great force and determination. We shower under its might, holding on to our shorts.

I start thinking.

I imagine myself alone on our boat, adjusting the sails, pulling the lines, reefing, dropping and lifting anchor while steering, fixing the engine… I am not too good at driving a dinghy by myself, let alone a boat. I have always relied on my husband for the more technical and physically challenging parts. I have always been just a "deck hand", never the "sailing master". I feel ashamed.

I admire Bev and she inspires me to learn more about our own boat, about sailing and navigating — to get more involved with the entire process of sailing.

If Bev can do it, I can do it.

All women can.

Mira Nencheva, writer, photographer, wanderer, has been sailing around the world and living full-time aboard her 38-foot Leopard catamaran, Fata Morgana, *with her husband, Ivo, and their 11-year-old daughter, Maya, since July 2013. Their journey is documented in a travel-adventure blog at www.thelifenomadik.com and in their Facebook page Facebook/TheLifeNomadik where Mira is publishing stories, pictures and videos.*

Street's Caribbean Cruising Guides



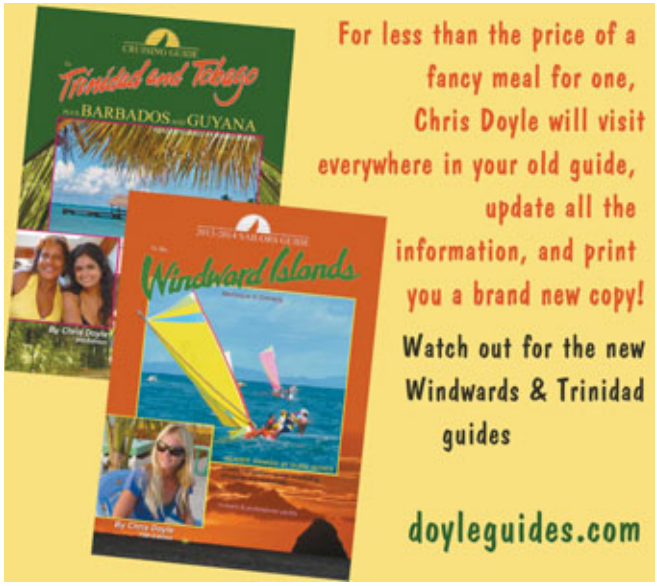
When cruising throughout the Windward and Leeward islands, be sure to have Street's guides on board! and take advantage of their legendary inter-island sailing directions, experienced harbour pilotage and unsurpassed sailing tips and "Insider knowledge" - assuring comfortable and "Savvy" cruising itineraries, tranquil "Off the beaten track" anchorages and a fast track for every skipper who wants to expand his options and explore new sailing haunts and itineraries.

Street's Guides describe some of Donald Street's favourite Caribbean cruising grounds, many of which are not even covered in most of the other sailing guides - including east coast of Grenada (Grenville and Sandy islands), south coast of Carriacou, east coast of Carriacou (Grand and Watering Bay - protected by four miles of barrier reef), east coast of Canouan (Windward Bay - protected by a mile of barrier reef) and some wonderful cruising options and anchorages for the east coast of Martinique.

The perfect navigation companion for all the other Caribbean cruising guides! Order your Street's Guides now by email at order@landfallnavigation.com or Tel: +1 (203) 487 0775 - or purchase directly from a local stockist.

www.imray-iolaire.com

CARIBBEAN DON STREET Street CRUISING GUIDES





DIESEL OUTFITTERS N.V.
Marine Engineers
Airport Road 32,St. Maarten N. A.
Accessible by Dinghy
Perkins JOHN DEERE
AUTHORISED DEALERSHIP AND WARRANTY WORK
Parts, Sales and Service
Overhauls, Repairs and Service to Diesel Engines
Marine and Industrial Generators
Servicing Gearboxes
Fuel Injector Service
Fuel Pump Service Agents
Suppliers of Donaldson Filters
Cel: + 1721 556 4967
raymondlongbottom@yahoo.com

BOAT PAINT & STUFF
Time Out Boat Yard Saint Martin
Next to the French Bridge



ANTIFOULING SPECIALIST: PPG Amron
COPPERCOAT Permanent Antifouling
(10 years and more…)
Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat
Phone: + (590) 690 221 676
info@boatpaintstuff.com

PROUDLY SPONSORED BY Mustique CONSERVATION:
SALTY'S BEAT BY NATHALIE WARD

Salty is a humpback whale who loves to sing. Every winter he swims throughout the Caribbean Sea. He doesn't need a passport because he's an international citizen! This month, he tells us more about his friends the sailfish.



What is the Fastest Marine Creature?

The *sailfish*, considered the fastest marine creature, has been clocked swimming at 68 miles or 110 kilometers per hour (30.4 metres per second), which, to be fair to the other fish in the sea, includes the sailfish's leaps into the air, during which it moves faster than it does in the water.

Its *predatory* behavior and body structure demonstrate its capacity for speed. Like the nose of a jet, its rapier-like bill has been shown to cause what's called low resistance flow, or in other words, good fluid *hydrodynamics*. It has been recorded as reeling out 300 feet (91 metres) of a fisherman's line in three seconds. That would be faster than a sprinting *cheetah*.

Think you could out-swim a sailfish? If you were to put this speedy fish in a pool to swim a 200-metre race, he could do it in less than ten seconds. For comparison, Olympic gold-medalist Michael Phelps swims the 200-metre freestyle in about 1.42 minutes, which translates to 4.7 miles per hour (2.1 metres per second).


ENCYCLOPEDIA BRITTANICA

There are two *species* of sailfish, Atlantic and Indo-Pacific, living in warmer sections of all the oceans of the world. The Atlantic sailfish was first described in 1792 and assigned the species name Xiphias platypterus. They are found in *pelagic* waters, near the ocean surface, usually far from land and generally remain above the *thermocline*, in water temperatures between 70° and 83°F (21° to 28°C).

Sailfish get their name from their spectacular *dorsal* fin (the "sail") that stretches nearly the length of their body and is much higher than their bodies are thick. The sail is normally kept folded down and to the side when swimming, but it may be raised when the sailfish feels threatened or excited, making the fish appear much larger than it actually is. This *tactic* has also been observed during feeding, when groups of sailfish use their sails to "herd" a *school* of smaller fish, such as sardines or anchovies. They also feast on squid and octopus.

Another notable characteristic is the elongated bill, resembling that of the swordfish and other marlins. They have an upper jaw that juts out well beyond their lower jaw and forms a distinctive spear and are therefore described as *billfish* in sport-fishing circles. They are members of the billfish family, and as such, sailfish are highly prized game fish and are known for their incredible jumps. They are predominately *blue* to gray in color but they can appear in a startling array of colors, from subdued browns and grays to vibrant purples and even silver. Sailfish can change their colors almost instantly, a change controlled by their nervous system. The sailfish can rapidly turn its body light blue with yellowish stripes when excited, confusing its prey and making capture easier, while signaling its intentions to fellow sailfish.

Some studies have been done to examine the growth rate of the fish with some pretty amazing findings. After a female sailfish lays her eggs, they hatch 36 hours later! Both species of sailfish grow quickly, reaching 1.2 to 1.5 metres (3 feet 10 inches to 4 feet 10 inches) in length in a single year. Generally, sailfish do not grow to more than three metres (ten feet) in length and rarely weigh over 100 kilograms (220 pounds). Their average life span in the wild is four years.

Adopt a Billfish?

You just tagged and released a marlin, sailfish, or swordfish. Ever wonder where that billfish will go, what route it took to get there, and what its ultimate fate will be? So do the scientists, who are trying to determine the condition of, and connections among, billfish stocks and fisheries around the globe. The concept behind the "Adopt-A-Billfish" program is to enlist the help of billfish *anglers* who are not only interested in learning more about the billfish that they pursue, but who also want to play an important role in ensuring their stocks are healthy for future generations.

If interested, visit www.sefsc.noaa.gov/species/fish/adopta-billfish.htm

Fastest Fish in the Sea: Word Search

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

ANGLER
DORSAL
PREY
SCHOOL
THERMOCLINE
BILLFISH
PELAGIC
RESISTANCE
SPECIES
XIPHIAS
CHEETAH
PREDATOR
SAILFISH
TACTIC

Fill in the word puzzle on the left, using words that appear in *italics* in the text. The solution appears on page 36.

THE IRREPLACEABLE PLASTIC PAIL

by Ralph Trout

As cruising evolves to electronic everything, some basic and necessary requirements haven't changed since the first organized voyage a few millennia ago. Just as every boat needs an anchor, every boat needs a bucket. During your evening meal or while watching another spectacular sunset, list the many times you needed a bucket during your day. You'll be amazed how we take the bucket container for granted, especially while living on another floating container.

Give reverence to the absolutely most versatile boating implement, the original water-hauling bucket. Though a full five-gallon bucket isn't light, it can be hoisted aboard from the dock or dinghy to provide adequate drinking water should your tanks be inoperable.

Boaties have matured from the days of using a wood, canvas, or well-rusted "once galvanized" metal bucket. But plastic buckets available from hardware stores just don't endure. Sooner than expected, either the handle or its mount on the bucket breaks. The colored "mop pail" lacks both durability and longevity. The tough white four-gallon bucket with the plastic handle, however, is actually a small shipping container that once carried some island necessity. Throughout the islands it is traditionally known as the "pig tail bucket". Commercial plastic buckets have a multitude of sizes, functions, and uses. They are available with tight fitting lids, some with rubber O-rings, in all sizes ranging from a gallon or two (say, of paint or window glazing) to the three-and-a-half-gallon of gypsum compound, the four-gallon pig tail, to the sturdy five-gallon usually carrying paint.



HORSESMOUTH.TYPEPAD.COM

Used commercial plastic buckets are usually easy to purchase at any big market. At a few paint manufacturers and distributors throughout the islands, especially in the USVI and Trinidad, unused buckets can be purchased. A new white, unscarred, pristine bucket always seems to glisten and be destined for a life of varied uses. At first the new bucket gets preferential treatment as the poor man's Tupperware. A new one-gallon bucket might start in the galley holding grains such as oats or rice, beans, pasta, flour, salt, sugar or spices. Easy to stack and label, these can take up little space and reduce your need to worry about dampness. (You can deter weevils by putting a few bay leaves in each sealed container.) Smaller buckets make great plant pots to grow fresh herbs such as chives, sage, thyme and oregano. These boat gardens are easy to grab by the handle and alternate above and below decks for necessary sunlight and fresh tasty meals.

When the rubber O-ring seal is included, the plastic bucket is still the best dry box for the money. When dinghying to shore on blustery days (if not all), it will keep cameras, important papers for Immigration and Customs, and extra clothes dry. They are great for going to the market, carrying fruits and keeping sacked groceries dry on return trips. As the bucket's life span progresses through cuts and then cracks, it can still bring garbage ashore before its days are over. During the dink period, it will eventually become a bailer.

One of its last good deeds is to become a concrete mold. Again the gallon is the best size. First find a piece of steel that can be twisted into an "eye" with a couple of small extensions that do not reach to the sides of your bucket mold. The eye is where you will connect your chain or anchor line. Find about a half a bucket of small, inch- to two-inch stones, about two or three cups of sand and some cement. Be cheap and ask a hardware store if they have any sacks of cement that have broken and scoop about two cups. Mix with water and pour into the mold, keeping the "eye" visible. Poke the concrete with a thin piece of steel or wood to churn out any air pockets. Voila, you have a virtually free dinghy anchor. Next, keep your dink orderly by piling your anchor line in another, larger bucket and set the smaller concrete anchor atop, nice and neat.

While thinking of sand and stones, don't forget the kids using buckets to build sand castles at the beach. One bucket makes a great organizer for children's beach toys. Boredom or creativity can fashion many basketball games involving throwing something into a simple bucket. For the dog lover, a bucket lid makes a great fetch Frisbee toy. If you are truly a "green" parent, don't forget that a plastic bucket with a tight-fitting lid is the world's best diaper pail.



WIKIPEDIA

Left to right: A bucket o' fish; a paint pail is eminently re-usable; a neatly enclosed bucket with a seat makes a nautical port-a-potty

The larger four- and five-gallon commercial buckets make suitcases that even a gorilla can't open if properly sealed. Airlines have all types of restrictions, such as "no boxes", on island routes from the States: check the rules first before packing your buckets. Drill holes quarterly on a slant from the outer ridge of the top through the bucket just below the lid and use four tie wraps to literally stop prying hands and eyes. A friend who works on the oilrigs carries everything in a pair of bucket "suitcases" — including his laptop in one bucket, cushioned by his clothes. In the other bucket are his tools. Everything stays dry and safe no matter the weather conditions on the crew boat, or the rig. Aboard the *Sea Cow* I used to pack extra clothes in the huge two-gallon Ziplocs, which are near to impossible to find in the islands. The bags were tightly packable in lockers, yet the clothes still always acquired a musty scent. Then I tried a variation on the three-and-a-half-gallon bucket, labeled and sealed tightly after putting in an herbal sachet. Even after many months the clothes smell so good I can cut back on deodorant!

Buckets of all sizes find homes in the cockpit, for bailing, for saltwater rinses, or for trash. Two buckets, wash and rinse, comprise a laundromat. I've met a few yachties who keep their binoculars, charts, torchlight, and reading material in a sealed bucket so it is an easy one-grab undamaged by the elements.

Any bucket that has a good seal makes a temporary buoy. Keep a large sealed bucket on deck as a man overboard buoy. (Adhere some reflective strips so it can be easily spotted at night.) Keep another prepared with necessities in case of a shipwreck. Check to be certain it floats and you have not over-packed.

It was an old Scotsman who showed me the most inexpensive solar hot-water shower. Find a place on your boom or just higher than the cockpit that can support a bucket that can easily be fastened and unfastened with a sturdy bungee cord or nylon strap. For best results paint the bucket black, or any dark color, but that's being extravagant. Cut a hole in the lid only after finding something to plug it, such as a wine cork. Get enough hose — whatever is available that will fit in the hole you just cut. Fill the bucket half to three quarters full and set in the sun. Remove the plug, insert the hose, raise the bucket and suck to begin a siphon. (Watch out for the first hot gulp!) The water is hot and a great rinse after a saltwater bath. Store it in a natural rain-catching location, such as the low side of a cockpit awning, and it fills itself.

Below decks, lockers can conceal many labeled buckets of spare hardware. (Electrical and hand tools should be packed wrapped with oiled paper towels.) When needed, these buckets are easy to move to the



WWW.ATOMVOYAGES.COM

precise labor location. For ultimate efficiency, some worthy entrepreneur has merchandised tool-holding skirts for the five-gallon bucket: all the small hand tools are in neat pockets while you still have a stool to rest upon while contemplating the repair.

Fishing excursions require at least one bucket. Fishing to many is just another way to say drinking beer. A big plastic bucket makes a great ice chest that can hold half a crate/case. The same bucket can provide a cool seat. I first saw this at a cricket match at The Oval in Trinidad: men walked through the stands selling cold Carib beer from these buckets and then sat on them to watch the action. Working as a stool or table, more than a few lidded buckets have been accomplices for card and dice games.

Fishermen require a bait pail and a guts bucket for trolling. The bait pail keeps your boat from smelling like either stale or putrid fish. Keep unused bait in a small bucket that can be returned to your freezer when the day is done. If you are seriously fishing, put either chopped bait, the waste of your previous catch, or even dog food in a gallon bucket that has about 20 quarter- to half-inch holes drilled in its sides, top and bottom. Tie the handle to the stern of the fishing boat so it will NOT get tangled in the propeller. Go slow enough that the bucket doesn't get ripped off by the surge. As the water moves through the bucket a scent line will form in the prop wash and (supposedly) attract fish. If anchored or drift fishing, just pry up the lid to fill the guts bucket with water and reseal. Attach to the anchor. This definitely brings fish to your boat.

Another old timer taught me a comforting bucket lesson. The *Sea Cow* was hooked in one of the most pristine anchorages in the Grenadines, Corn Store Bay. After enjoying two gorgeous days, a moon-and-wind combination started the sea rolling. A stern anchor slightly subdued the roll. As the *Cow* was doing an almost rail-to-rail rock a Dutchman rowed over with two buckets and some line. He said watching my *Cow*'s rolling was making him ill and suggested I cleat the two five-gallon buckets amidships. I added two more and they became flopper-stoppers, absorbing the swell enough for a non-fitful night of sleep.

One of the least spoken of but most common uses for the plastic bucket is the port-a-potty. I've worked on more than a few boats where the bucket was the only head available. It could be moved to the most private location. It was in Carriacou when I met a King Arthur-looking Brit who had built a seatless, throne-like chair to straddle the proverbial waste bucket. He had been almost fined and expelled by the US Coasties in Florida for his engineless vessel not having a holding tank. He gladly brought the blue hats below decks and showed them the carved wooden chair with the sealed bucket resting underneath. Rank was pulled to lift the lid and inspect the contents. Assured that the bucket was to be unloaded in a proper facility, they were leaving when the chief questioned the Brit's "frequency of use". "I eat a lot of corned beef — one bucket wouldn't hold more than a week," the Brit replied as he pointed to ten stacked buckets in the aft cabin. "That's a crossing!"

BUSY KIDS, HAPPY KIDS

Part Two: How to Keep Children Engaged While at Anchor in the Caribbean

by Nadine Slavinski



Above: Swimming and snorkeling rank high on the list of adventures available in your own 'backyard'



Hold a jumping contest, striking different poses in the air, or rig up a boom swing for hours of fun

Sun and fun — on the water, on the beach, and around the islands. Sailing in the Caribbean can be a dream come true: a chance for families to slow down and gain priceless time together. But remember, Mom and Dad's (or Grandma and Grandpa's) idea of fun and a kid's idea of fun can be two vastly different things. For adults, sailing represents the chance to relax and escape the daily grind. Kids, on the other hand, equate relaxing with boredom. Ideally, we as sailing parents should be prepared with ideas that will not only keep the kids busy, but tuned in to sailing and their surroundings.

Whether you're chartering for a week, hosting the grandkids for a visit aboard your floating home, or sailing for an entire season, the ideas described here will help keep kids active and engaged in their Caribbean experience. Some of the pastimes listed here are active and exciting pursuits, while others are quieter and more contemplative. Most can be done on a basic level with very young children or turned into a more involved challenge for older kids. None require a lot of preparation or materials; just get up and go!

Last month we looked at Activities for Underway. Now, let's check out some Activities for Time at Anchor:

Generally, it's easier to design fun activities for time at anchor because you have a more stable platform from which to work, as well as the opportunity to explore away from the boat. Taking field trips to various land sights is one obvious option (see *www.caribbeancompass.com/online/february11compass_online.pdf* for ideas). One way to put the spark into a field trip is to hand your kids a camera and make it into a photo safari. Parents who like to add an academic slant to things can assign a photo essay (rather than an actual report), which means downloading, selecting, and briefly annotating the best shots once you're back from the trip. A camera is also a good tool to encourage interaction with local kids, who rarely tire of posing for shots, and then laughing over the results. That's the beauty of digital photography: instant gratification and the ability to click away at no cost. And who knows? You might just get an award-winning photo or two out of the results.

There's nothing like an adventure to whet a young sailor's appetite for more. Swimming and snorkeling rank high on the list, and the key to keeping things interesting is to turn it into a challenge. Can the kids dive deep and see what their boat's keel looks like? How about checking the rudder? Can they dive all the way under the boat from port to starboard? From bow to stern? You might hold a diving contest, striking different poses in the air, or bring out the water pistols and have a skirmish — anything to keep it fun. Of course, there's always the chance to explore a nearby reef with its colorful inhabitants.

Some kids, however, might find it pointless to paddle around just looking at things. "Looking at what?" they'll ask. The best counter-measure is to turn snorkeling into a treasure hunt. Bring along a waterproof fish identification guide and see how many species you can find. Better yet, assign the kids specific targets. Can they spot a butterfly fish? A blue tang? What about a needlefish? The trick is making it challenging yet reasonable enough to keep success rates high. The more specific you are, the easier it will be for your child to focus. For example, how many of the fish in the second row of your fish chart can you find today?

—Continued on next page



—Continued from previous page

You can bring a waterproof camera along on the second or third snorkel expedition to keep the activity fresh. Alternatively, you could have the kids tally and compare results from different anchorages. Parents wishing to tie in to school lessons could easily turn this into the basis for a report or a graphing exercise.





Clockwise from left: A field trip to Spanish-era ruins in Panama's Portobelo; we've had kids spend many a happy hour hoisting stuffed animals aloft or lifting objects with increasingly complex block-and-tackle arrangements; kids get more of a kick driving the dinghy than they do steering the mother ship!

You can bring along a good field guide to seashells and do the same with beachcombing. We carried a variety of field guides aboard our sloop and used them to expand our horizons, including the *Smithsonian Handbook to Shells* by Peter Dance, and its partner volume, *Whales, Dolphins, and Porpoises* by Mark Carwardine. Another favorite is star-gazing, and a good book like HA Rey's classic, *The Stars*, will not only help you find constellations, but understand the stories behind them, too. Our son spent many a fruitful hour over Pat Murphy's *The Klutz Guide to the Galaxy*, which includes star maps, a red-bulbed reading light, and a kit to make a simple telescope.

Mapping an anchorage is another adventurous activity that will keep kids aware of their surroundings. This can be as simple or as complex as you like. We spent an enjoyable afternoon out in the dinghy with a lead line and handheld GPS, collecting data points with our eight-year-old and his friends. Afterwards, he used graph paper to create a map that also included the outline of a small "treasure island". Not only was the exercise fun, it also reinforced math and art skills. This example is a great reminder of the learning opportunities that surround us every day. Related activities like geocaching and treasure hunts will keep the kids alert to their unique surroundings in a similar way.

A sailboat can be equal parts playground and physics lab. We've had kids spend a happy hour hoisting stuffed animals aloft, climbing the mast (with a safety harness and belay), and lifting objects with increasingly complex block and tackle arrangements. Even if you don't go for an all-out science lesson (though you certainly could), you'll see that the possibilities are limitless. Another hour of fun can easily be had in a sandcastle (or sand sculpture) session on the beach — an activity that typically draws in curious onlookers and thus creates the opportunity to make new friends.

If you're looking for a quieter, more contemplative activity, devote time to journal writing, either while underway or in the evenings. Sailing in the Caribbean bombards the senses with hundreds of new impressions every day. In fact, that's one way to prompt a journal entry: focusing on senses other than sight. What were the smells, tastes, and textures of the day?

While we usually think of a journal as a single book in which to record memories, a journal can also be a collection of postcards that have been written on (whether they are actually sent or simply collected as keepsakes). This is an especially good way for young children to start a journal, because the field in which to write only calls for so much text, and the picture creates a natural writing prompt. Kids who aren't yet writing can dictate their impressions to a parent who acts as a scribe. Another way to keep journals interesting is to paste in maps, souvenirs, or other elements of a collage. You can look for postage stamps that show a swath of scenery or a bird, then paste these into the journal and have the kids use their imaginations to draw a scene around it. This certainly livens up a humdrum "today we did… and then we… and after that we…" type of journal entry.

The next step up, of course, is creative writing. You might start with a prompt like "We were playing on the beach when around the corner came a pirate ship and…" Alternatively, use your children's favorite books as inspiration to weave a new yarn. My son enjoyed writing his own "Magic School Bus in the Caribbean" story, putting himself in the tale and making the bus transform into a boat. Oh, the adventures they had! In his "Little Dragon Coconut" phase, he nearly circumnavigated the globe in a writing process that extended over months. To take things to the next level, your child can illustrate the story or create a comic strip of the main events.

Having said that, I'll take a step back and move on to an equally important point: sometimes, it's best not to entertain the kids at all but let them find their own entertainment. Encouraging kids to do so develops creativity, a fact reinforced by many studies. It's amazing what a kid can do with a deck of cards, a bucket of water, or a



blank sheet of paper. Allowing kids quiet time will also allow them to delve into their own interests instead of simply absorbing whatever is set in front of them like a ready-made meal. Let them become creators instead of consumers. At first, this can be hard work for the 21st-century kid who is accustomed to a constant barrage of media and electronic distractions. In my opinion, however, this only makes the exercise all the more valuable. Take heart: homemade entertainment gets easier with every blue-sky day and every star-lit night.

And on that note, I'll wrap things up and let you, dear adults, apply your own imaginations toward all the wonderful ways to cement memories of your Caribbean cruise into your kids' minds and hearts.

Nadine Slavinski is a parent, sailor, and Harvard-educated teacher. She recently returned from a three-year cruise aboard her 35-foot sloop, Namani, *having sailed from Maine to Australia together with her husband and young son. She is the author of* Lesson Plans Ahoy: Hands-On Learning for Sailing Children and Home Schooling Sailors, *as well as two upcoming sailing guidebooks (look for* Cruising the Caribbean with Kids *and* Pacific Crossing Notes, *both available in February 2015) in addition to* The Silver Spider, *a novel of sailing and suspense.*

Visit nslavinski.com for more information and free resources on home schooling.



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

COMPASS COMICS

PHIL WITTE



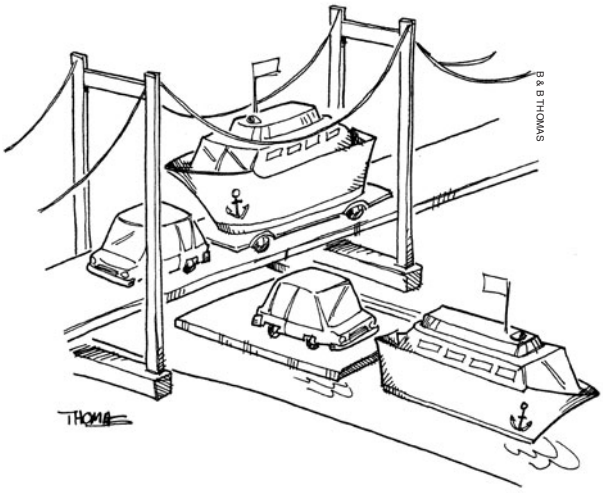
RON MORGAN



JERRY KING

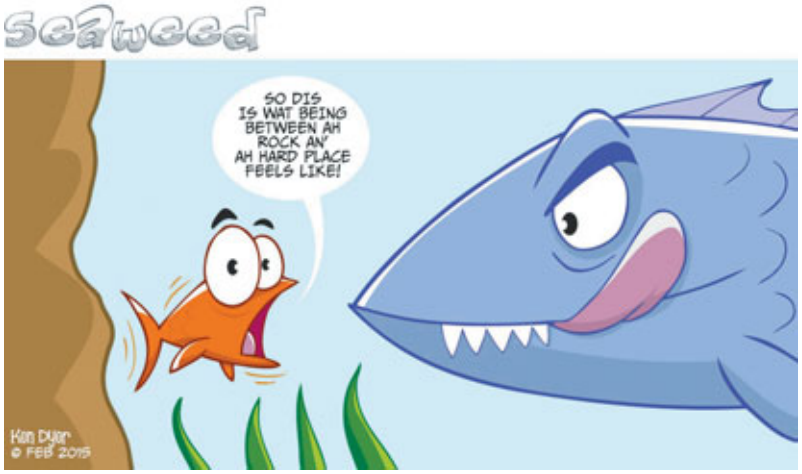
"It says here that you used to be a captain of a pirate ship. I, too, am an avid boater."

B & B THOMAS



SCOTT MASEAR





LOOK OUT FOR... Mangroves: Our Quiet Friends

by Lynn Kaak



CHRIS DOYLE

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

Except during hurricane season, mangroves tend to be somewhat overlooked by cruisers. The "ideal" paradise anchorage has palm-tree-lined white sand beaches, with an optional barefoot bar available for sundowners. Some cruisers eschew anchoring in a mangrove area as the more silty water is blamed for prematurely clogging the filters of their watermakers. Trying to beach a dinghy in the midst of a mangrove swamp or forest is not particularly easy.

While we might not appreciate some of their possibly lesser esthetic appeal, their contribution to our environment is immense. From being a seaside nursery, to providing natural breakwalls, to working as island builders, they provide so much.

The Black Mangrove (*Avicennia germinans*) is the most common mangrove tree that we see in the tropics. It is capable of handling the heat and the salt of the tropics better than most other mangroves. Considering that mangrove forests span from 30°N to 30°S (with a few hardy souls hanging in there in New Zealand), mangroves cover a lot of coastline. The Black Mangrove can grow to 20 metres tall (65 feet) and have elliptical green leaves up to ten centimetres (four inches) long. The leaves have dense hairs on their underside to provide an insulating layer to help keep the plant a little cooler. The leaves are often encrusted in salt, as part of the excretion mechanism. This particular mangrove can have up to 10,000 pneumatophores (aerial roots) protruding from the roots and up into the air from just one tree.

The White Mangrove (*Laguncularia racemosa*) is also reasonably common in the Caribbean, and it is the shortest mangrove, reaching heights of 15 metres (50 feet) but often being more shrub-like. The flat oval leaves of this tree are about seven centimetres (three inches) long. It has shorter, wider, peg roots instead of the longer aerial roots of the Black.

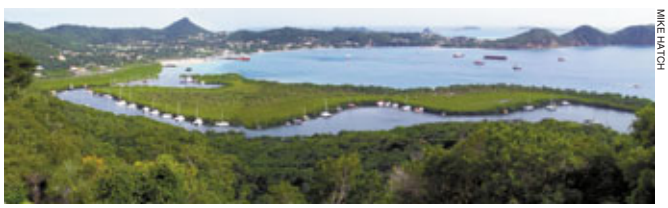
Mangroves live in a salty, silty, sticky environment that is partially of their own creation. The immense number of trunks and aerial roots, and their close proximity, provides an excellent catchment mechanism of silt in the water, literally building more land. In Bangladesh, a concerted effort to save mangrove forests has resulted in the creation of 30,000 acres of new land in the past ten years. These forests also provide buffers for wave action and act as breakwaters. This was particularly brought to light after the 2004 tsunami in the Indian Ocean.

They also provide an important habitat for marine species. Schools of small fish can hide from the larger predators, while oysters cling to the roots. The large quantity of silt that is filtered by the mangrove infrastructure, as well as the nutrients taken out of the water by mussels, barnacles, oysters and the trees themselves, also help the coral reefs by removing particulate that affects the ability of coral to use sunlight. (Coral can "choke" on too much particulate and nutrients.) Herons and egrets are regular guests to these wetlands, hoping to enjoy crab, fish or frogs also living there.

With such a tough environment to survive in, many mangrove trees reproduce with propagules — seed-like structures that are actually already living trees. Each type of mangrove has its own peculiar traits for reproduction. Some will have the propagules start sprouting while still attached to the mother tree, with the parent tree essentially dropping a tiny tree. Sometimes the "fruit" part remains with the "seed", providing nutrients until the circumstances are right for growth.

The aerial roots of mangroves are for the absorption of oxygen. The silty soil tends to be oxygen poor, and the regular oxygen exchange at the leaves is somewhat curtailed by the salt, and the trees need to protect the water they have. While mangroves have very efficient filtration systems at the roots to take out some of the salt, the tree is still very jealous of its fresh water supply, and needs a good fresh water rain rinse every once in a while or it will die. It is not surprising to see other succulents (dry climate plants, like cacti) in close proximity to mangrove forests, as they all need to protect what little fresh water they have.

While mangroves might only be really appreciated by some as a place to hole up during a hurricane, they do a great deal more for all of us the rest of the year too.



MIKE HATCH

SEAWISE WITH DON STREET

Raster versus Vector Charts

Raster charts are a direct electronic transmission of all information on the paper chart to an electronic format.

A Vector chart is an electronic re-drawing of the paper chart by a person who might be an electronics expert but might not be a trained cartographer. He or she might delete information that they feel is unimportant but in actuality it is, perhaps a distinctive landmark. Whenever a chart is redrawn, whether it is done by a trained draftsman who has been working on charts for years, or an electronics specialist who is also a well-trained chart compiler, there is always the chance of error.



WWW.NOBELTEC.COM

In well over half a century of working with charts I have personally come across about a half dozen errors that have crept into charts when they have been redrawn. For instance I have a very old BA copperplate chart of the entire Caribbean from Barbados to Panama. With the aid of a magnifying glass I ascertained that there was a passage between the southeast corner of Dominican Republic and the island of Saona. Frank Virgintino confirmed that this passage exists, but advises not trying to use it without a local pilot on board. I also have a new BA chart that covers from Barbados to Jamaica, of a better scale to see fine detail. On the new BA chart the channel has disappeared. Despite what the BA, DMA or NOAA had said, claiming that the new chart was an exact reproduction of the old chart, errors had crept into the new chart.

With Raster charts, you have to switch from one chart to the other, whereas with Vector charts you just roll on from one area to another and, by scaling in or scaling out, expand or contract the area you are viewing. This, at times, has caused problems. In the Pacific there is a reef that is on a direct line between a popular departure point and a popular landfall for long-distance cruisers. If the navigator scans out so that the points of departure and arrival both show, the reef disappears and a course can be plotted right across the reef. After a number of boats hit the reef, the word got out on the internet (the modern jungle telegraph). A similar thing happened to the yacht *Vesta's Wind* in the recent Volvo race, wrecking the boat on an Indian Ocean reef not seen on the scale of the electronic chart being used. The shoal would have reappeared on the zoomed-in scale.

Again an illustration of the reason for backing up electronic navigation with the relevant paper chart!

I much prefer Raster charts, as they are exact reproductions rather than someone's interpretation of the originals.

Whether you use Raster or Vector charts, every experienced navigator I know states that the minimum size to even consider for reliable electronic navigation is 13 by 8 inches, about the size of many laptop screens. Bigger is better, smaller leads to disaster. Standing on the bridge of a megayacht or ship and looking at an electronic chart on a screen that is 36 inches on each side is a different story from navigating a yacht whose chart display is half the size of a laptop screen (and from some nut cases who try to navigate from their iPad or smart phone).

Every experienced navigator I know also feels that when using electronic navigation you still need paper charts to cross reference, to obtain an on-deck visual picture of where you are. The GPS position on the chart plotter should be crosschecked by plotting the position on the chart. A number of cases have come to my attention where the position shown on the chart plotter did not agree with the GPS position plotted directly on the chart. In the Caribbean, the back of the Imray Iolaire charts should be consulted as they have a wealth of information concerning tides, inter-island sailing directions and harbor piloting directions that do not show up on the electronic charts, whether they be Raster or Vector.

Proper navigation requires using ALL the aids available to the navigator — eyes, ears, at times nose, GPS, radar, fathometer occasionally backed up by an armed lead to sample the bottom, plus paper and electronic charts. Everything mentioned above is an individual aid to navigation; use all aids that are available to you at the time.

For more information see The Ocean Sailing Yacht, Volumes One and Two, *by Donald M. Street, available at Amazon.com. Visit Don Street's website at www.street-iolaire.com*

The Sky from Mid-February to Mid-March

by Jim Ulik

On a boat?

Yes, Jaime Nomen, a dental surgeon, was on a sailboat when he discovered that an asteroid was headed towards Earth. He was receiving and analyzing data from Spain's La Sagra Observatory. The asteroid he discovered was 150 feet (46 metres) wide. Its path brought it inside the orbits of the geosynchronous satellites. Fortunately it missed us by 17,200 miles (27,700 kilometres). A similar-sized rock slammed into Tunguska, Siberia, in 1908, and flattened some 500,000 acres of forest (782 square miles or 2023 square kilometres). That would be similar to an area more than three times the size of St. Lucia or six times the area of Grenada.

At some point in the future, an asteroid will slam into Earth and alter the course of history. Now technology needs to catch up and learn how to divert the next asteroid that is heading towards Earth. It is good somebody is watching the skies. Maybe that is what your neighbor with the binoculars is really looking at.

The March or Spring Equinox is approaching and, from our perspective, the Sun will appear to make its way north and higher in the sky. On February 16th the Sun will be over 12 degrees south latitude. By March 15th it will have moved toward two degrees south latitude. The solar panels will now be working harder to keep the battery banks full.

Monday, February 16th

The Winter Hexagon or Winter Circle is directly overhead at 2000 hours. This is an asterism (a group of stars that is not a constellation) made up of a grouping of bright stars from other constellations. Rigel, Sirius and Betelgeuse are three stars within this asterism that make up the Winter Triangle as shown in Figure 1 at 2300.

Wednesday, February 18th

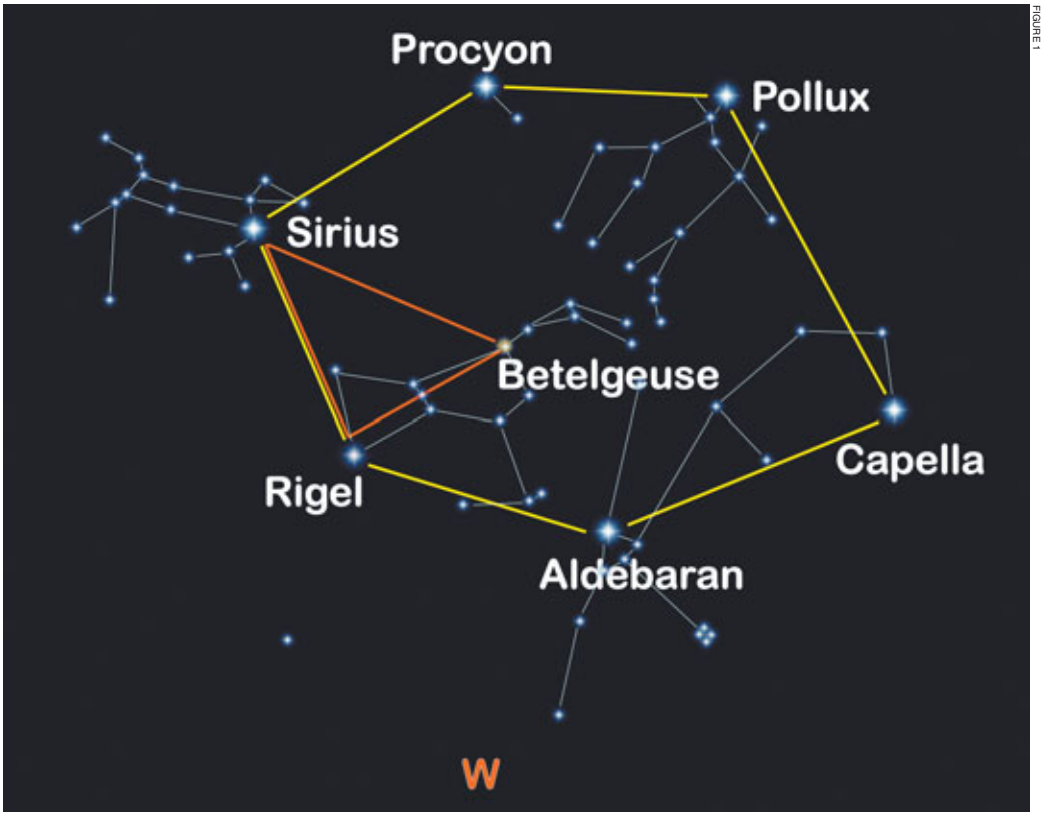


FIGURE 1

The winter circle or hexagon is marked in yellow. The winter triangle is marked in red

There will be a New Moon moment at 1947 hours. The Moon will reach its closest point to the Earth (perigee) on February 19th. Because the Moon is closer to Earth and in near alignment with the Sun there will be a slight increase in gravitational pull. The gravitational pull of the sun is "added" to the gravitational pull of the moon on Earth, causing the oceans to bulge a bit more than usual. This is called a spring tide. Because the Moon is at its closest point to Earth the event is called the Perigean Spring Tide.

It is the 75th anniversary of Pluto's discovery by Clyde Tombaugh at the Lowell Observatory in Flagstaff, Arizona. The *New Horizons* spacecraft was launched on January 19th, 2006 for a rendezvous with Pluto and Charon, its moon. Watch for *New Horizons* to reach its closest approach to Pluto and its moons on July 14th, 2015.

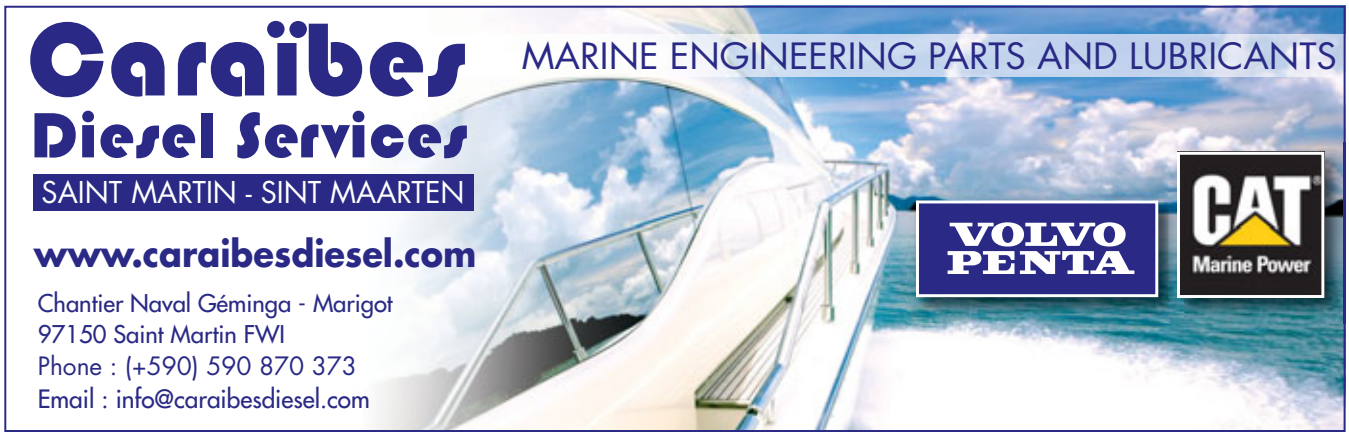
Friday, February 20th

Look in the western sky at dusk between February 16th and February 25th and you will find a conjunction (pairing) of Mars and Venus in the Pisces constellation. On February 20th the planets will be less than one degree apart with a sliver of the Moon in the mix. Tonight there will be just under five percent of the Moon visible. Mars, Venus and the Moon will all be setting just after 2000 hours.

Wednesday, February 25th

Tonight is the first quarter Moon. Mars and Venus are going their separate ways. Aldebaran will now be pairing up with the Moon. This orange giant marking the eye of Taurus will appear to be within one degree of the Moon. Aldebaran is the fourteenth brightest star in the sky and 43 times the diameter of our Sun. In about two million years, the NASA space probe *Pioneer 10*, launched on March 2nd, 1972, will pass Aldebaran.

—Continued on next page



—Continued from previous page

Saturday, February 28th

Last issue I wrote about Orion and the navigational stars in that constellation. There are three more navigational stars in the area of Orion that can be seen during the winter and spring months even under tonight's waxing Moon. Sirius, the brightest star in the night sky, and Adhara, ranking number 22 in brightness, are found in the constellation Canis Major. Procyon places number eight in brightness and is found in Canis Minor. Check Figure 2 to find where VY Canis Majoris, the largest known star, is located. VY Canis Majoris is a mere 1,000 times the diameter of our Sun.

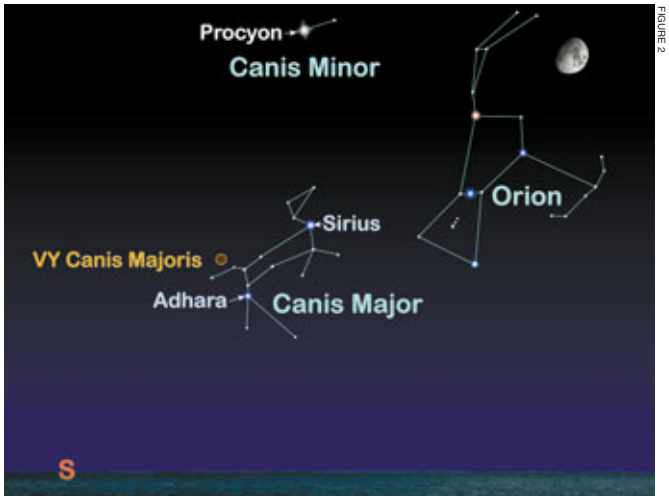


FIGURE 2

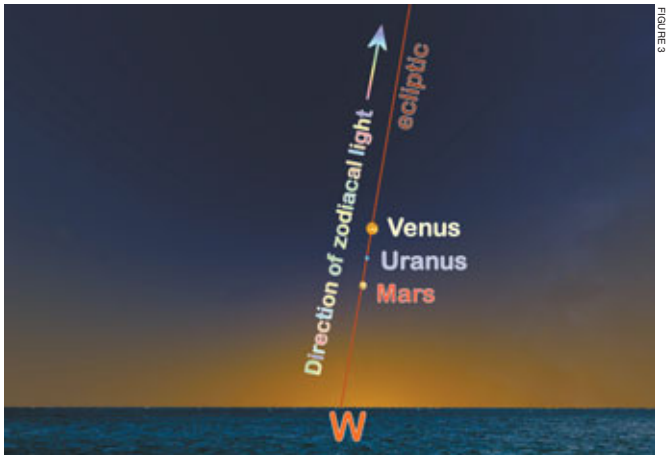


FIGURE 3

Figure 2: Three more stars that aid sailors navigating the world's oceans: Procyon, Sirius and Adhara near Orion and the Moon on February 26th at 2100
Figure 3: Location of Venus, Uranus and Mars on March 7th at 1900. Start looking for any sign of the zodiacal light over the next few days
Figure 4: Saturn, its rings and Earth as viewed from the Cassini spacecraft, which is scheduled to pass through the rings

Monday, March 2nd

The Moon and Jupiter pass each other in the night. They will have five degrees of separation between them. The Moon will rise at 1600 hours with Jupiter appearing above the horizon and north of the Moon at 1617.

Wednesday, March 4th

The tides today will be lower because the Moon is at apogee or at its farthest distance from Earth. This means there is less gravitational pull on Earth's bodies of water.

Regulus will appear four degrees north of the Moon. Regulus is actually a star system consisting of four stars. It is located in the constellation Leo and is 150 times brighter than the Sun.

Thursday, March 5th

The Full Micro Moon is at 1406. It has been only a few hours since the Moon was at its farthest orbital distance from Earth. This will be the smallest full moon of the year.

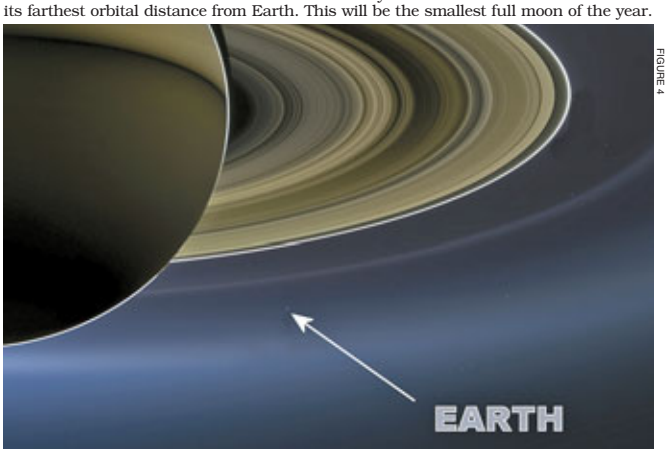


FIGURE 4

Saturday, March 7th

This is the time period to start looking for the zodiacal light in the west immediately after sunset. Zodiacal lights are rare but they can sometimes be observed around the Spring Equinox at mid-latitudes or throughout the year in tropical regions. Zodiacal light is produced by sunlight reflecting off dust particles (known as cosmic dust) in the solar system. They occur in the form of a hazy light extending in the skies from the horizon, usually in the shape of a triangle or a pyramid and in the direction of the ecliptic (the path of the sun, moon and planets as shown in Figure 3). Because the zodiacal lights are very faint, artificial or natural lights and air pollution hinder the ability to see this phenomenon.

Sunday, March 8th

Spica will be positioned about three degrees south of the Moon. Spica is actually two stars that are very close together. The ancients determined that the Sun covered or passed near Spica in the fall so the star became known as the harvest star. Spica means "ear of wheat" and it is held by Virgo the Virgin.

Thursday, March 12th

If you happen to be up between 0100 and 0500 this morning you will find Saturn two degrees south of the Moon. Let me know how it looks. I will be sleeping.

In the News

At this point the *Dawn* spacecraft is still on course and on schedule to arrive at Ceres on March 6th. As with any passage, situations arise so the ETA is variable. Two radiation hits have been addressed with international cooperation so the spacecraft is back on track.

Saturn's rings are a fascinating feature for some. On March 14th the *Cassini* spacecraft will pass through the ring plane with a flyby of two of Saturn's moons, Helene and Calypso. Notice the small dot at the tip of the arrow in Figure 4. That is Earth.

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

Jim Ulik is a photographer and cruiser currently based in Grenada.

LAGOON MARINA
Relax or ready-up in an old fashioned, friendly atmosphere.
Within a stone's throw of all major Cole Bay marine suppliers and provisioners in St Maarten
AMENITIES
Up to 9' Draft through New Marked Channel
FREE Internet on the Dock
110/220v Electricity
Water, Showers/Toilets
Laundry Service
Security
Storage Lockers
SERVICES
Friendly Dock Rates
Sailmaker
Woodshop
Lagoonies Bar & Cafe
Marine AC/Refrigeration
Marine Engineering/Welding
Marine Electronics/Computers
Home of Horizon Yacht Charters
LAGOONIES
BY LAND OR SEA
BAR & CAFE
www.lagoon-marina.com
Tel: +599 544 2611

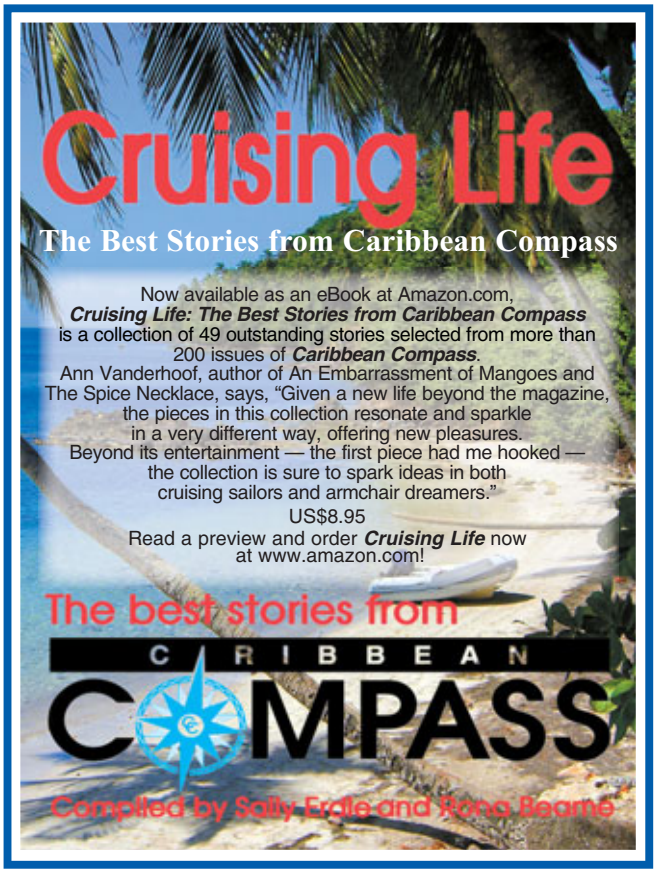
FREE
CRUISING GUIDES

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



www.freecruisingguide.com

COMPLIMENTS OF: MARINA ZAR-PAR
Boca Chica, Dominican Republic
www.marinazarpar.com



THE BAY

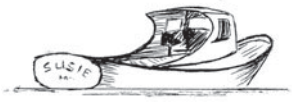
The coming and going of boats in the calm and bright blue bay —
Some under sail, some powering by, and some at anchor sway.
I watch the set of hoisted sails: novices or old salts?
Lazily judging proficiency, checking their skills or faults.
The novices are reefed down tight and not a breeze is blowing;
Old salts pass like birds in flight, blue anti-fouling showing.
Dinghies of the sailing school, like butterflies on the water:
Kids learning sailing's disciplines; the music of their laughter!

A tugboat tows a clumsy barge far, far out on the sea
Like a child who leads a massive dog that follows obediently.
Small yellow planes drift in to land with those who fear the ocean,
Sharing airspace with frigate birds — a peace with constant motion.
The solemn throb of engines of the schooners plying trade
Up and down the island chain; strong, heavy, they are made
Locally still and often built right here in Carriacou,
"No hurry, no worry, no rushin' the wuk" — take time and enjoy a brew!

Brightly painted speedboats zoom and rush about the bay,
They fish or taxi tourists, outboards roaring all the way,
Ferrying their visitors to some island's gleaming shore,
Assuring unsuspecting guests they'll pick them up at four!
But do their naive customers understand Caribbean time?
I hope they find a shady spot, for "four" could well be nine.
When ignorance is bliss, "tis surely folly to be wise",
So enjoy the wide deserted beach and blue Caribbean skies.

The lovely *Mandalay* now makes her stately progress by,
Her sails alight in sunset's glow and slowly darkening sky…
With languorous style and dignity she glides on down the bay,
Passing the darkening silhouettes of islands on her way.
Her clipper bow nods gently, her wake is silver foam,
She slips so elegantly through the serene sea to home.
When I am very, very old, sans purpose, sans mobility,
God grant the wit, the will, the mind, to absorb this tranquility.

— Nan Hatch



ISABEL DYER

SALTY'S ANSWERS

```
+ L + + B + A N G L E R
S A I H P I X + + N + T
+ S + S + R L + I + + A
+ R A + P P E L A G I C
+ O + I + E C D F + + T
+ D + + L O C + A I + I
+ L + + M F + I + T S C
+ O P R E Y I + E + O H
+ O E C N A T S I S E R
C H E E T A H + H + + +
T C + + + + + + + + + +
+ S + + + + + + + + + +
```

(Over,Down,Direction)
ANGLER(7,1,E)
BILLFISH(5,1,SE)
CHEETAH(1,10,E)
DORSAL(2,6,N)
PELAGIC(6,4,E)
PREDATOR(5,2,SE)
PREY(3,8,E)
RESISTANCE(12,9,W)
SAILFISH(2,3,SE)
SCHOOL(2,12,N)
SPECIES(4,3,SE)
TACTIC(12,2,S)
THERMOCLINE(1,11,NE)
XIPHIAS(7,2,W)

Tide's Table

by Ross Mavis

STARTING FRESH

The past few weeks of holiday eating and drinking, often to excess, can provide opportunity for a healthy change to the way we approach our food. Many of us might find "waddling" a bit too descriptive for comfort, but a grain of truth could well be there. The availability of rich food and drink plus the encouragement to overindulge — it was the season, don't you know — have many of us trying hard to right our sins of the flesh.

So take heart. Some delightful, low calorie but delicious dishes await. I speak from experience: after having major heart surgery I still must work hard to drop a few unwanted pounds. That's the biggest problem with advancing years: there is little time left to correct the errors made in both your formative years — as a child, but also during the years when you felt entitled to overindulge.



Don't wait any longer. Now is the time to set your course for smoother sailing.

Fruits and vegetables must become a large part of your daily consumption. We all know the hazard of eating large quantities of red meats and fried foods containing fat and high levels of salt. When shopping for canned goods and packaged or frozen foods, become an avid label reader. Sodium levels in many prepared foods can be alarming. My mum, when she was in her 90s, often would buy prepared noodle dishes, and what looked like good healthy meat and vegetable casseroles only to be shocked at the content of fat and sodium and carbohydrates (sometimes as much as 50 percent of the recommended daily amount would be included in one portion of commercially prepared foods).

As a general rule, buy fresh fruits and vegetables and make them an important part of each day's menu. Make regular market visits a part of your cruising routine, and in addition to such things as leafy greens that should be eaten right away, buy garden-fresh produce that will keep well or ripen over a period of time. Citrus fruits keep well, and mangoes and pineapples can be bought to ripen in a few days. Passionfruits are actually best when they've gotten bit wrinkly! Eat meat and fish in modest quantities and be sure their cooking or preparation does not include high levels of salt and fat.

Start your day with fresh fruit and high fibre cereal, but not loaded down with sugar and cream.

For those of you who have a blender in your galley there is nothing quite as satisfying as a passionfruit smoothie or something less exotic but filled with fresh fruit and/or vegetables.

Here are some recipe suggestions using a good quality blender. My wife and I start almost every morning with a fruit and vegetable drink made in our Vita-Mix. It lasts us until salad at lunchtime.

Use fresh fruit when available or low-sugar canned or frozen fruit and low fat yogurt or cottage cheese. A heaping tablespoon per person of a good quality protein powder can also be added.

Morning Glory
1 mango, pitted and peeled
1 banana, peeled
1 orange, peeled
1 Cup fresh pineapple (water-packed pineapple if fresh not available)
1/2 Cup low fat yogurt
1 Cup fresh orange juice or coconut water
Blend until smooth and serve cold.

Green and Delicious
1 Cup pineapple juice
2 Cups washed spinach or 1 Cup chopped kale
1 banana, peeled
1 orange, peeled
4 ice cubes or 1 Cup cold water
Blend until mixed and serve immediately.

There are many ways to blend your favorite fruits and vegetables into great breakfast beverages. The addition of your favorite protein powder can make a satisfying and long-lasting way to keep you energized and satisfied until lunch.

As with many recipes, you are encouraged to "make them your own" by adding your own personal touches, using fruit or vegetables that go well together and that you prefer. Starting your day in this manner is not only easy, but also enjoyable and healthy.



PROVISIONING YOUR YACHT?

Don't worry we're here for you! At Gonsalves Liquors you'll find all that you need. We have the widest selection of wines, spirits and liqueurs in St. Vincent and the Grenadines. We're just a phone call away!

GONSALVES LIQUORS LTD. Established 1970

The store that offers you more!

Cnr. Middle & Melville Streets, Kingstown
St. Vincent & the Grenadines, P.O.Box 383
Tel: (784) 457 1881 . Fax: (784) 456 2654
Email: info@gonsalvesliquors.com

We're on the Web!
Caribbean Compass
www.caribbeancompass.com
CARIBBEAN COMPASS
Compass On-Line • Advertisers' Directory • Check It Out... Tell Your Friends!

Basil's Bar Mustique
EST since 1976

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek and today lives up to that tradition. Recently renovated, the new face of Basil's Bar in Mustique is all that and more: offering fresh seafood, lobster in season, steaks and the best beefburger in the Caribbean. Equipped with WIFI, you can enjoy sunset cocktails and catch up on the web. Breakfast service begins at 8:00am. Lunch 11:00am - 6pm, and Dinner 7:30 until late. Come to Basil's for cocktails anytime and plan to attend the Wednesday Night Jump Up and BBQ. Basil's Bar is home of the only Blues Festival in the Caribbean. This year's Mustique Blues Festival takes place from January 21 - February 4, 2015. Call (784) 488-8350 or VHF 68.

BASIL'S BOUTIQUE: Fabrics as bright as the sea and as light as air... perfect for island joy. Elegant island evening and playful day wear. For women, men and children, plus lots of T-shirts to take home. Basil's Boutique also offers silver and gemstone jewelry.

BASIL'S GREAT GENERAL STORE: There is nothing general about Basil's Great General Store. Bountifully stocked with fine French wines, cheese from Europe, gourmet jams and sauces. Imported cigars and an unusual collection of books not to be missed. Fine foods in Paradise. Call (784) 488-8407.

ACROSS FOREVER: Imagine decorating your home with antiques from Bali and India. Across Forever has a magnificent collection of furniture from Asia and beyond, contemporary pieces, home furnishings, fabulous lighting accessories and more. Shipping is easily and efficiently arranged. Call (784) 488-8407.

Visitors to St Vincent are invited to:

BASIL'S BAR: Located in Kingstown in an 18th century building named Cobblestone. Air conditioned, you will enjoy cocktails most delightful, the staff most welcoming and the meals are some of the best on the island. Now offering full catering services. Call (784) 457-2713.

AT BASIL'S: Collection of beautiful bamboo furniture, contemporary pieces from Asia and beyond, and more.
Call (784) 456-2602.

Visit Basil's in Mustique or St. Vincent
www.basilsbar.com *basils@vincysurf.com*

WE SHIP AROUND THE WORLD!



The Food Fair

Stock Up

on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's

JONAS BROWNE & HUBBARD (G'da.) Ltd.

The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

Boat Insurance
Any Craft, Any Use, Any Age, Anywhere!
Survey Not Normally Required
Any Boat - Any Use
Personal Belongings
Equipment Cover
No Claims Discounts
Edward William
WEB: www.edwardwilliam.com
E-MAIL: info@edwardwilliam.com

Read in Next Month's *Compass*:
Celebrating
Caribbean Compass's
20th Anniversary!
... and much more!



THAT IS INSPIRING

Dear *Compass*,

I just read two stories in December's *Compass* that I really liked.

"Then & Now" by Candy Colley was an interesting perspective from two long-timer cruisers. I give kudos to their realization that they would never be accepted living back on land again. I feel that just by living on an island, continentals would only reluctantly accept me now. Plus I was inspired by the Colleys' determination not to swallow the anchor, even after the years pile up. That is inspiring.

And in the brutally honest "My School Is Not A Building", Maya had me laughing while being impressed with her 11-year-old's writing skills and vocabulary. Who says "boat kids" are put at a disadvantage by not being schooled in a traditional manner? This girl will be a success in whatever she chooses to do in her life.

Thanks for the great reads. *CC* is fantastic.

Patrick Holian
Bonaire

CHEERFUL, SIMPLE AND CHEAP

Dear *Compass*,

Regarding the report in the December 2014 issue of *Compass* on Colombia's most recent yacht tourism conference, I have been involved in clearing yacht crews and skippers through Customs and Immigration for 60 years in the United States, Bermuda, the Azores, Madeira, the Canaries, the Cape Verdes, numerous countries in Europe, every island in the Eastern Caribbean, plus Venezuela and Colombia.

I have listened to the trials and tribulations of my fellow yachtsmen. I have also heard stories of some countries and islands where dealing with Customs and Immigration was cheerful, simple and cheap.

Creating the marine infrastructure to support the yachting industry in Colombia is the "chicken and egg" situation: if there is no large influx of yachts, no one will invest in the infrastructure to support yachting. If there is no simplification of Customs and Immigration procedures, yachts will only arrive in a trickle, not a flood. But yachts will come to Colombia in droves if Customs and Immigration procedures are simplified so that the visiting yachtsman or woman does not have to hire a Customs agent and pay fees that will break the cruiser's bank.

Hopefully the Colombian officials will act soon to simplify Customs and Immigration procedures and really open up this new destination.

Don Street
Glandore, Ireland

HOLD ON...

Dear *Compass*,

Further to Don Street's article on anchoring in the January issue, check out this cruisers' anchor preference survey, taken in December 2014: www.dptransom.com/boat/anchors — there's some good info here. Also check out the e-book *Nine of Cups Guide to Anchors and Anchoring* by David Lynn at Amazon.

A. Grapnel

NOT THE ONLY ONE!

Dear *Compass*,

We refer to a Business Brief article on page 9 of the January 2015 edition of your excellent publication and would like to point out a major inaccuracy in your heading which reads "St Vincent's Only Hotel & Marina Complex Now Open".

Barefoot Yacht Charters has been open for quite some time, actually. And we are also a Hotel & Marina complex.

While our dock might be small in stature, it is nevertheless a dock and it accommodates yachts, and our facility provides a number of other marine services — in fact, well in excess of those services currently available at other establishments within our vicinity. And we also own and operate a small hotel.

To be specific, like Blue Lagoon, Barefoot offers fuel at the dock, metered electricity, metered water, 24-hour security and cameras, laundry service, free Wi-Fi, showers and washrooms, car rental service and a concierge desk. We also have an oceanview restaurant and an air-conditioned wine bar, and in addition offer a boutique, a watersports centre, a professional sail loft (agent for Doyle and Quantum), a full-service yacht maintenance facility and a book exchange/library.

We are indeed a small company but we've been around for more than 30 years and happen to be both a Marina Facility and a Boutique Hotel.

Narendra Sethia
Barefoot Yacht Charters
Blue Lagoon, St Vincent



MOORING ABUSE AT DESHAIES

Dear *Compass*,

I bring to your attention a potentially awkward situation at Deshaies, Guadeloupe.

During the last few months, some 25 (on a quick count) moorings have been put down in Deshaies. (On Chris Doyle's website, incidentally, it is suggested that there are 40 of an intended 70 — but 15 then are missing!)



The moorings are marked with a maximum length and draft. The moorings closer in are clearly intended for smaller boats and appear to be placed closer together in shallower water. The availability of these moorings, particularly for smaller boats that otherwise might have to anchor way out in deep water, is much to be welcomed. Anchoring in Deshaies is often a fraught experience, with boats dancing around on anchor as the williwaws strike — usually in the middle of the night. (Last evening, January 12th, 45 knots were recorded.) The fishermen are, no doubt, also pleased that their fish traps can lie undisturbed. However, problems now arise because the moorings do not appear to be managed or charged for.

The consequence is that the size limitations are flagrantly ignored as this picture shows: a 54-foot yacht on a close-in mooring marked with a maximum of 34 feet length and 1.5 metre draft — both of which are quite obviously being exceeded excessively. Apart from being selfish (and this boat evidently has very capable ground tackle) there is the possibility of overloading the mooring (thereby causing excessive and unforeseen wear) and leading to contact with other vessels when conditions change — as they frequently do! I have also seen during my five-day visit many large charter catamarans similarly occupying other moorings.

While "free" moorings, while new and available, are very nice, I for my part would prefer to pay a fair fee in exchange for use of well-placed moorings that are properly managed and maintained. Les Saintes are a good example in this respect.

Simon Julien
Brisa

WE WANT TO HEAR FROM YOU!

Dear* Compass *Readers,

We want to hear from YOU!

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

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

Send your letters to sally@caribbeancompass.com



Letter of the Month

HALLELUJAH, CUBA!



Dear *Compass* Readers,

It has been over 50 years since the United States placed an embargo against Cuba. During that time many things have changed. Recently US President Barack Obama and Cuban President Raul Castro exchanged prisoners, after some months of negotiations. This represents a clear thawing in the relationship between the two countries. President Obama indicated that the USA would re-establish diplomatic relations with Cuba and exchange the opening of embassies between the two countries.

However, President Obama does not have the power to lift the embargo. The embargo against Cuba began in October of 1960. It was reviewed and strengthened a number of times as the relations between the two countries became more tense. In 1996, the Cuban Liberty and Democracy Solidarity Act, known as the Helms Burton Act, was signed into law by President Bill Clinton. This law would ostensibly "allow for a peaceful transition to a representative democracy and market economy in Cuba." The law has a large number of provisions designed to push Cuba to change its political ideas and also included reimbursing Cubans who fled when Fidel Castro took power.

¡Por Cuba Libre! is the name of a drink that allegedly came out of the Spanish American War when an American officer in Havana toasted his fellow off-duty soldiers, now that Cuba was free from Spanish domination. There is a saying, "In vino, veritas". Perhaps had the captain had enough Cuba Libres, he would have said that American occupation of Cuba, followed by the Platt Amendment, was in fact the replacement of Spanish domination by American domination. The Platt Amendment stipulated the conditions for US intervention in Cuban affairs and permitted the United States to lease or buy lands for the purpose of establishing naval bases such as Guantánamo. Cuba was not free!

The history of Cuba during the Batista regime, the Castro-led Revolution, and subsequent events are well known. All of the parties to the issues have made valid points in their arguments. The USA does not want a danger to its security from a country so close to its shores. Cuba does not want external interference with its right to do as it sees fit in its own interest. Cubans who live in the United States want redress for the losses they have suffered. And those countries that have a good relationship with Cuba, do not want to feel intimidated by sanctions from the USA.

President Obama and President Castro of Cuba have announced a new initiative that, if it continues in the direction it is going, will result in the five-decade Cuban embargo coming to an end.

The information below is extracted from Alicia Parlapiano's "How America's Relationship With Cuba Will Change" in the December 17th, 2014 edition of *The New York Times*.

Diplomatic Relations

There have been no diplomatic relations with Cuba since the early 1960s, after Fidel Castro and his Communist government came to power.

CHANGE: Relations will be re-established with a United States embassy in Havana.

State-Sponsored Terror List

In 1982, Cuba was designated a state sponsor of Terrorism.

CHANGE: Secretary of State John Kerry will review the designation.

Travel Restrictions

Citizens and permanent residents of the United States are not permitted to travel to Cuba, with some exceptions. [Editor's note: Ordinary visitors to Cuba from the US are not allowed to spend money there, as it constitutes "trading with the enemy." Only those who get special permission from the State Department are exempt. General licenses, which require no special permission, are authorized for cases such as persons visiting a "close relative" who is a Cuban national, telecommunications providers, journalists, researchers, etcetera.]

CHANGE: President Obama will open up general licenses to travel for these reasons, which previously required approval on a case-by-case basis:

Public performances, workshops and athletic competitions.

Support for the Cuban people, including human rights work

Humanitarian work.

Private foundations and institutes.

Information dissemination.

Travel related to export of authorized products.

Note: Lifting all restrictions on travel, including for tourism, would require congressional action.

Banking and Trade Embargo

[Currently there are] no transactions involving the property of a Cuban national (including purchasing Cuban cigars in third countries or signing a Cuba-related contract with a foreign firm).

CHANGES: United States institutions will be able to open accounts at Cuban financial institutions.

Travelers to Cuba will be allowed to use American credit and debit cards.

United States entities in third countries will be allowed to engage in transactions and meetings with Cuban individuals in third countries.

[Currently there are] No imports or exports (with certain exceptions like humanitarian gifts).

CHANGES: Certain items that support the Cuban private sector will be allowed for export, including certain building materials and agricultural equipment.

Certain items that support telecommunications in Cuba will be allowed for export, and companies will be allowed to establish related infrastructure.

Licensed American travelers will be able to import US $400 worth of goods (including up to $100 in tobacco and alcohol).

NOTE: Congress would need to act to lift the embargo entirely.

President Obama said that the normalization of ties between the two countries would "cut loose the shackles of the past and sweep aside one of the last vestiges of the Cold War." He also stated that the move would "begin a new chapter among the nations of the Americas and move beyond a rigid policy that is rooted in events that took place before most of us were born."

There has been criticism from hard-liners in Cuba, from hard-liners in the US Congress and from some who represent the Cuban American community in Miami. Their comments often have a degree of validity. They must express themselves, for the issues are deeply felt. In fact it all needs to be vented. However, given the size and scope of President Obama's initiatives, it is obvious that if it continues in the direction it is going, it will wind up where it is headed. We would move from restrictions, doubt and mistrust to a new chapter and a new beginning where the possibilities of what can be would be limitless.

For US-flagged boats in particular, this would be a miracle of great proportion. I wrote *The Cruising Guide to Cuba* with Amaia Aguirre (available free at www.freecruisingguide.com) and can tell you first hand that the cruising grounds that exist in Cuba are as great as those of the rest of the entire Caribbean Basin combined. There are anchorages and cays without end and, at least for some time to come, an opportunity to experience the Caribbean as it was during the 1950s and 60s. Get out your charts, read the cruising guides to Cuba, and get ready. What was once only a remote possibility for many US cruisers will soon be a reality.

Frank Virgintino, Author
Free Cruising Guides
www.freecruisingguide.com

Sales Manager needed for diesel engine & equipment distributor in the British Virgin Islands.

Responsible for sales throughout the Caribbean for Marine and Industrial Engines/Generators, Excavation equipment, Transfer switches, Electrical Distribution equipment, UPS, Power Quality Products, Marine Air Conditioning and Refrigeration systems, Marine Transmissions and other related products.

Minimum 3 years Management experience, great interpersonal skills and management of sales processes is required. Job requires Sales Analysis, preparing reports, Marketing, working with a dealer network and supervising a small sales staff.

PARTS & POWER

Fax or email CV to 284-494-6972 or tom@partsandpower.com.

Marine Insurance

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

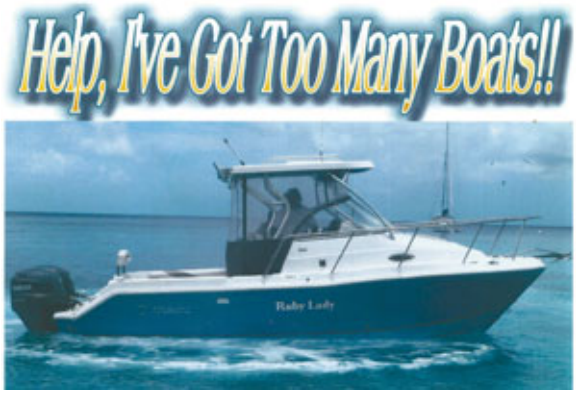
I have been connected with the marine insurance business for 47 years. I have developed a rapport with brokers and underwriters at Lloyds and am able to introduce boat owners to specialist brokers in the Lloyds market.

e-mail: streetiolaire@hotmail.com
www.street-iolaire.com

McIntyre Bros. Ltd.
TRUE BLUE, ST. GEORGE'S, GRENADA W.I.

YAMAHA
Parts - Repairs - Service
Outboard Engines 2HP-250HP
Duty-Free Engines for Yachts
TOURS & CRUISES - CAR & JEEP RENTAL

Caribbean HORIZONS
PHONE: (473) 444 3944/1555
FAX: (473) 444 2899
email: macford@spiceisle.com



FOR SALE

23' Atlantic 245WA Fishing Boat

Specifications:
Model: 245WA Atlantic
Year: 2009
Length: 23' 4"
Beam: 8' 6"
Minimum Draft: 1'
Engine/ Fuel type:
Twin gas Yamaha 115hp
Mechanics:
Twin Outboard Motors

Communications:
Standard Horizon DSC VHF
Engine Hours: Under 10

Additional Features:
Hydraulic Steering
Navigation Lights
Radio/ CD Player
Microwave

Asking Price: US$30,000.00 (ONO)
Serious offers only - Call: (784) 488-8465

CARIB TAILS

HELP TRACK HUMPBACK WHALE MIGRATION
Your contributions of tail fluke photographs of humpback whales from the Caribbean region are critical for conservation efforts.

INTERESTED in Helping? Go to www.CARIBTAILS.org

PICK UP!

Ahoy, *Compass* Readers! When in St. Vincent & the Grenadines, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

ST. VINCENT
Barefoot Yacht Charters
Blue Lagoon Hotel & Marina
Cobblestone Restaurant

BEQUIA
Bequia Tourism Assn.
Fernando's Hideaway
Frangipani Hotel
Piper Marine
Post Office/Customs & Immigration
Wallace & Co.

MUSTIQUE
Basil's Bar
Corea's Food Store
Mustique Moorings
Mystic Water Sports

UNION ISLAND
Bougainvilla
Captain Gourmet
Clifton Beach Hotel
Grenadines Dive
Lambi's Restaurant
Lulley's Tackle
Tourist Center



WHAT'S ON MY MIND...

ANALYSIS PARALYSIS

by Linda Lane Thornton

There comes a time in anyone's cruising life when a longer passage is called for, a passage where weather forecasts may be unobtainable and where one has to rely on routing charts or the experience of others. In the autumn it could be the hop across the Atlantic from the Canary Islands or Cape Verdes to the Eastern Caribbean, or perhaps to head straight for St. Maarten or the Virgin Islands. In spring, it's the passage out of the hurricane belt: northeast towards the Azores, or along the coast of South America, perhaps towards the Rio Dulce, for the summer. Consideration of weather patterns and predictions is a vital part of passage planning. In any event, there will be a certain amount of soul-searching, looking at usual weather patterns, listening to others who have made the same or similar passages, reading what the experts say.

The trouble with all of this, of course, is that routing charts and the like really describe *climate*, whereas what you're going to get is *weather*, climate being loosely defined as "average weather".

The wind rose on a routing chart may say that 75 percent of the time the wind is from the northeast at 15 knots, but that means that for 25 percent of the time it isn't. And therein lies many a tale.

The same is true for current roses: ocean currents like the Gulf Stream do not "always" do the same thing, i.e. flow northeast along the coast at three to four knots. How do I know? One reads that the Gulf Stream runs at up to four knots along the East Coast of the US, but sailing northwest in relatively light airs and flying the drifter, our respectable 4.5 knots through the water was reduced to 2.5 knots over the ground: we'd run into one of the Gulf Stream's occasional south-curling eddies.

It can do your head in! So-and-so says one should do this, but Thingummy says to do the opposite. This book gives one set of advice; that book another. You end up with what pilot-book author Rod Heikell calls "analysis paralysis" and don't know whether you're coming or going, whether to leave tomorrow or wait a week.



Above: The author ponders, 'Leave tomorrow or wait a week?'



Right: 'At the end of the day, you plan for the worst, hope for the best and set off…'

In addition to listening to others talk of their passage(s) it is interesting to ask how often they have made it. I have undertaken only three transatlantic crossings from the Canaries to the Caribbean — one in December, one in January and one in March — and they have each been quite different, yet all within the norm.

Having spent last summer cruising Chesapeake Bay, by November we were in Beaufort, North Carolina. The seven-day grib file that I downloaded on November 10th, 2014 showed two gales on the way. One would reach Beaufort on November 15th – 16th while the second, far larger, was brewing off the Texas coast. Even a cursory analysis showed that if we didn't leave by November 12th we would possibly be stuck in Beaufort for at least another week, putting us uncomfortably near our visa expiry date of November 22nd. (I had tried to extend our visas online but had given up when I realized how much paper documentation was required, all of which was back in England. It was easier to leave!) By leaving on November 12th and heading southeast as fast as we could, we would hopefully miss the unpleasant winds of both gales. In addition to the strong winds, the gales were bringing icy weather down from the north. Our friends who stayed on in Beaufort woke up to ice on the deck a few days after we left.

We found, as usual, that the grib files didn't quite predict the weather, but we also found that by looking at the weather we'd got then moving the cursor around the file, we could see what the weather had done since the download and hence get an idea of what we could expect in the next 24 hours. Weather fronts can stall; high pressure systems may decide to move south instead of north; a low pressure system may give up the ghost and decide to fill instead of deepen; an insignificant low can suddenly take on a fury of its own — chaos theory rules.

At the end of the day, you plan for the worst, hope for the best and set off with that excited patter in your tummy that means, "I wonder what it'll be like?" Great fun, isn't it?

CALENDAR

FEBRUARY

1 – 8 Antigua Dragon Yacht Club Challenge. www.harmonyhallantigua.com/yacht-club
2 World Wetlands Day. www.ramsar.org
3 FULL MOON
6 – 8 Club Náutico de San Juan Int'l Regatta, Puerto Rico. www.nauticodesanjuan.com
7 Public holiday in Grenada (39th Anniversary of Independence)
7 – 8 Cruising Outpost magazine cruisers' party, St. Maarten. www.cruisingoutpost.com
8 Sailors' & Landlubbers' Auction, Bequia. www.bequiasunshineschool.org
13 – 15 Round Martinique Carnival Regatta. www.theroundmartinique.com
13 – 17 25th Semaine Nautique Internationale de Schoelcher, Martinique. www.cnschoelcher.net/regates/24eme-semaine-nautique
14 – 15 Jolly Harbour Valentine's Regatta, Antigua. www.jhycantigua.com
15 – 22 Holetown Festival, Barbados. www.holetownfestivalbarbados.org/background.html
16 Public holiday in Puerto Rico and USVI (Presidents' Day)
16 – 17 Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela and other places
18 Public holiday in many places (Ash Wednesday)
21 – 22 VIODA Champs, St. Thomas, USVI. www.styc.net
22 Public holiday in St. Lucia (Independence Day)
22 – 24 Cruzan Open Regatta
23 Start of RORC Caribbean 600 race, Antigua. http://caribbean600.rorc.org
23 Public holiday in Guyana (Republic Day)
26 – 28 Cayman Islands Festival of the Arts. www.artscayman.org/cayfest
28 Talent Expo, Bequia. See Info & Updates, page 19
TBA Tobago Carnival Regatta

MARCH

2 Public holiday in BVI (Anniversary of HL Stoutt's birthday)
3 Public holiday in Anguilla (James Ronald Webster Day)
3 – 7 Rolex Swan Cup, Virgin Gorda. www.nautorswan.com
5 Gill Commodore's Cup. www.heinekenregatta.com
5 FULL MOON
5 Public holiday in Guyana and Suriname (Phagwah)
5 – 8 35th St. Maarten Heineken Regatta. www.heinekenregatta.com
6 – 8 Abordo magazine regatta, Samaná, Dominican Republic. http://www.puertobahiasamana.com
7 Pacific Puddle Jump Party, Shelter Bay Marina, Panama. www.pacificpuddlejump.com
8 International Women's Day
8 – 17 St. Patrick's Festival, Montserrat. www.visitmontserrat.com/st_patricks_festival
9 Public holiday in BVI (Commonwealth Day) and Belize (Baron Bliss Day)
11 – 14 Caribbean Superyacht Rendezvous, Virgin Gorda, BVI. www.loropianasuperyachtregattaandrendezvous.com
11 – 15 Triskell Cup Regatta, Guadeloupe. ***See ad on page 14***
11 – 15 Caribbean Fine Art Fair, Barbados. www.cafafair.com
13 – 15 Puerto Bahia Dinghy Regatta. http://www.puertobahiasamana.com
13 – 16 Annual Dark & Stormy Regatta, Anegada, BVI. martin@sailsistership.com
14 Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15 Public holiday in St. Barts (Mi-Careme)
17 Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
18 – 22 5th Annual SMILE Boat Show, Marin, Martinique. http://www.otmarin.com
19 – 22 St. Barths Bucket Regatta. www.bucketregattas.com
20 Vernal Equinox
20 – 22 Samaná Spring Dinghy Regatta, Dominican Republic. http://www.puertobahiasamana.com
25 – 29 Curaçao International Film Festival. www.curacaoiffr.com
26 – 29 Puerto Rico Heineken Jazz Fest. http://prheinekenjazz.com
27 – 29 St. Thomas International Regatta, USVI. www.stthomasinternationalregatta.com
28 – 29 Antigua Laser Open, AYC
30 Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
30 – 5 April BVI Spring Regatta & Sailing Festival, Tortola. www.bvispringregatta.org
TBA Caribbean Arts & Crafts Festival, Tortola, BVI. dreadeye@surfbvi.com

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

We are on-line:
www.caribbeancompass.com

DYNAMITE
YACHT MANAGEMENT SERVICES
SKINNER'S YARD, CHAGUARAMAS, TRINIDAD, W.I.
TEL: (868) 634-4663 / 634-4868 FAX: (868) 634-4269
Contact Frances at dynamitemarine@gmail.com
www.yachtworld.com/dynamitebrokerage
www.dynamitemarine.com

Bay Island YACHTS

Large selection of Yachts & Power Boats
List available on request



Island Water World is a Caribbean Retailer and Distributor of boating supplies and marine leisure related merchandise headquartered in Sint Maarten with stores throughout the region.

We currently have vacancies at our Cole Bay Store for:

Marine Mechanic

You should possess the following skills and attributes:

- Minimum 3 years working experience with Marine outboard recreational engines.
- Completed and passed outboard mechanics college or university.
- Computer Literate.
- Completed and passed college or University English grammar and mathematics.
- A comprehensive knowledge of Direct Current (DC) electrical systems.
- Willing to work Saturdays.
- The successful technician will have the ability to advance their professional technical skills.

Please email your resume to:
Julian@islandwaterworld.com

Island Water World
keeps you sailing!
islandwaterworld.com
Cole Bay Phone 544-5310 • Fax to 544-3299
St. Maarten • St Martin • St. Lucia • Grenada • Curacao

Explore. Dream. Discover.

TradeWinds is now looking for Charter Crews for our fleet of term charter catamarans!

Come and join the fun lifestyle of a company with yachts in the Caribbean, South Pacific and Mediterranean.

Qualifications Required:

- Captain with RYA Yacht Master Offshore (or equivalent)
- Hostess/Chef with a passion for cooking
- DiveMaster (qualified or willing to get qualified)

We offer full training on-site in the Caribbean.
This is a FUN job with great earning potential. If you are self-motivated and have a positive outlook on life, this could be your DREAM job!

CALL TODAY for an interview:
+1 (721) 553-0215 or **+1 (721) 588-3396**

Alternatively send an email with your CV + photo to:
crew@tradewindscruiseclub.com
www.trade-winds.com

TRADEWINDS 15 Years

Caribbean Compass Market Place

Antigua





Azores

MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to Trans-Atlantic Yachts!

Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (16%) importation
Duty free fuel (+10.000lt)

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

Dominica

DOMINICA YACHT SERVICES

- Relax! Leave the work to us -



Hubert J. Winston

18 Victoria St.
Roseau & Bay St. Portsmouth
Dominica

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

Grenada

TechNick Ltd.

Engineering, fabrication and welding. Fabrication and repair of stainless steel and aluminium items.

Nick Williams, Manager
Tel: (473) 536-1560/435-7887
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

NEILPRYDE Sails Grenada

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

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

ART FAB RIK

boutik + batik studio
backstage art gallery
youngstreet st.george's

handmade in grenada one-of-a-kind
www.artfabrikgrenada.com 440 0568

CARRIACOU REAL ESTATE

Land and houses for sale
For full details see our website:
www.carriacou.net
or contact Carolyn Alexander at

Carriacou Real Estate Ltd
e-mail: islander@spiceisle.com
Tel: (473) 443 8187 Fax: (473) 443 8290

We also handle Villa Rentals & Property Management on Carriacou

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









Call: (473) 443-9399



continued on next page ⟶

Caribbean Compass Market Place

Martinique

LOOKING FOR FLAGS?
Specializing in flags since 15 years in the Caribbean. Any country, any size, customized wide stock, fast delivery.
W.I.N.D.
+ (596) 596 682 128
www.wind-flag.com

Caraibe Marine
team spirit at your service
Martinique FWI - Le Marin Marina
+596 (0)596 74 80 33
www.caraibe-marine.fr contact@caraibe-marine.fr

CLIPPERS SHIP
Onan Official dealer
caribe Large choice
YAMAHA New in Marin
Martinique FWI – Le Marin - clippers-ship@wanadoo.fr - +596 696 71 41 61

MARINE CONSUMABLES
Composites . Paints & Varnishes . Marine batteries
Teak . Glue & Caulking . Maintenance products
W.I.N.D.
Martinique +(596) 596 682 128
Guadeloupe +(590) 590 992 769
www.wind-flag.com
WHOLESALE & RETAIL

Puerto Rico

CHANGE YOUR WAYPOINT
Modern 93 Slips Marina in Cabo Rojo, Puerto Rico
- Fuel Service
- Transient Slips
- Laundromat
- Lavatories with Showers
- Free WiFi
- Restaurant & Bar
LOCATION
Cabo Rojo, PR
18°04'29.30"N 67°11'19.18"W
marinapescaderia.com
FOR INFO OR SLIP RESERVATION
Tel. 787.717.3638
MARINAPESCADERIA

Puerto Rico

FAJARDO CANVAS & SAIL
Sail Repairs
Cushions
Enclosures
(787) 863-3761
Villa Marina Fajardo, PR

St. Lucia

GOLDEN TASTE RESTAURANT & BAR

Genuine local and international cuisine
right in the heart of Gros Islet
For reservations & information Tel: (758) 450-9792

International Inflatables
BUDGET MARINE AGENT
- Duty Free Sales
- Part Exchange Deals on Dinghies and Outboards
- Free Online Valuations
- Free Storage & Insurance
- Free Boat Name in Hypalon
- No Quibble Guarantee
- Warrantee claims dealt within 24 hours
- Full after sales service
- Slip available to take up to 30ft dinghies
TOHATSU
International Inflatables Ltd.
Rodney Bay
St. Lucia W.I. 00124
Tel: (758) 715 9671 / (758) 285 8408
info@internationalinflatable.com

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent

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

SVG

the frangipani Bequia
HOTEL • RESTAURANT • BAR
Tel: (784) 458-3255
Fax: (784) 458-3824
info@frangipanibequia.com
www.frangipanibequia.com
Warm & friendly atmosphere
Spectacular views • Quality accommodation
Fine dining • Excellent selection of wines
Don't miss our famous barbecue and jump up Thursday nights!

FERNANDO'S HIDEAWAY
in Lower Bay, Bequia
★ Come and find us amongst the trees!
Candlelight Dinners
Monday to Saturday
PLEASE RESERVE!
Tel: (784) 458-3758

PIPER MARINE STORE
Bequia - Port Elizabeth
Rigging, Lifelines
Stocked with lots of marine hardware, filters, nuts & bolts, impellers, bilge pumps, varnish & much more.
(784) 457 3856 · Cell: (784) 495 2272 · VHF 68

CARIBBEAN DIESEL
Marine Engine Services
Tyrone Caesar
Port Elizabeth, Bequia
St. Vincent & the Grenadines VC0400
T/F: 784-457-3114 Cell: 784-593-6333
E-mail: teronescaesar@hotmail.com


Sugar Reef
restaurant & boutique hotel
Farm and fisherman to table at a beachfront coconut plantation. Open daily for lunch and dinner.
Call **784.458.3400** for directions or reservations.
Crescent Beach, Bequia
(Industry Bay)

continued on next page →

Caribbean Compass Market Place

SVG

CAPTAIN GOURMET • YACHT PROVISIONING • full provisioning + delivery our speciality

CAFE TERRACE • FREE WIFI

UNION ISLAND
St. Vincent & the Grenadines

Tel/Fax: (784) 458 8918

capgourmet @vincysurf.com

VHF Ch 08

Tortola

GOLDEN HIND CHANDLERY

ONE STOP SHOP FOR ALL YOUR BOAT'S NEEDS!

"IF WE DO NOT HAVE IT, WE WILL GET IT"

GOLDEN HIND CHANDLERIES LTD.
WICKHAMS CAY II - NEXT TO THE MOORINGS
TEL: 1 284 494 7749 FAX: 1 284 494 8031
EMAIL: GHC@SURFBVI.COM

THIS COULD BE
YOUR
MARKET PLACE AD

Book it now:
tom@caribbeancompass.com
or contact your local island agent

Trinidad

CARIBBEAN MARINE
ELECTRICAL LIMITED

AC & DC SYSTEMS
Design | Installation | Upgrades
High Output Alternators & Regulators
Chargers & Inverter Chargers
Solar & Wind Systems
Batteries - Deepcycle & Cranking

Power Boats, Chaguaramas, Trinidad
PHONE 868.634.2359 | FAX 634.4561 | EMAIL electromarine@tstt.net.tt

THE ELECTRONICS EXPERTS!
ELECTROPICS
AUTHORISED DEALER & SERVICE CENTER FOR
SCS FURUNO B&G SIMRAD MASTERVOLT SkyMate ACR
and too many more to be named here
Tropical Marine, Chaguaramas
868.634.2232 info@electropics.com

www.powerboats.co.tt

Power Boats
"the Place for Yachts"

- 60 Ton Hoist
- Fuel Dock
- Yacht Storage
- Apartments
- Stern-to Docking
- Dockside Food Mart
- Boaters shop

Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt



Venezuela

MarcOne
MARINE SUPPLIES LTD.

SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS
Stainless Steel Boat Fittings
Epoxy Resins
Polyester Resins

1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax 868 634 2259 Email marconeltd@tstt.net.tt

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

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

B.V.I. YACHT SALES

Featured Listings


54' Hylas 54 2009
Immaculate, Fully Equipped, Great Price! Asking $795K


47' Beneteau Oceanis 473 '05
Great Design, Nicely Outfitted & Priced. Asking $135K


44' Lagoon 440 2008
Owner's Version, Great Condition. Asking $399K


44' Bavaria 44 2003
Well Equipped Cruising Boat Asking $99K


42' Hallberg Rassy 42E 1987
Complete Refit. Amazing Price Asking $219K


42' Island Packet 2001
Blue Water, New Electronics, Never Chartered. Asking $269K

SELLING MORE BOATS IN THE CARIBBEAN!
www.bviyachtsales.com

We have lots of keen, qualified buyers!
We offer unrivaled service in an unbeatable location!

BUT... we always
NEED MORE GOOD BOATS TO SELL
Do you have a boat to sell in the Caribbean?

If so, give your boat the best chance to sell!
We are sure you will not be disappointed.

1 284 494 3260

Voted Best BVI Yacht Brokerage by Property and Yacht Readers Choice Awards in 2013 & 2014!

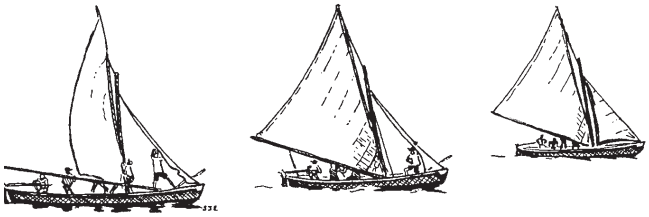
SPOTLESS STAINLESS
Makes Stainless Steel Sparkle.
No Rubbing. No Scrubbing. No Polishing.
Brush ON Rinse OFF
before after
Available at Caribbean Chandleries or
SPOTLESSSTAINLESS.COM

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent

Office Space Available for Rent
Available from 1 April 2015
for lease 595 Sq. Feet
Prime location for a
Marina Related Business
On-site Marina
offers 60-berths
Conveniently located
in South St. George's
Contact:
Le Phare Bleu
Boutique Hotel & Marina
for Rental Details
Phone: 473-444-2400

Private crewed yachts wanted for charters
Grenada-Grenadines, St. Lucia, Guadeloupe
Yacht must be in good conditions with at least one cabin and separate washroom for guests.
Two persons crew required. **Year round income.**
Call Sabine in Grenada (473) 444 4717
or email sabine@caribservice.com
CARIBBEAN & SUN
www.caribbean-sun.com www.karibikreisen.com

Private Jachten mit Crew für Charter gesucht
Grenada-Grenadinen, St. Lucia, Guadeloupe
Jacht muss in gutem Zustand sein mit mindestens 1 Kabine und eigener Nasszelle für Gäste.
2 Personen Crew. **Ganzjähriges Einkommen.**
Johannes in Grenada anrufen (473) 444 4717
oder Email ja@caribservice.com
KARIBIK REISEN
www.caribbean-sun.com www.karibikreisen.com



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

BROKER SPOTLIGHT


ALEXIS DE BOUCAUD
ST MARTIN
+590 690 58 66 06
ALEXIS@MULTIHULLCOMPANY.COM


CHRIS RUNDLETT
GRENADA
473-440-1668
CHRIS@MULTIHULLCOMPANY.COM


CARL OLIVIER
VIRGIN ISLANDS
268-717-4536
CARL@MULTIHULLCOMPANY.COM


JARYD FORBES
TRINIDAD & TOBAGO
868-680-8909
JARYD@MULTIHULLCOMPANY.COM


ANTOINE LELIEVRE
GUADELOUPE
+590 690 34 20 60
ANTOINE@MULTIHULLCOMPANY.COM


JEFF JONES
FORT LAUDERDALE, FL
954-557-4050
JEFF@MULTIHULLCOMPANY.COM

FEATURED BROKERAGE LISTINGS


2002 CATANA 581
$829,000


2013 LAGOON 52
€895.000


2003 CATANA 521
$895,000


2004 LEOPARD 47
$295,000


1997 CATANA 471
$449,000


2007 DOLPHIN 460
$579,000


2009 CATANA 50
$879,000



2006 PRIVILEGE 745
$2,600,000


1990 PROUT QUASAR 50
$295,000



2002 GUNBOAT 62
$1,500,000


2000 CATANA 471
$495,000


2006 DOLPHIN 460
$499,000

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

CLASSIFIEDS

FOR SALE



2003 GibSea 51 160.000 US
2002 BENETEAU 505 175.000 US
1992 WARWICK Cardinal 46cc 165.000 US
2001 Bavaria 46/3 109.000 US
1987 IRWIN 44 MK II 95.000 US
1983 34ft VINDÖ 45 40.000 US
E-mail: ulrich@dsl-yachting.com
Tel: (758) 452 8531



47' JAVELIN/FOUNTAIN POWERBOAT This luxury speedboat is available in Grenada. Gen-Set, A/C, white leather in cabin, galley, shower(s), VaccuFlush, Mercury 502 marine engines overhauled by Mercury dealer, Bravo 1 drives. 40 MPH cruise props w/over 60 speed props. www.aviationcms.com E-mail: acmsaircraftforsale@gmail.com

BERTRAM 28 FLYBRIDGE 1983. 2x Yanmar 2007, 2,000 hrs. Very good condition, complete renovation at Ottley Hall, St. Vincent.
E-mail: Mausmed@Yahoo.it



BERTRAM 33, 1977, 2 x 3208 Cats, Structurally solid as a rock! Good shape, running very well. US$65,000. Lying Antigua Email: Fullernick@hotmail.com. Tel: (268) 464-7333



GALAPAGOS 43` STEEL KETCH Center cockpit. Recently hauled out and refurbished, ready to sail, lying Bequia, US$45,000. Robin, E-mail: robinfixman@gmail.com

41' ROGER SIMPSON DESIGN Light weight, cruising catamaran, 3 cabin, 1 head. USD75,000 ONO Tel: (868) 684-7720/634-2259
E-mail: ldemontbrun@hotmail.com or marconeltd@hotmail.com



38FT BOWEN w/cabin, 2x300 hp Yanmar Turbo, seats 20 passengers, large hard top, stereo, deck shower/head, swim platform/ladders. Tel: (784) 582-8828/457-4477 E-mail: info@fantaseatours.com



DIVE BOAT 42' Must Sell, prices reduced considerably Tel: (784) 582-8828/457-4477 E-mail info@fantaseatours.com



28' Bowen, 2x200 hp Yamaha. Seats 12 passengers, collapsible top, onboard deck shower.



CARTER 39 Fitted out Berthons, UK, very high standard, launched 1978, Perkins diesel US$20,000. Lying Barbados. E-mail: cjvwinslow@gmail.com



40' STEEL KETCH, 1986 design. Gouwzee, NA. Draft 5' 9". Fully equipped and ready for offshore sailing. Lying Martinique. US$98,000. Flyer available. E-mail: aquataurus99@hotmail.com



FORMULA 30 2002 Immaculate condition throughout. 2x 220hp V6. Lots of installed extras. US$55,000. E-mail: formula4sale@outlook.com



38' BAYLINER Economical and reliable 2x Hino diesels.2 strms, 2 heads/ shwr & tub, galley, 2 helms. Great cruising and liveaboard vessel. Canadian flag, lying Grenada. Tel:(473) 406-8217



BLACK PEARL VEDETTE L-10.97m, B-2.44m, Yanmar 6LPA-STP2, 315HP, 4 – stroke. New Mercruiser Bravo 2 stern drive and aluminum prop (installed July '13). Head / toilet, nav lights, new VHF radio, aft swim deck/ladder. Helm seats/aft sundeck cushions new Oct 2012. Surveyed 2013. Contact Matt Semark with offers. E-mail: matthew.semark@petitstvincent.com



1991 CATALINA 34 Sloop with tall rig & wing keel. Lying Bequia, St. Vincent & the Grenadines. US$50,000. OBO, Deborah. E-mail: debonbequia@gmail.com



HARBOUR SHUTTLE LYING TRINIDAD TT$70,000.00, ONO. Tel: (868) 634-4934
Email: info@ysatt.org



ALAN PAPE 43' C/C STEEL KETCH Doghouse & bimini. Immaculately maintained, roller headsail, staysail, main, mizzen, spinnaker. Bowthruster, 3 anchors, windlass, Perkins 4-108, dinghy/ob, water maker, Raymarine instruments, chart plotter, AIS, radar, autopilot, life raft, EPIRB, VHF, SSB, Pactor solar panels, fridge, freezer, WiFi and so much more. Reduced US$49,990
E-mail: MECuka@aol.com



42' SEARAY SUNDANCER 1992 New 250hp. 4 strokes, very economical, quiet & clean running. Sleeps 6 in 3 cabins, perfect for overnight charters. Tel: (784) 528-7273



1987 DANA 24 Built by Pacific Seacraft. Lying in Barbados. US$55,000 negotiable. Zac Tel: (246) 844-4818 or leave message (246) 271-5643
E-mail:zacchaeusedwards@gmail.com



IRWIN 43 "Summer Wind" by outright sale or fractional ownership. Professionally maintained, immaculate condition, ready to go. Lying at Rodney Bay Marina. Brochure on request with photos & video. E-mail: mm@dsl-uk.net



42' CARRIACOU SLOOP Built by Alwyn Enoe in 2013. New rig, new sails, 60Hp Yanmar, much spent. Ready to go, lying Antigua, US$150,000.
E-mail: seaterror@yahoo.com



COBIA 312 SPORT CABIN 2004 Excellent boat for cruising, diving, fishing, etc. Cabin, full head/shwr, fishing amenities. 2 x F225 Yamaha 4 strokes, approx. 400 hrs. Full engine service & bottom paint just performed. Tons of upgrades. US$52,000 OBO. Lying Grenada. Tel: (473) 536-3295, E-mail: toddgreendvm@hotmail.com

TAYANA 37' 1977 Good condition needs a little TLC. Volvo excellent. Bottom job scheduled in Feb. Owner anxious to sell for health reasons. Lying Puerto La Cruz, Venezuela. US$30,000. Mike Lyon Tel: 58 416 484 6121
lyonmike46@hotmail.com

42' JEANNEAU 1997 Former flotilla boat currently based in Bequia & chartering Grenada to St. Lucia. 4 berths, sleeping 8, 2 heads w/shwrs. US$30,000 & open to all reasonable offers. Tel: (784) 492-3098 E-mail bequiabelles@gmail.com

PROPERTY FOR SALE

BEQUIA - MT. PLEASANT Great views, large lots from US$5/sq.ft. www.bequialandforsale.com

BEQUIA-MAC'S PIZZERIA Waterfront location, Bequia's most popular restaurant. Same owner-manager for 31 yrs. Complete land, buildings, equipment. Island Pace Realty. Tel: (784) 458-3544 Email: emmett@islandpace.com

GRENADA - 15 ACRES Organic cocoa estate. Dwelling house, 2 low impact guest cottages, various outbuildings, 2 min. walk from Caribbean Sea. E-mail: kim_russ@hotmail.co.uk

BEQUIA- BUILDING LOT Near La Pompe, oceanfront property with spectacular view of Petit Nevis, Isle a Quatre and Mustique. 11,340 sq/ft. US$125,000 Tel: (613) 931-1868 E-mail: maccomm@sympatico.ca

GRENADA - East side Clarkes Court Bay. Excellent views, water access, plots available. 0.9 acres to 9,000 sq.ft. Prices from US$5 to $10 sq/ft depending on size and location. Including 50' of sand waterfront with steep drop off to deep water. E-mail streetiolaire@hotmail.com



BEQUIA – MT. PLEASANT Interesting & unusual, 3 bdrms, 2 baths, pool. Tel: (784) 533-4865 www.cedarretreat.wordpress.com www.caribbeanhousesforsaleonline.com

CARRIACOU LAND, Lots and multi-acre tracts. Great views overlooking Southern Grenadines and Tyrrel Bay. www.caribtrace.com

LAND FOR SALE 10,000 square feet at Mt. Pleasant, Bequia, with a wide view of Admiralty Bay. Optional architect-designed approved plans available for a 2-bedroom house. US $112,000. Tel: (784) 458-3656

CARRIACOU - HERMITAGE Overlooking Tyrrel Bay. 2 storey house with fenced garden on ¼ acre. Upstairs apt has 2 bedrooms, 1 bath, large veranda. Downstairs apt has 3 bedrooms, 1 bathroom, opens onto garden. Available immediately EC$800,000 Laura Tel: (473) 443-6269 or +44 208-621-5001 E-mail: tbyh@usa.net

RENTALS



BEQUIA – MT. PLEASANT Tahiti igloo, Rentals available Feb, 3 bdrms, 2 baths & pool. Tel: (784) 533-4865. www.cedarretreat.wordpress.com www.caribbeanhousesforsaleonline.com

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

BEQUIA- JEEP RENTALS Visiting Bequia and need to get around? We at Aries Auto Rental can help, affordable service guaranteed. Tel: (784) 431-5964 E-mail: ariesautorental@yahoo.com

MISC. FOR SALE



4200W GENERATOR Trailer type, 110/220V with only 6 hrs. EC$5000.Tel: (784) 528-7273.

ADMIRALTY BAY, BEQUIA 2x block & chain moorings. Off Plantation House; one in approx 35' & one in approx 16' of water. Offers. Details at http://www.smudge.com/
E-mail: tom@smudge.com

SAILS AND CANVAS EXCEPTIONALLY SPECIAL DEALS at http://doylecaribbean.com/specials.htm



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

BUSINESS OPPORTUNITY

Partner sought for new yacht broker sales business in the BVI. Person required must preferably have a sales background, sound knowledge of written and spoken English, and very good knowledge of yachts and powerboats. Have a good character and pleasant personality. Principal is willing sell 49% of the new business for US $20,000. Excellent opportunity in a highly profitable industry for the right person. Tel: (284) 342-8209 E-mail captharry@hotmail.co.uk

Your Classified Ad is On-line

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
Aero Tech Lab	C/W	28
Anjo Insurance	Antigua	25
Antigua Classic Regatta	Antigua	15
Art & Design	Antigua	MP
Art Fabrik	Grenada	MP
Barefoot Yacht Charters	SVG	21
Basil's Bar	SVG	37
Bay Island Yachts	Trinidad	41
Bequia Marina	SVG	25
Blue Lagoon Hotel & Marina	SVG	30
Boat for sale Mandalay Mustique	SVG	40
Boat Paint & Stuff	St. Maarten	28
Budget Marine	Sint Maarten	2
BVI Yacht Sales	Tortola	44
Captain Gourmet	SVG	MP
Caraibe Marine	Martinique	23
Caraibe Marine	Martinique	MP
Caraibes Diesel Services	St. Maarten	34
Caribbean Diesel	SVG	MP
Caribbean Marine Electrical	Trinidad	MP
Clippers Ship	Martinique	MP
Cruising Life	SVG	36
Curaçao Marine	Curaçao	5
Diesel Outfitters	St. Maarten	28
Dockwise Yacht Transport Sarl	Martinique	18
Dominica Yacht Services	Dominica	MP
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	27
Echo Marine	Trinidad	15
Edward William Insurance	International	38
Electropics	Trinidad	MP
Fajardo Canvas	Puerto Rico	MP
Fernando's Hideaway	SVG	MP
Food Fair	Grenada	38
Frangipani Hotel	SVG	MP
Free Cruising Guides	C/W	36
Golden Hind Chandlery	Tortola	Mp
Golden Taste	St. Lucia	MP
Gonsalves Liquors	SVG	37
Grenada Marine	Grenada	13
Grenadine Air Alliance	SVG	22
Grenadines Sails	SVG	24
International Inflatables	St. Lucia	MP
Iolaire Enterprises	UK	27/39
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	48
Island Water World	Sint Maarten	7
Island Water World	Sint Maarten	11
Johnson Hardware	St. Lucia	31
La Playa	Grenada	MP
Lagoon Marina	St. Maarten	35
LIAT	C/W	10
Marc One Marine	Trinidad	MP
Marina Pescaderia	Puerto Rico	MP
Marina Santa Marta	Colombia	17
Marina Zar-Par	Dominican Republic	26
Marine World	SVG	24
McIntyre Bros	Grenada	39
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	45
Nauti Solutions	Grenada	MP
Neil Pryde Sails	Grenada	MP
Nicholson's Caribbean Yacht Sales	Antigua	MP
Off Shore Risk Management	Tortola	12
Perkins Engines	Tortola	8
Piper Marine	SVG	MP
Power Boats	Trinidad	MP
Red Frog Marina	Panama	9
Renaissance Marina	Aruba	6
Sea Hawk Paints	C/W	19
Slipway Restaurant	Grenada	MP
Spice Island Marine	Grenada	47
SpotlessStainless	C/W	MP
Sugar Reef Bequia Ltd	SVG	MP
Sunbay Marina	Puerto Rico	16
Technick	Grenada	MP
Trade Winds help wanted	C/W	41
Triskell Cup Regatta	Guadeloupe	14
Turbulence Sails	Grenada	13
Turbulence Sails	Grenada	MP
Venezuelan Marine Supply	Venezuela	MP
Wild Life Expeditions	Grenada	MP
WIND	Martinique	MP
Xanadu Marine	Venezuela	26
Yacht Steering Committee	Trinidad	20
YSATT	Trinidad	MP

MP = Market Place pages 42 to 45
C/W = Caribbean-wide

SPICE ISLAND
MARINE SERVICES



SERVICE.

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

simsco@spiceislandmarine.com • www.spiceislandmarine.com • 473.444.4342

WHAT'S NEW?



SEAMASTER LED LIGHT STRIPS

Full range of LED Strip Lights for General Purpose Accent & Task Lighting in 5", 10", 20" and 40" lengths and a variety of color options to enhance or complete any project.

Priced from **$22.25**

ICOM M506 VHF WITH AND WITHOUT AIS

Built-in Class D DSC with two-Minute „Last Call" Voice Recording & Playback, active Noise Cancelling, large LCD and intuitive user interface. Built-in 25 Watt two-way hailer and foghorn. Optional integrated AIS option can show real-time vessel traffic information on the display.

Standard Price **$529.25**, with AIS **$782.95**



GARMIN MULTIFUNCTION 4" DISPLAY FOR DEPTH/SPEED/WIND

Digital marine instrument display is designed for both power and sail vessels. It clearly shows depth, speed, wind and more than 100 marine and vessel parameters. Its large, bright 4" diagonal color display with anti-glare finish is easy to read from a distance with an ultra-wide 170 degree viewing angle.

Priced at **$650.00**



WHAT'S ON SALE IN STORE?

30% OFF



ALL 3M 5200 WHITE CARTRIDGES

High performance polyurethane adhesive/sealant becomes tack free in 48 hours, and cures completely in 5-7 days. Retains its strength below & above the waterline.

Priced at **$17.50**



25% OFF

SELECTED OVERBOARD BAGS

Thanks to a unique seamless construction and 2 way roll top sealing system, these backpacks and duffel bags are 100% waterproof (IP66) and suitable for quick submersion so you can take it out on the water.

Prices start at **$52.95**

ISLAND LURES

Island Lures have earned a world-wide reputation as the finest, most productive artificial lures made today. Striking brilliance and incredible realism are the keys to their success.

Priced from **$15.80**



20% OFF

Get your FREE Advantage Card now - Valid in all Island Water World stores!



Island Water World
keeps you sailing!

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

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

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

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Guardian Media Limited, Trinidad & Tobago