CARIBBEAN COMPASS
On-line
FEBRUARY 2017 NO. 257
The Caribbean's Monthly Look at Sea & Shore

Regatta Season Gets Hot!

CHRISTOPHE JOUANY / LES VOILES DE ST. BARTH

See Regatta News Page 12

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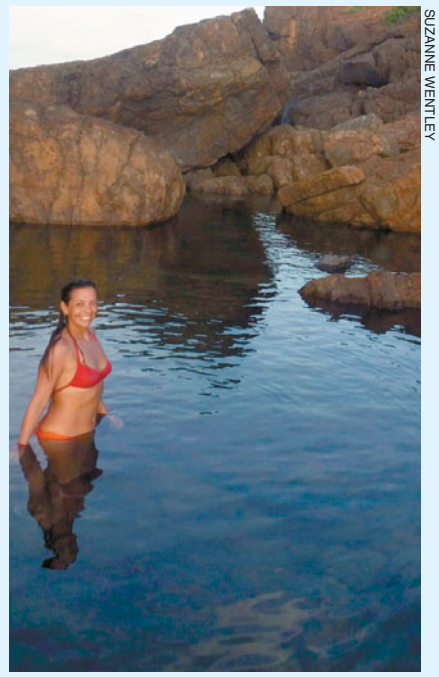

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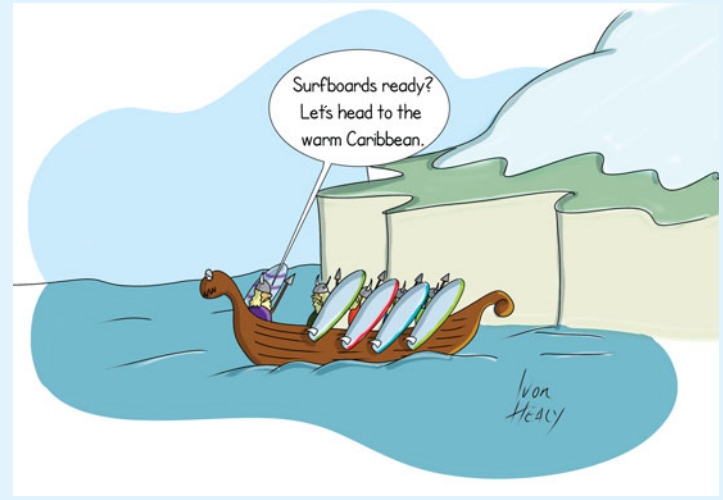

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Cover: No 'climate-change' denial here — Caribbean Regatta Season gets hotter every year! On our cover, photographer Christophe Jouany caught Bella Mente *smoking — as she plans to do again at Les Voiles de St. Barth 2017*



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

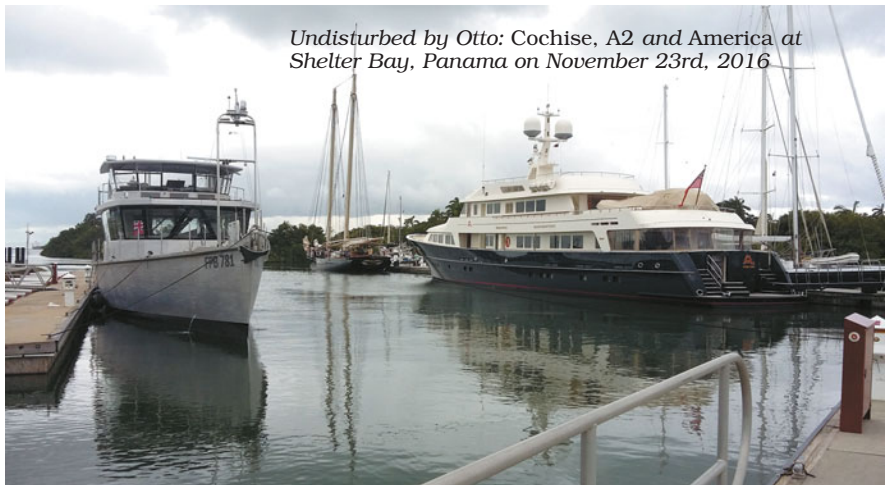
"Since its beginnings, the *Compass* has pioneered the direction for lively and far-ranging selections of 'news you can use', including feature articles on cruising destinations, regatta news and events and marine-related businesses, plus recipes for culinary delights, tips on viewing night skies and local Caribbean Eco-News. I am inspired by the contributions of the writers, reporters, cartoonists, photographers and poets, wherein songs are sung of ordinary individuals doing extraordinary things."
— Nathalie Ward

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Info & Updates

The Late Hurricane Otto Revisited

Further to our report about Hurricane Otto in last month's Info & Updates, Russell Goedjen reports: Panama has kept its record clean, with zero hurricanes or Tropical Storms since records have been kept. None of the boats in marinas on Panama's Atlantic (i.e. Caribbean) coast suffered any damage owing to the passage of Hurricane Otto, which hit the coast of Costa Rica and Nicaragua on November 24th, 2016 as a Category 2 storm.



Undisturbed by Otto: Cochise, A2 *and* America *at Shelter Bay, Panama on November 23rd, 2016*

Bocas Del Toro Marinas reported good weather at the time, and folks were paddle-boarding or surfing as the storm passed. Farther east, the rain was heavy at Shelter Bay Marina; even farther east, Panamarina, Linton Bay Marina and Green Turtle Key saw heavy rain as well. Contrary to some reports, maximum winds at Shelter Bay were around 30 knots.

During the tropical depression affecting Panama, the canal operated normally. Waves did crash over the Colon breakwater, but no more than would be expected in January with 25-knot tradewinds blowing.

For yachts in Shelter Bay, things calmed down quickly. On November 23rd, the 165-foot *M/Y A2* departed northbound and the *Schooner America*, under Captain Troy Sears, left for a southbound Canal transit. On November 24th, *M/Y Cochise*, with Captains Steve and Linda Dashew, departed northbound, having arrived at the marina after transit on November 21st.

When Tropical Storm Otto formed about 180 miles north of Colon, it followed the pattern of previous storms moving westward — until it reached Nicaragua, the first storm since TS Joan in 1988 to do so.

The passage of these depressions often results in some pretty nasty weather off shore, where the prevailing swell out of the northeast is hit with strong winds from the west or northwest. The sea state can become uncomfortable.

During this depression the sea state did affect boats anchored in Portobello; several vessels dragged and went aground, some being unattended derelicts. Portobello's bay is wide open to the west.

Boats in the San Blas also saw some heavier than normal winds — 40 knots were reported and some vessels dragged. Reports of five-metre seas may have reflected the worst offshore conditions, but would be impossible within this reef-protected archipelago. The popular anchorages would have likely seen no more than a two-foot chop. None of the islands are more than a metre above sea level.

OCC Welcomes ARC and ARC+ to St. Lucia

As part of the development of the Ocean Cruising Club in the Caribbean, St. Lucia Port Officer Bob Hathaway organized two welcome parties for ARC+ and ARC 2016 participants at the IGY Rodney Bay Marina on December 5th and 12th, 2016, respectively.

—Continued on next page





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DOYLE CARIBBEAN

—*Continued from previous page*

Each party was attended by around 40 people, including yacht crews, locals, OCC members and prospective members. A very slow rally because of light and variable winds caused a rapid change in Host Yachts for the gatherings: the OCC thanks Tom Hughes of *S/Y Unconditional* and Derek Bretherton of *S/Y Ocean Blue* for allowing their beautiful yachts to be invaded!

OCC Port Officers, Regional Rear Commodores, and Roving Rear Commodores represent the frontline interaction with existing members and the recruitment of new members. OCC's St. Lucia Port Officer, Bob Hathaway, is a yachtsman in his own right and managed the construction of Victoria yachts in England in the 1990s. After moving to St. Lucia, Bob managed the Marina at Marigot Bay, and was President of the Marine Industries Association of Saint Lucia, a Director of the Saint Lucia Hotel & Tourism Association, and Vice President of the Caribbean Marine Association. He now runs a marine tourism consultancy (www.marigotsunshine.com).

The Ocean Cruising Club exists to encourage long-distance sailing in small boats. A Full Member 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; associate members are committed to the achievement of that goal. This standard distinguishes the OCC from all other sailing clubs. Its membership as a whole claims more experience offshore than any other sailing organization — in the number of circumnavigators, in the range of extraordinary voyages members have completed, and in the number of solo sailors and female sailors among its ranks. OCC members bring the spirit of seafaring to the association by always being willing to assist any fellow sailor they meet, either afloat or ashore.

Visit www.oceancruisingclub.org for more information on the Ocean Cruising Club.

New Law Strengthens US-Caribbean Ties

On December 16th, 2016, US President Obama signed into law The United States-Caribbean Strategic Engagement Act, which calls for a new, long-term strategy to strengthen ties between the United States and its Caribbean neighbors. The new law aims to strengthen US relations with the Caribbean by requiring the Secretary of State and the Administrator of the US Agency for International Development (USAID) to submit to Congress a multiyear strategy focused on enhancing engagement with the countries of the Caribbean. The legislation puts particular emphasis on energy security, countering violence, expanding diplomacy and providing educational exchange opportunities for citizens of the Caribbean.

Eight Bells

• GEORG SCHMITT died on January 15th. Tim Bittel from *S/V Tevai* reports: Our friend Georg ran Arawak Divers in Tyrrel Bay, Carriacou since 1994. He sailed to Carriacou on his sailboat, *S/V Rose*. He eventually chose to sink the *Rose* to create a reef, which soon became "sting ray city". He was a friend to cruisers, always willing to help. Georg, and his soulmate and partner Conny Hagen, were true fixtures in Tyrrel Bay.



Diver Georg Schmitt's underwater memorial in Carriacou

On January 16th, my wife, Pattie, and I conducted a memorial service for Georg at the site of *S/V Rose*. He sank it to create a community, and he certainly has. As we approached, friends and family began to gather. Before too long, the boat was absolutely jammed with well-wishers. Well, except for the huge lobster that sulked under the hull. With most everyone accounted for, our hearts began to beat together. We headed for the bow. Rays swam above *and* underneath us (a first), and then settled into the sand for the service.

I fixed a cross and flowers to the starboard bow chock. Pattie hummed Amazing Grace, although it was rather bubbly. No one seemed to mind. When we left, we had no doubt that everyone touched by Georg truly loved him.



Janso and Ana at their cruiser-friendly bar in Puerto Rico

• JANSO "GENE" LASSUS died on December 20th, 2016. He was the proprietor of the popular Sal Pa Dentro beach bar in Salinas, Puerto Rico, and a Cruising Station Host for the international Seven Seas Cruising Association (SSCA).

Cruiser Sue Klumb writes: Janso was "as good as they come" — always there for everybody, always helping cruisers and others. He lived his dream of opening his own cruiser bar with his wife, Ana, and their little dog, Diego. He and Ana won the 2016 SSCA Cruising Station of the Year award.

News from Martinique

James Lovegrove is cruising again, and thus transitioning administration of the Martinique Cruisers' Net and associated Facebook groups to Patrick Mazzei and Frederique (Fred) Flamaz Mazzei aboard *S/V Django Mayosa*.

—*Continued on next page*



—*Continued from previous page*

Bilingual liveaboard cruisers, Patrick and Fred have been active "behind the scenes" from the outset of the Martinique net.

This net, launched in October 2016, broadcasts on Mondays, Wednesdays and Fridays at 0815 AST on VHF channel 08. It promotes safety and security, helping Anglophone cruisers navigate the Francophone society, helping to solve problems and building friendships, and aims to encourage local businesses to promote more "cruiser specials" on its Facebook Events page (www.facebook.com/groups/1779736518916457).

James Lovegrove reports: French law prohibits anchoring or mooring a vessel within 300 metres of a municipal shoreline. The municipality of Le Marin is installing yellow



CHRIS DOYLE

At Le Marin, Martinique, authorities are placing navigational aids to mark the channel to the marina

buoys on the north side of the entrance channel marking such an exclusion zone. Anchoring is prohibited between these buoys and the shoreline. During January, the municipal police began patrolling this exclusion zone to politely remind vessels of the regulations. Starting this month, the police will enforce the law.

Also in Le Marin, the French Maritime Authority is placing navigational aids marking a new navigational channel from the current 'MA6' green marker into the Carenantilles boatyard and to more clearly mark the channel leading into the marina. These two channels will become official navigation channels and be marked on future editions of charts for the area. Anchoring within these channels, or between them and the shoreline, is prohibited.

Christine Gooch reports: A small water delivery barge has been operating in Ste. Anne, Martinique for the last couple of months, delivering potable water to yachts in the anchorage. Chris and his assistant can be contacted on VHF10 (call "Water Delivery"), by cell phone at (00596) 696740811, or just flag him down when he passes tooting his air horn.

You can also jerry-jug water yourself from the dive shop behind the plastic iceberg.

Do You Know Noonsite?

Noonsite — www.noonsite.com — began as a culmination of Jimmy Cornell's books (*World Cruising Handbook* and *World Cruising Routes*) and his work on the global cruising scene for the last quarter of a century. It has since grown extensively thanks to constant updates from cruisers using the site, new cruising guides, and organizations and magazines who provide updates such as the RCC Pilotage Foundation, OCC, SSCA, Cruising Compass, Sail-World.com, *Caribbean Compass*, World Cruising Club and Cruisers Network Online.

Noonsite's main objective is to provide cruising sailors with comprehensive information regarding essential marine facilities in any port visited by yachts. Basic details of specialist companies are listed so that sailors may contact those that they are interested in.

The Noonsite Piracy pages are the most visited, with up-to-date reports on security incidents within the sailing community around the world, suggestions and services for improving security on board as well as numerous links to tips and advice on how to cruise more safely.

All cruising destinations are covered (currently 197 countries and 2,263 ports) with information on clearance formalities, visa requirements, fees, weather, special events and other facts needed by visiting sailors. Also featured are details of repair facilities as well as marine and shore services for every major seaport in the world visited by cruising boats.

Visit www.noonsite.com.

2017 International Year of Sustainable Tourism for Development

The United Nations 70th General Assembly has designated 2017 as the International Year of Sustainable Tourism for Development. This is a unique opportunity to raise awareness about the contribution of sustainable tourism to development among public and private sector decision-makers and the public, while mobilizing all stakeholders to work together in making tourism a catalyst for positive change.

The #IY2017 will promote tourism's role in the following five key areas:

- Inclusive and sustainable economic growth
- Social inclusiveness, employment and poverty reduction
- Resource efficiency, environmental protection and climate change
- Cultural values, diversity and heritage
- Mutual understanding, peace and security

See marina consultant Esteban Biondi's article on page 21 of this issue of *Compass*, showing how Caribbean marinas can be part of sustainable tourism for development.

Ooops!

The photo on page 21 in January's Regatta News of Optis sailing in Bermuda with the America's Cup contender *Oracle* in the background should have appeared on the previous page with the item "Young Belizeans in Bermuda's 2016 National Opti Championship".

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers the book *Bluewater Walkabout*, and Antrim Studio of Dominica, both in the Market Place section, pages 41 through 43.

Good to have you with us!





See you in Grenada!

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BUSINESS BRIEFS

Barbados Yachting Moves Ahead

As reported in the *Barbados Advocate* newspaper on December 23rd, 2016, Barbados continues to make a successful return to yachting tourism while broadening the opportunity for more visitor arrivals and spending on the island. Peter Gilkes, Consultant for Yachting Development to Barbados Tourism Marketing Inc., told the *Barbados Advocate* that the island's yachting programme is moving ahead steadily by way of Government support.



BARBADOS CRUISING CLUB

'Barbados 50' boats in the Carenage at Bridgetown, Barbados

In December, a fleet of 55 yachts sailed from Europe to Barbados in the Barbados 50 Transatlantic Rally (cornellsailing.com), organized by Jimmy Cornell. Gilkes recalled that Barbados had worked with Jimmy Cornell back in 1986 when he was the founder of the Atlantic Rally for Cruisers (ARC) and that "we have not played host to any such type of (yacht rally) event since 1989 until the hosting of the Barbados 50".

Last month, Barbados hosted the 2017 edition of the annual Mount Gay Round the Island Race Series (www.mountgayrumroundbarbadosrace.com). In May, the island will host the OK Dinghy World Championship (http://2017.okworlds.org) and in June will welcome the Finn World Masters Championship (www.finnworldmaster.com). Gilkes pointed out, "These two events should place 350 boats in Carlisle Bay and we expect around 750 to 800 persons on the island over the three weeks of hosting the events."

Gilkes said the island's yachting programme has been receiving the support of the Minister and Ministry of Tourism and International Transport, and Barbados Tourism and Marketing Incorporated. In addition to hosting major sailing events, the removal of Import Duty on equipment for charter fishing and coastal cruise boats and the removal of the duty on visiting yachts staying more than six months in Barbados have also contributed to the recreational marine industry's growth on the island.

Read more at www.barbadosadvocate.com/news/potential-market

Doyle Offshore Sails' 30th Anniversary in Barbados

Joanne Lammens reports: Yes, we are now 30 years in Barbados and we celebrate it with the inauguration of our new Building #4 that is dedicated to big sails!

We are boasting a different production system, where a dedicated team of sailmakers is building each sail, as opposed to the production-line system used in our existing #1, #2 and #3 buildings. This new manufacturing technique is designed to shorten our delivery times, as the construction of bigger sails will not hold up production of our mid-sized sails.

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All the best for 2017!

For more information on Doyle Sails see ad on page 4

Now in St. Lucia: Achilles Hypalon Inflatables

Joanna Andrew reports: As we at International Inflatables Ltd. in St. Lucia endeavor to provide the best inflatables to you, our clients, we have recently launched our brand-new line of Achilles Hypalon boats. For the first time in St. Lucia, an affordable and durable inflatable! We are sincerely concerned about the happiness of every customer and their safety at sea. With this in mind we introduce to you our meticulously handcrafted, lightweight roll-up featuring Wood/Achilles CSM fabric floor with a solid transom. They deliver surprisingly large load and person capacities. Easy to carry, easy to set up, easy to store, Achilles boats are resistant to chemicals, extreme temperatures, and ultraviolet light.

Over the years International Inflatables have amassed a wealth of knowledge regarding the best inflatables to suit your needs. We also carry Zodiac and AB inflatable boats and liferafts.

Let us help you get the best inflatable today; if you want to trade in your old dinghy, not a problem. Our professional staff will help you get a brand new boat to replace your old one. Visit http://internationalinflatables.com, call (758) 450-8622, or check us out on Facebook www.facebook.com/InternationalInflatablesltd.

We, the management and staff at International Inflatables, would like to thank our customers for their patronage through the years and wish you all the best in 2017.

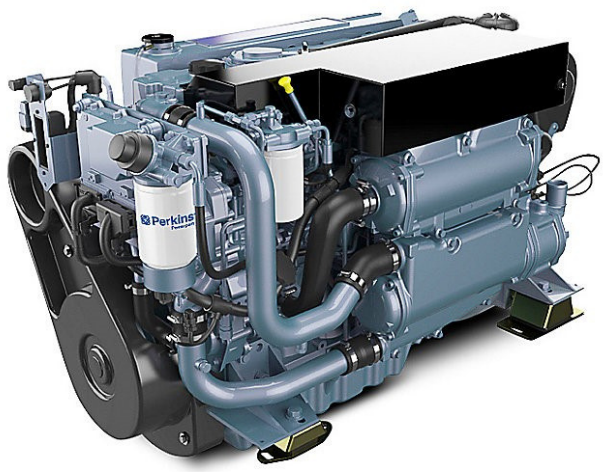
For more information on International Inflatables see ad in Market Place section, pages 41 through 43.

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—*Continued from previous page*

Forward February into March Special at CCBM!

Arlene Telesford reports: Clarkes Court Boatyard and Marina in Grenada is calling all cats, monohulls, trimarans, cargo boats and fishing vessels. Do you copy?

Book a haul-out in April 2017 for three months and over and receive a fabulous discount!

Offer starts from February 1st and ends March 31st, 2017.

Here is what you can look forward to:

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April is the month to haul out, so you don't want to miss out! We've got the lift, the North Yacht Shop chandlery on site, and experienced subcontractors, luxury apartments, the Adrift Restaurant and a great team that looks after your yacht.



The Clarkes Court Team is ready to welcome you

Send us an inquiry today to book your place for this April 2017 season. We are waiting for you so, come on down our way and experience why "You Are The Reason We Haul Boats".

For more information on Clarkes Court Boatyard & Marina see ad on page 27.

Dredging Completed at Isle de Sol, St. Maarten

The dredging project at Yacht Club at Isle de Sol in St. Maarten was completed in December, allowing deeper draft vessels to visit St. Maarten for the first time and enhancing the marina's ability to serve larger sailing yachts competing in regattas such as the Heineken Regatta in St. Maarten, and the Bucket Regatta and Les Voiles in St. Barths.

Visit www.igy-isledesol.com for more information.

New: Ultimate Outdoor Cooler at Parts & Power, BVI



Parts & Power in Tortola, BVI has introduced the new Dometic Avalanche cooler. Reliable, portable and competitively priced Avalanche coolers keep ice and contents cold for up to ten days. They are built to last, with thick insulated walls, stainless-steel hardware, and robust construction.

For more information on Parts & Power see ad on page 8.

The Moorings Offers Charters in Cuba

The Moorings yacht charter company will enter the Cuba market this year with crewed yacht charter holidays operating out of two marinas, one in Havana and one in Varadero. The new seven-day Cuba crewed yacht product will use The Moorings' 5800 catamaran with five en suite guest cabins. The charter includes a captain and



a chef on board and a driver and local tour guide onshore. The educational program conforms with current US travel regulations and features daily excursions with visits to the Hemingway House, Tobacco Farm Benito, Havana's Hotel Nacional and Revolution Square; interactions with Cuban artists and musicians; and exposure to Cuban history and current events.

Visit www.moorings.com for more information.

—*Continued on next page*

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Ownership Change at Arawak Divers, Carriacou

Shannon Markusen reports: Arawak Divers in Tyrell Bay, Carriacou has new owners. The previous owner, Conny Hagen, has returned to Germany and handed over the reins to Peter and Shannon Markusen from Colorado, USA.

Peter and Shannon are PADI Master Scuba Diver Trainers with diving and training experience all over the world, and teach a wide variety of specialty courses. They now offer courses in English, German, French and Spanish.

They hope to continue Arawak Divers' legacy and expand their business in 2017. They will continue to accept donations for the Carriacou Children's Education Fund — both monetary and items that can be sold at the annual auction to support needy children on the island.

For more information contact (473) 443-6906 or info@arawakdivers.com, or visit www.arawakdivers.com.

Friends, Family, Fun – All Inclusive at Blue Lagoon Hotel & Marina

Simone Burnett reports: "Forever In Love February" is here and what better way to spend time with the ones you love, than with an all-inclusive package from Blue Lagoon Hotel & Marina in St. Vincent!



Our basic package includes airport shuttle, room, breakfast, lunch and dinner for one or two at our on-site restaurant, The Loft.

The deluxe package includes airport shuttle, room, breakfast, lunch and dinner at our on-site restaurant, The Loft, plus water tours aboard *Trophy Hunter*, island tours and a trek to the top of St. Vincent's beautiful volcano, La Soufriere. You can enjoy all or just one of these tours.

Our family package accommodates two adults and two children. Our pool suites are designed specifically with family in mind, with our adjoining rooms to keep a close eye on the little ones and still enjoy your adult private time.

Call or e-mail us for details and let us make your stay in our beautiful island an unforgettable one.

For more information on Blue Lagoon Hotel & Marina see ad on page 35.

This Month: IGY Marinas' Community Outreach Events

IGY Marinas will be hosting its second annual philanthropic initiative, Inspire Giving through You, on February 25th. The first of two global community outreach events for 2017, Inspire Giving through You will once again call upon the hands of IGY Marinas' corporate staff, marina associates, Anchor Club Strategic Partners, yacht owners, captains and crewmembers to take part in supporting the local communities where the company operates.

"IGY Marinas is excited to once again team up with members in our network and beyond for a day of giving, inspiring, and having fun," said Tom Mukamal, CEO of IGY Marinas. "We received such tremendous support during our first Inspire Giving through You projects in 2016, welcoming hundreds of volunteers in North America, Latin America and the Caribbean. Our mission for 2017 is to inspire even more members in the industry to join us in giving back to the destinations where we live, work, and travel."

The 2017 Inspire Giving through You community outreach events will benefit the following charitable organizations in the Caribbean:

• Colombia – Fundehumac offers special programs, education and support each year to more than 80 children and youth in need. Volunteers from Marina Santa Marta will once again partner with the organization to rebuild the school's ceiling as part of its ongoing support of the facility.

• St. Lucia – New Beginnings Transit Home caters to children who are victims of severe child abuse and neglect, accommodating up to 22 children. The Home also includes a Therapeutic Centre intended to provide psychotherapy treatment. Rodney Bay Marina and its group of volunteers will focus on improving the aesthetics of the facility, with plans to construct a gazebo and enhance the surrounding landscape.

• St. Thomas – Addelita Cancryn Junior High School caters to the educational needs of more than 800 students, providing resources to help them succeed in higher education. Volunteers from Yacht Haven Grande Marina and American Yacht Harbor will come together to construct a Hydrologic Environmental Learning Center, which will include the construction of a green house, raised beds and orchard, along with a work station that will be used as an outdoor science lab.

• Turks & Caicos – Extraordinary Minds Ashley Learning Centre provides educational opportunities for children with Autism who are refused entry into primary schools. Blue Haven Marina volunteers will construct an outdoor play and discovery area, with plans to install a fence, ground cover, and sand pit, as well as provide outdoor furnishings.

• IGY Marinas' St. Maarten locations — Yacht Club at Isle de Sol and Simpson Bay Marina — will also be participating in the corporate initiative's winter efforts with plans to announce their charitable organization soon. Plans for Inspire Giving through You's summer outreach projects are scheduled for June 10th. The company will announce more details on participating marina locations and non-profit organizations in the coming months.

For more information on how to participate or to make a donation, contact Vivienne Yaple at LYaple@IGYMarinas.com. For more information on IGY Marinas visit www.IGYMarinas.com. Follow IGY Marinas on Facebook at www.Facebook.com/IGYMarinas or Twitter and Instagram @IGYMarinas.

For more information on IGY Marina Santa Marta see ad on page 5

For more information on IGY Rodney Bay Marina see ads on pages 28 and 29.

ANTIGUA CHARTER YACHT SHOW 2016

Solidarity at Work

by Hubert Winston

The 55th Annual Antigua Charter Yacht Show was a success and a blazing reminder of Eastern Caribbean solidarity and camaraderie at work.



While nothing can compare with the English Harbour, Antigua setting (above), with so many yachts the show extends to Falmouth, too

The show started off with a captain's briefing, with drinks to follow. Registration, information and welcoming dinner all took place at the historic Copper & Lumber Store Hotel at Nelson's Dockyard in English Harbour. Nothing and nowhere can compete with the beautiful backdrop of the old harbour and the Dockyard's cobblestone walkways.

The event started on December 4th, 2016 and officially ended on December 10th. It was a great success and a very busy show according to Captain Alderman aboard *M/Y Narvalo*, the largest motoryacht made by Cantiere Delle Marche at 33.4 metres, and the flagship of the company.

On Day Four of the show and the day of my arrival, yacht crews seemed relaxed and were happy to open up and discuss their love for the Caribbean and the Antigua Charter Yacht Show. Many were newcomers to the region, such as Captain Apostolos Gakis aboard the 40-metre *M/Y ANKA*. Others, including Captain Jean-Francois Cleach of the 34-metre cat *S/Y Muse,* are real veterans of the Antigua Show.

The crowds were steady and there were 84 yachts registered. Although the consensus seemed to be that the 2015 show was a bit busier, Afsaneh Franklin, one of the show's organizing members, was pleased with the turnout and organization of the show.

I am fortunate to see the Caribbean yacht charter business from two sides: as a reporter on this event and also as a yacht service provider in Dominica for Dominica Yacht Services. At the charter show, I see that the quality of charter boats in the region has been picking up for over five years now: every year has been better than the previous year, and 2016 would be the best year in the Caribbean since 2010. As a yacht service provider in Dominica, business has been increasing to the destination every year as more yachts look for virgin lands to visit — rich in interest, yet with little tourism congestion.

The Eastern Caribbean island governments have also been playing their part in promoting the region and, for the first time ever, have been working collectively under the umbrella of the Organisation of Eastern Caribbean States (OECS). (See www.oecs.org/yachting for more information.) More resources are being put into yachting tourism, and our geographic proximity to North and South America and improved infrastructure have helped the Caribbean charter industry develop. Famous sailing vessels such as the 289-foot, three-masted *S/Y Maltese Falcon* have returned to the Caribbean for a full season and many boats that had left for the Mediterranean are returning.

The Eastern Caribbean has always been rich with diversity and affordability. While newer yachting destinations such as Dominica, St. Lucia and Grenada have been promoting their waters and resources in competition with those of traditional destinations such as St. Maarten, Antigua and the British Virgin Islands, all of the OECS member states — Antigua & Barbuda, Dominica, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia and St. Vincent & the Grenadines — are working together in the campaign to promote the Eastern Caribbean as a whole.

The Eastern Caribbean islands will always be a favored destination for vacationers and yachts alike. By working together and by showcasing a selection of top yachts in Antigua every year, we will help our yacht charter industry continue to thrive.

Visit www.antiguayachtshow.com for more information on the Antigua Charter Yacht Show.





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REGATTA NEWS

***Aragon* Wins 2016 RORC Transat to Grenada**

Arco Van Nieuwland and Andries Verder's Marten 72, *Aragon*, won the third edition of the Royal Ocean Racing Club's RORC Transatlantic Race, which started on November 26th, 2016 from the Canary Islands, bound for Camper & Nicholsons Port Louis Marina, Grenada. *Aragon* has been declared the overall winner and also the winner of IRC Zero class.

Aragon had some tough moments during the 14 days racing, as Andries Verder explained: "The weather was very challenging and that was the stressful part of the race… We blew out a few spinnakers, but we managed to keep up our speed and performance and we finished the race with everybody safe and sound. The boat performed very well and as expected. A large part of that is excellent planning; without that, small issues can easily damage your chances of winning. Everything held up perfectly and that is due to very good preparation. We also have a good spirit in the team and that friendship, combined with the preparation of a great boat, is a winning combination. It was wonderful to arrive in Port Louis and receive such a fantastic welcome."

The youngest sailor in the RORC Transatlantic Race, 18-year old Anna Van Nieuwland, was at the helm of *Aragon* as the team crossed the line in Grenada.

Lloyd Thornburg's MOD70, *Phaedo3*, won the Multihull Class and Mike Slade's Farr 100, *Leopard*, was awarded the International Maxi Association Trophy for Monohull Line Honours and was third overall after IRC time correction. The Infiniti 46 *Maverick*, skippered by Oliver Cotterell, was second overall and winner of IRC Canting Keel. Halvard Mabire and Miranda Merron's *Campagne de France* was presented with a RORC Transatlantic Race Decanter as winner of the Class40 Division and Laurent Pellecuer's *Seconde Chance* was declared winner of IRC One.

After the awards ceremony, the RORC provided a Caribbean supper and a private bar. Live music and dancing ensured that it was not an early night for the competitors, who had just raced 3,000 miles from Lanzarote to Grenada.

Visit www.rorc.org for more information.



ARTHUR DANIEL

RORC Transatlantic racers celebrate at Port Louis Marina, Grenada

Groeneveld Wins Carlos Aguilar Match Race in USVI

Carol Bareuther reports: Olympic match racing star Renée Groeneveld and her team of Annemieke Bes, Lobke Berkhout and Mijke Lievens won their first-ever Women's International Matchracing Series event. Racing in IC24s at St. Thomas, US Virgin Islands, the Dutch sailors defeated the USA's Stephanie Roble's Epic Racing three-zero in the final race of the Carlos Aguilar Match Race (CAMR).

Organized by the Virgin Islands Sailing Association and presented December 1st through 4th by the USVI Department of Tourism, the race was also the fifth and final event of the 2016 Women's International Matchracing (WIM) Series.

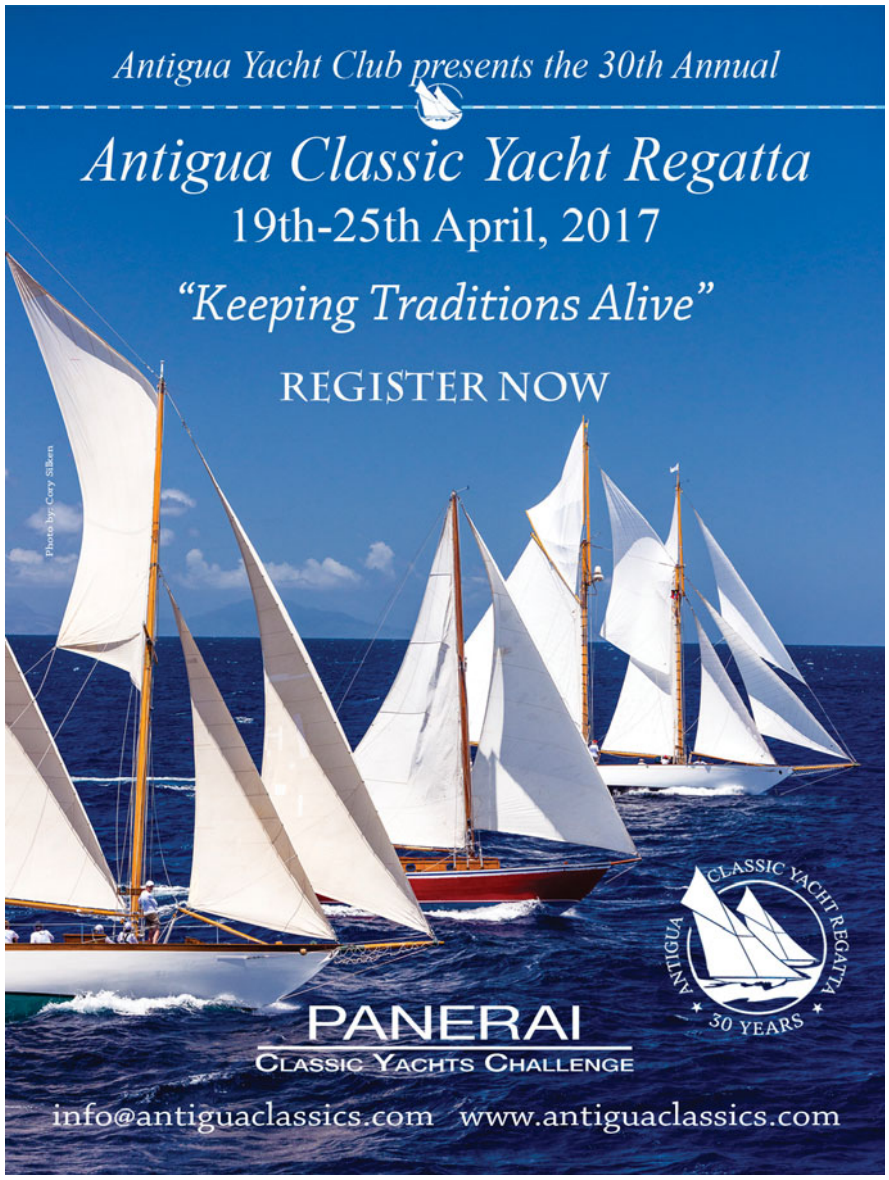
By reaching the final, the Americans secured the runner-up spot on the 2016 WIM Series. "The girls on board did a really amazing job keeping us fast around the course at all points, and keeping us calm in the shifty conditions. I think that paid off over the long run," says Roble.

"Everything fell into place for us and I'm really happy to sail so well together with my team," comments Groeneveld, who took the third podium position in the 2016 WIM Series.

After just a short postponement thanks to very light breeze on the Sunday morning, Principal Race Officer Darcy Cook got the racing going in Charlotte Amalie harbor. Groeneveld and Roble both continued their winning streaks, which started on the Saturday afternoon, finalizing each of their semifinals to dispatch Swedes Caroline Sylvan and Anna Östling with a clear and comfortable three-zero scorecard.

Having lost only two matches during the whole event, Groeneveld looked very strong going into the final matches.

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The question was how much Roble could capitalize on her local knowledge, having participated in many CAMRs over the last few years and finishing as the runner-up in the 2015 event. The pre-starts proved to be more important than ever.



DEAN BARNES

Top women's match racers from around the world — including winners Renée Groeneveld and her Dutch team — competed at the Carlos Aguilar event in St. Thomas

"The starts were tricky because along the shore there wasn't a lot of breeze, so we had to try to keep the boat going and going. To win the start and pick the right side was the key today, and I think we did a really good job in the last half minute before the start to achieve that," says Groeneveld. "Then we had good teamwork, good spinnaker sets and drops, and it was good fun too. The flow in our boat was the best," she analyses, sending her regards to Regatta Director Verian Tuttle and her team. "This was the best match racing event I've ever been to. Can we please have a WIM Series event here next year again?"

Stephanie Roble, Maggie Shea, Liz Shaw and Janel Zarkowsky of Epic Racing did all they could to prevent Groeneveld and her team from winning the event, but their efforts weren't enough.

"We were fighting for the starboard side of the course all day and it was clear they wanted the same. Whoever got the starboard side on the first beat could extend, and they did a nice job doing that, so props to them," says Roble, who did secure second place in the 2016 WIM Series. "Coming into this event, there were five teams in play for second overall and we knew it was going to be about winning the war, not the battle. We focused on winning every race we could," she adds.

The all-Swedish petite finale was sailed between two teams who know each other extremely well, both representing the Royal Gothenburg Yacht Club. They raced in two tight matches, with lots of lead changes and exciting situations. World Champion and 2016 WIM Series winner Anna Östling of Team Anna defeated Caroline Sylvan and her New Sweden Match Racing Team with two straight wins.

The 2016 WIM Series began with the Helsinki Women's Match in Finland in June 2016, followed by the Lysekil Women's Match in Sweden in early August. The World Championship and the Buddy Melges Challenge in the USA was held in September, and then the Busan Cup Women's International Match Race in Korea in October. Finally, the CAMR in the USVI was, according to WIM Series Manager Liz Baylis, the perfect way to conclude the fourth WIM Series season.

Overall Winners 2016 Carlos Aguilar Match Race
1) Renée Groeneveld, Netherlands
2) Stephanie Roble, USA
3) Anna Östling, Sweden

Overall Winners 2016 WIM Series
1) Anna Östling, Sweden
2) Stephanie Roble, USA
3) Renée Groeneveld, Netherlands

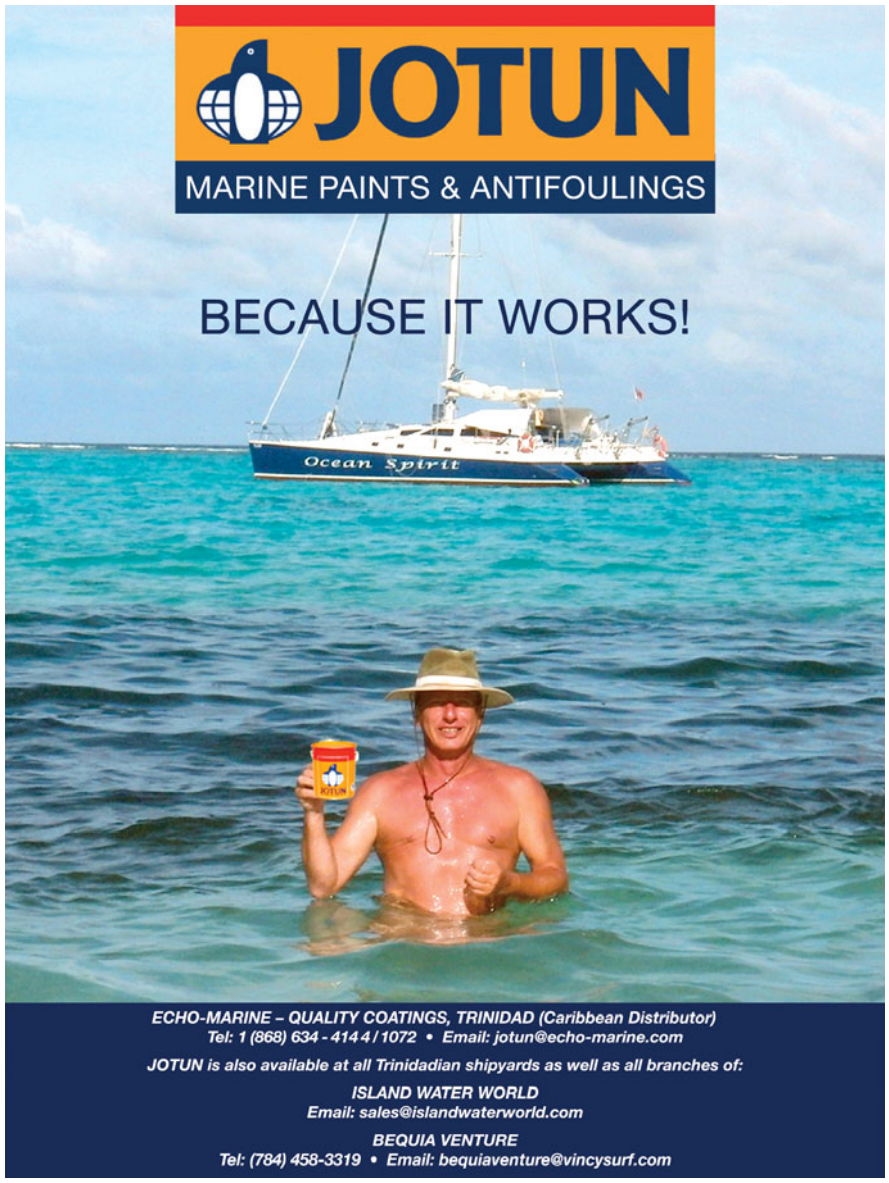
Team Gill Tops La Course de L'Alliance 2016

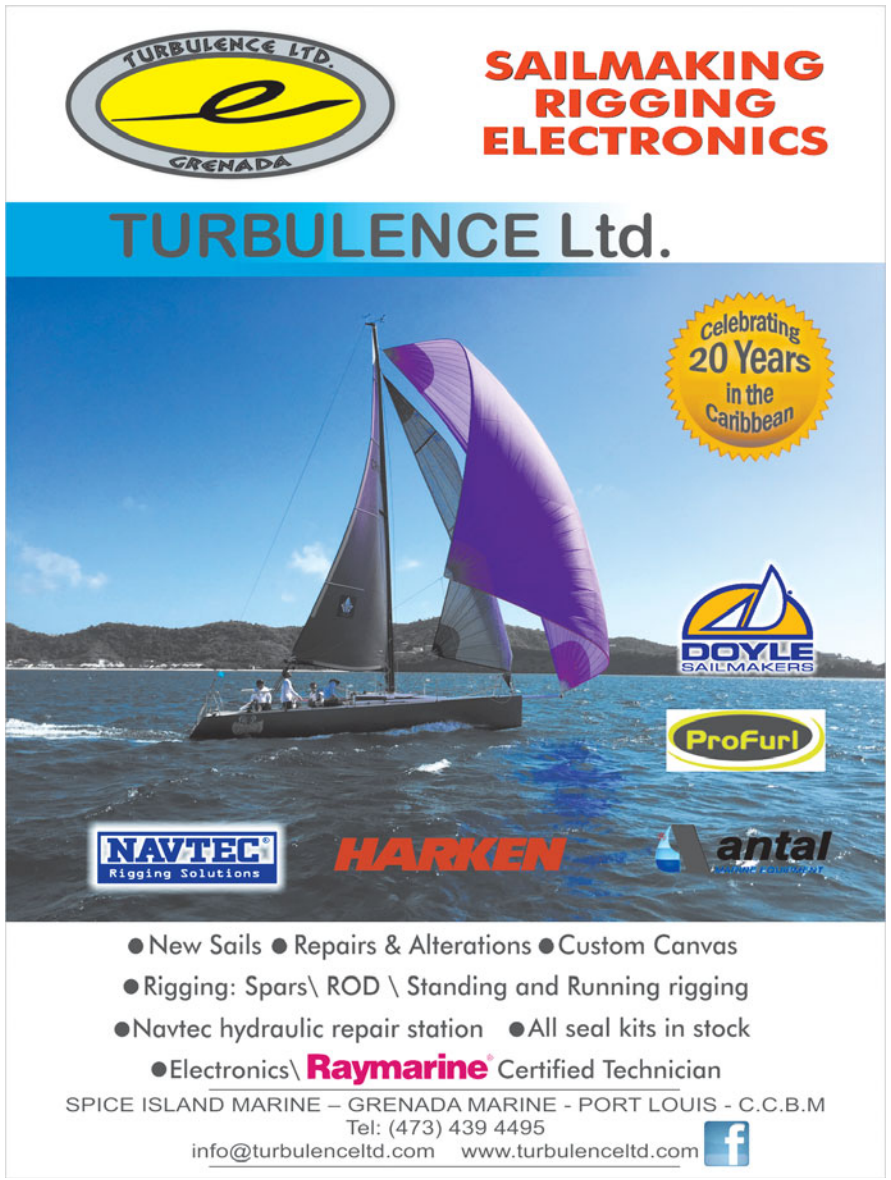
December 2nd through 4th, 2016 marked the 13th year of the Sint Maarten Yacht Club's Course de L' Alliance Regatta, a three-day event which encompasses the



three neighboring islands — St. Maarten, St. Barths and Anguilla. Bobby's Marina was the title sponsor.

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Beginning in St. Maarten, the 16-strong fleet raced in lumpy seas and moderate winds to St. Barths, where they enjoyed the daily prizegiving and a beachfront dinner at the St. Barths Yacht Club. The Saturday's race to Sandy Ground, Anguilla saw great surfing conditions and lighter winds on a mostly downwind course. Competitors struggled with the choice of sailing on either side of Tintamarre — a game-changing decision. Prizegiving that evening was held at Roy's Bar & Restaurant on the beach in Sandy Ground Anguilla. The final day of racing culminated at the Sint Maarten Yacht Club, where the fleet of racing, cruising and multihull sailors enjoyed the final prizegiving.

Jan van den Eynde's Open 750, *Panick Attack*, finished the regatta in third overall in the Racing Class, with former SMYC Commodore Ian Hope-Ross's Melges 32, *Kick 'em Jenny 2,* placing second, while the Melges 24 *Gill Race Team*, skippered by Gill North America's president, David Pritchard, took first place.

The Cruising Class was won overall by Raphael Magras' X-Yachts 34, *Maelia,* from St. Barths, with St. Barth's J/109 *Albacor IV* in second followed by Robbie Ferron's J/39 *Ossenfeffer/Micron 99* in third. The Multihull class was won by Mitch-Silvano and Michaux-Corroy's MyCat 26, *Carib Cat*, followed closely by Jean-Michel Ricour's Brazapi 41, *Guimamalou.* Third was taken by Luc Scheulen's Cross 34, *Green Flash.*

Visit www.smyc.com for more information.

Boomerang Wins 47th Peg Legs Round Tortola Race

Alastair Abrehart reports: Sixteen boats took part in the 47th annual Peg Legs Round Tortola Race on December 10th, 2016. The trimaran *Triple Jack* took line honours in three hours and 44 minutes, but the J/33 *Boomerang,* skippered by Kevin Wrigley, took the overall prize on corrected time for the second consecutive year.

Chris Haycraft's Sirena 38, *Pipe Dream,* after battling it boat for boat with *Boomerang*, was second overall and the J/111 *Spike,* skippered by Sam Talbot, was third. Racing Class results also went in that order.

Triple Jack won the Multihull division with contender *Fault Intolerant*, a Gunboat 60, retiring due to gear failure.

David Lake and his crew on the Hunter 30 *Wicked Winch* took Cruising Class and Keith LiGreci's Jeanneau 40, *Girasoli,* the Performance Cruising Class.

A course change for the 2016 race gave competitors more tactical decisions: the course still took the racers anti-clockwise around Tortola but gave them the option to sail between Scrub, Great Camanoe and Guana Islands and Tortola, or to sail outside them all. However, with the inner route taking seven miles off the course, everyone went that way, accepting the challenge of navigating through some tricky reef formations and an energetic current. Then, as in previous races, the fleet headed to West End where, after a quick wiggle through Soper's Hole, it was a beat back to the finish line off Nanny Cay. The last three boats in the fleet all came in within 20 minutes of each other as the sun was setting with the last racing for more than eight hours.

The prizegiving was held at the Beach Bar at Nanny Cay where a haul-out and launch and the Round Tortola trophy were awarded to the overall winner and vouchers from Peg Legs and Nanny Cay were dispensed to the class winners.

Antigua's HighTide Christmas Series Concludes

Boxing Day, the 26th of December, saw the conclusion of the 2016 HighTide Series hosted by Antigua Yacht Club and sponsored by Budget Marine Ltd. Nine boats turned out for the final two races of the five-race series, sailed just outside of Falmouth Bay and English Harbour in blustery conditions with gusts over 30 knots.

Race 4, a one-hour course, featured a downwind start on a small line inside the harbor that led to some exciting maneuvers. The committee boat, manned by Steve Spanis, Carole Hulks and a press-ganged crew, was on station for over four hours and deserve a huge vote of thanks from the organizers and competitors.

The conditions were perfect for Richard Archer's new Melges 24, *Regardless*: with speeds topping 20 knots on the downwinds, *Regardless* was winner of the overall race and Division A. Jonty Layfield's old Swan 48, *Sleeper 10* — back from his hugely successful Mediterranean campaign at the Swan Europeans —was winner in Division B and a solid second overall. In third place was Pamela Baldwin's J/122, *Liquid.*



TIM WRIGHT / WWW.PHOTOACTION.COM

The final race is longer: to Curtain Bluff and back and for a special trophy, The Boxing Day Barrel, presented



Teens from Antigua's National Sailing Academy Joshua Daniels, Maleik Patterson and Rasheem Nedd met Budget Marine's Louisa Norris (second from right) to accept second-place prizes on the final day of the High Tide Series

by AYC. The wind blew from the north, giving a very broad reach the whole way. *Regardless* was a clear winner, with the Cork 1720 *Valiant*, with a crew entirely of teenagers from Antigua's National Sailing Academy, in second place, followed by *Sleeper 10.* After a two-hour race with vicious 30-knot gusts, the fleet was pleased to reach the finish line unscathed in good time for the prizegiving at AYC.

Visit www.antiguayachtclub.com for more information.

ON THE HORIZON

True Offshore Attraction: RORC Caribbean 600

The Royal Ocean Racing Club's 600-mile yacht race around 11 Caribbean islands starts on February 20th in Antigua. As this issue of *Compass* goes to press, the 2017 edition of the RORC Caribbean 600 has already attracted a mighty fleet, ranging from the big schooners *Adela* and *Eleonora E* to the MOD 50 *Maserati*, and from the internationally famous *Kialoa III* to local powerhouse *Taz.*

French round the world sailor, Lionel Péan, who is skippering the Volvo 70 *SFS II* in the 2017 edition says, "The RORC Caribbean 600 is the only true offshore race in the West Indies and is a very attractive event for many sailors. I love every part of the race, as you have to navigate to always put the boat in the right place, even though the situation is often changing."

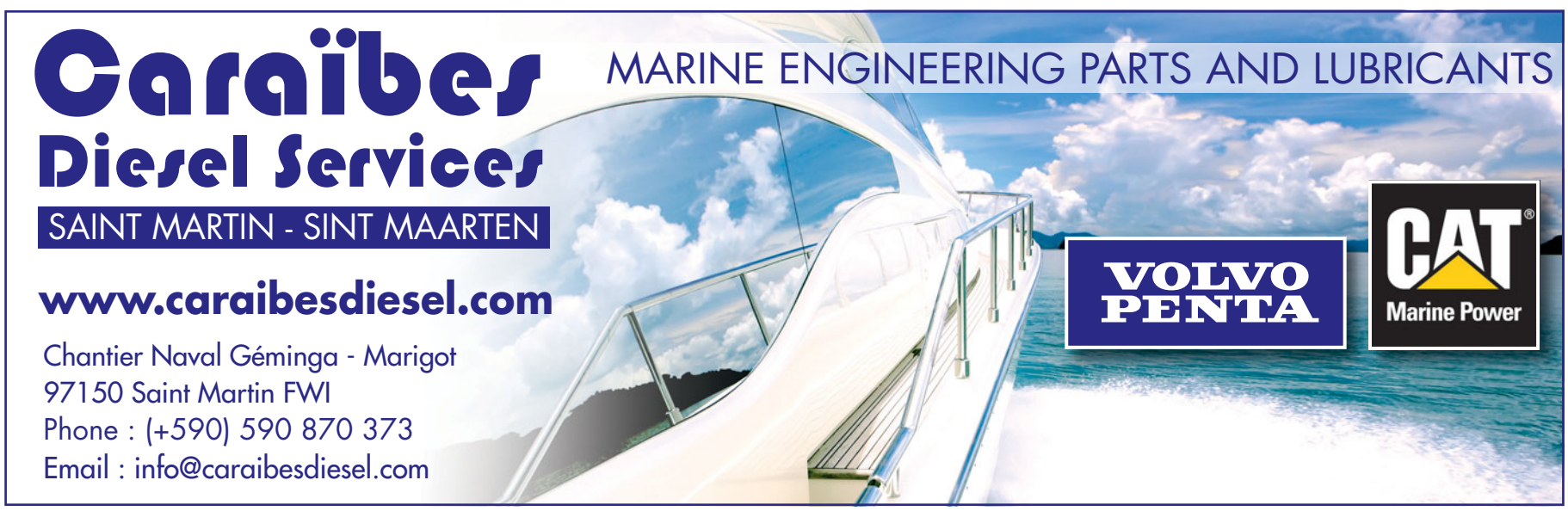
Visit http://caribbean600.rorc.org for more information.

Liveaboard Cruiser Division for St. Maarten Heineken

St. Maarten Heineken Regatta Organizers have announced a new initiative to help grow a long-neglected segment of Caribbean regatta competitors: the ex-racing, now liveaboard, cruiser. With sponsorship from Hank Schmitt, founder of Offshore Passage Opportunities, the Lottery Division has plans to grow from one to three starting guns. The Lottery Class will get its own Welcome Party on March 2nd, hosted by the restaurants at the Simpson Bay Market across the bridge from the Sint Maarten Yacht Club. The venue is easily accessible by foot from SMYC, as well as by dinghy and water taxi. Starting at 5:00PM, this get-together will end on time to continue at the Gill Commodore's Cup Welcome Party at Port de Plaisance.

According to Hank Schmitt, the St. Maarten Heineken Regatta has a lot of potential to grow by doubling and tripling the number of boats entered in the Lottery Class. He states: "All the race boats are already on the starting line for this biggest of all warm water regattas. Many cruising sailors need that little bit of encouragement to dust off old skills and sail around the course. Knowing they don't have to strip the boat, flake sails nor bulk up with crew is a huge plus."

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Regatta organizers welcome full-time cruisers to sign up for the Lottery Division, have some good fun and competition on the water, and enjoy the parties each



night. This class doesn't require a rating certificate.

Michelle van der Werff, Regatta Director, is pleased to see companies like Schmitt's supporting the event. "It's great to see this new concept of sponsoring individual divisions."

The St. Maarten Heineken Regatta will celebrate its 37th edition from March 2nd through 5th.

Visit www.heinekenregatta.com for more information.

Cruzan and Miller Sponsor St. Thomas International

Carol Bareuther reports: Cruzan Rum and Miller Lite beer will provide major sponsorship for the St. Thomas International Regatta (STIR), to be held March 24th through 26th.

Cruzan Rum, which is produced on St. Croix, was founded in 1760 and has been run by eight generations of the Nelthropp family albeit with changes in corporate ownership over the years. A signature feature of STIR is that the skipper winning the regatta's most competitive class as judged by a trio of race officials receives his or her weight in Cruzan Rum.

"We are excited to welcome Cruzan Rum and Miller Lite beer onboard as sponsors for the 2017 St. Thomas International Regatta," says regatta director, Chuck Pessler. "It's important to bring the right products to our regatta to enhance the overall atmosphere and enjoyment for our sailors, their families and friends."

The STIR, now in its 44th year, expects over 80 entries, including a fleet of offshore catamarans, plus one-design Melges 20s, C&C 30s and homegrown IC24s. Additionally, the second annual Round the Rocks Race, a circumnavigation of the neighboring island of St. John will take place on March 23rd.

Visit www.stthomasinternationalregatta.com for more information, or contact Chuck Pessler at (340) 642-3204 or cpessler@hotmail.com. Check STIR out on Facebook (www.facebook.com/stirvi), Twitter @stycvi and Instagram #STIRVI

'Big Guns' for Les Voiles de St. Barth

The eighth edition of Les Voiles de St. Barth is scheduled for April 10th through 15th, with coastal racing courses for a variety of classes. Top-level entries so far include *Rambler 88* (fresh from breaking the ARC2016 transatlantic record), the Maxi 72 World Champion, *Bella Mente,* and *Sojana*, the Farr 115 that finished second to *Rambler* in the 2010 event.

Typically, upward of 60 entries — from Maxis on down to One-Designs and Multihulls — compete in this annual regatta, which was created seven years ago in conjunction with the Collectivité de Saint-Barthélemy to take advantage of the Caribbean's



Rambler 88 — *ready to rumble at Les Voiles de St. Barth in April*

CHRISTOPHE JOUANY

slightly-more-quiet "shoulder" season.

Visit lesvoilesdesaintbarth.com for more information.

Duelling Herreshoffs for Antigua Classic

Mariette of 1915 — the 137-foot Herreshoff gaff-rigged schooner built in 1915 — has registered to race at the Antigua Classic Yacht Regatta, to be held April 19th through 25th. What an amazing sight it will be to see her racing against her sister, *Elena of London* — the136-foot Herreshoff built in 1909.

For more information on the Antigua Classic Yacht Regatta see ad on page 12.

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The magnificent Mariette *is entered for the 30th Antigua Classic Yacht Regatta*

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Antigua Week Getting Ready for the Big 5-0

Antigua Sailing Week is celebrating its 50th edition from April 29th through May 5th, and a bumper turn-out is anticipated. Four months before the start, 75 yachts from 20 different countries had already entered.

Of the early entries, the largest is Sir Peter Harrison's British 115-foot ketch, *Sojana*, a previous Lord Nelson Trophy winner who will also be back to defend the record in the Peters & May Round Antigua Race. The Peters & May Round Antigua Race is open to all boats, including those not participating in the full week of racing.

Frits Bus's Melges 24, *Team Island Water World* from St. Maarten, is currently the smallest yacht on the entry list with Frits looking to build a Melges 24 class.

Shoreside will be a non-stop party atmosphere featuring beach parties, live music, the Lay Day Beach Party featuring the Nonsuch Bay RS Elite Challenge, and the fabled Antigua Sailing Week Final Awards Ceremony and After Party. All of the action will be located in and around Nelson's Dockyard and the adjoining Falmouth Harbour. Sailors will be within walking distance of every party, every night.

There will be daily prizegivings in the Beer Garden at Antigua Yacht Club. The now-legendary Reggae in the Park is the big party night in Nelson's Dockyard. Following is the Lay Day Beach Party, featuring the invitational Nonsuch Bay RS Elite Challenge.

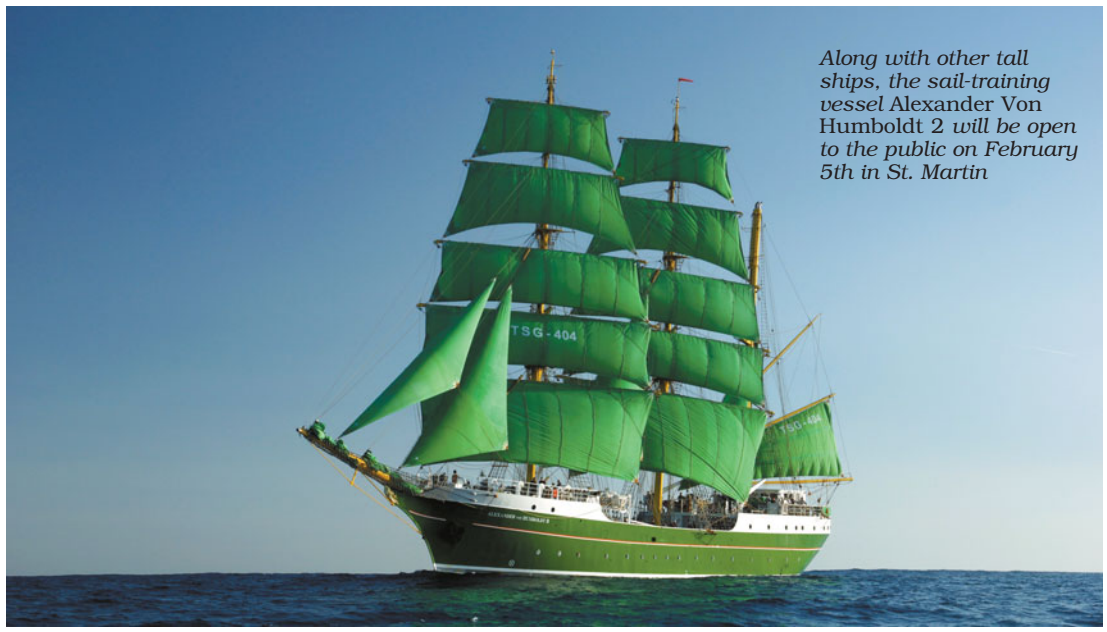
Antigua Sailing Week is a truly international regatta with exciting courses and top-class race officials. Don't miss the 50th edition!

Visit www.sailingweek.com for more information.

CHRIS ODOM



Peter Harrison's Sojana, *winner of the Lord Nelson Trophy in 2011, will be back to compete in 2017*



Along with other tall ships, the sail-training vessel Alexander Von Humboldt 2 *will be open to the public on February 5th in St. Martin*

Tall Ships Open Day for St. Martin

During Open Ship Day on February 5th, a number of Tall Ships will offer tours to the general public on the commercial pier in Galisbay Marigot, St. Martin. The event is organized by the non-profit Caribbean Sail Training and co-sponsored by the Maritime School of the West Indies. The director of the Port de Marigot, Alberic Ellis, and his staff have hosted many Caribbean Sail Training member vessels in the past.

The 65-metre (200-foot) sail training vessel *Alexander Von Humboldt 2*, the 56-metre (170-foot) *Fryderyk Chopin*, and the 62-meter (196-foot) *Wylde Swan* will offer tours on board between 10:00AM and 4:00PM. Admission to tour the ships is free.

There is a possibility that the Dutch Tall Ship *Mercedes* will also join the event.

Visit www.SailSaintMartin.com and www.CaribbeanSailTraining.com for more information.



YOUTH SAILING NEWS

NSA Student Team Tops JHYC Annual Regatta 2016

Racing against crews made up mainly of adult sailors, the overall winner of the Jolly Harbour Yacht Club Annual Regatta, held in Antigua on November 19th and 20th, 2016, was the Antigua National Sailing Academy's student team on the Cork 1720 *Spirit*, skippered by one of Antigua's top young local sailors, Jules Mitchell.

Well done!

Visit www.nationalsailingacademy.org for more information.

Antiguans Compete in Youth Sailing World Championships

Three young sailors represented Antigua & Barbuda in the 46th AON Youth Sailing World Championships in New Zealand (www.isafyouthworlds.com/home.php). Jules Mitchell, Rocco Falcone and Louis Bavay, along with Coach Karl James, headed to Auckland for five days of racing over December 14th through 20th, competing with over 380 sailors from 65 nations. Jules Mitchell sailed the Laser Radial class with final placing 31st out of 57 sailors. Rocco Falcone and Louis Bavay sailed in the 29er class, and with a few capsizes on high-wind days, took 23rd of 25 teams.

Visit www.isafyouthworlds.com for more information.

Youths Shine at 2016 Royal BVI Yacht Club Awards



RBVIYC

Jerome Parkins accepts the RBVIYC Sportsmanship Award

The 2016 Royal BVI Yacht Club Awards were presented during the Commodore's Dinner on December 17th, 2016. In addition to awards presented to outstanding adults, young sailors received the following:

MOST IMPROVED DINGHY – AMANDA PLAXTON

Amanda Plaxton is one of the club's newest Green Fleet racers, joining the team for her first international regatta in October. Over the past year, she has shown commitment and determination to overcome her personal sailing challenges and developed into a competent young sailor. With clear improvement at each regatta she is a shining example of the importance of hard work, patience and dedication.

BEST CLUB HELM – NATHAN HAYCRAFT

Nathan performed exceptionally well at the Optimist North American Championship in Antigua, improving on his 2015 result by nearly 100 places. Closer to home he has achieved overall podium success at five regattas, not to mention the age group category wins. Most recently he clinched the St. Croix International Regatta and a clean sweep at the Caribbean Dinghy Championships.

BEST INTERNATIONAL YOUTH – RAYNE DUFF

Rayne continued his sailing excellence with another great year. He was constantly battling for first place with Mia Nicolosi from St. Thomas and performed well at the major international regattas. Rayne represented the BVI in seven different countries in 2016, including the Orange Bowl Regatta in the US, Optimist South Americans in Ecuador, Optimist Worlds in Portugal and Optimist North Americans in Antigua.

INTAC SPORTSMANSHIP AWARD – JEROME PARKINS

Jerome Parkins is one of the BVIYC's most enthusiastic young sailors. This past year he has spent his Saturday mornings volunteering with the KATS Sailing classes. It's common for him to arrive even before the instructors. He is incredibly easy to get along with, listens to direction well and is a major help for the KATS and holiday camp programs.

All-Star Sailors in Inaugural Commodore's Challenge

Older students mentoring younger ones is an age-old practice. However, the Inaugural Commodore's Challenge Regatta, held December 24th, 2016 out of the St. Thomas Yacht Club, was one of a kind. Not only did the high-schoolers on the Antilles School Sailing Team get a chance to compete against the school's alumni, but these alumni — all under the age of 30 — represented an assembly of three Olympians, six college all-Americans, two college all-academics, Youth Olympians, Pan American Games participants and Central American and Caribbean Games gold medalists.

"It's really unique here; not a lot of yacht clubs anywhere can put together this level of current and future talent in one event," says William Bailey, an All-American sailor and 2015 graduate of Boston University. "Between races it was great to sit with the younger kids and talk about sailing. The older guys did it for us years ago and now it's our turn. Having this new regatta to all get together at one time and in one place made it even more fun."



DEAN BARNES

St. Thomas Yacht Club's Mia Nicolosi, winner of the 2016 International Optimist Regatta, shows her racing prowess

Winning the regatta was Bailey, who sailed in the A Division with Taylor Ladd, a senior at Harvard University, and in B Division with Alec Tayler, a senior at Fordham University, with sister, Jewell, a freshman at Michigan State University, as crew.

Second-place finishers were two-time Olympian, four-time All American and Yale University graduate, Thomas Barrows, with Yale University freshman Grace Ann Nicolosi as crew in A Division, and Boston College freshman Thomas Walden with Agustina Barbuto, a bronze medal winner at the 2011 Youth Championships, in B Division.

Impressively, it was a team of Antilles high school sailors that rounded out the top three on the podium. In A Division was sophomore Teddy Nicolosi with senior Ryan Hunter and in B Division brother Robert Hunter, a junior with crew and fellow junior, Michael Derrickson. This placement certainly shows the future talent of Virgin Islands sailors is as strong as its past.

"What I really liked was getting an idea how college sailing works," says Ryan Hunter, who has been accepted to Roger Williams University in Providence, Rhode Island. "One small mistake can make a big difference to your finish. It was certainly like that today — really good competition."

Twenty teams, with 40 sailors total, competed aboard two-man 420 dinghies under sunny skies and in brisk winds blowing 15 to 20 knots.

The Inaugural Commodore's Challenge Regatta was the brainchild of St. Thomas Yacht Club Commodore, Dan Nicolosi. "I knew everyone would be coming back home," says Nicolosi, as to how the event began. "We have so many great sailors, I thought it would be a good idea for the alumni and current students to interact, to bond and to create a link between them. It was certainly a success and we look forward to hosting the second annual Commodore's Challenge Regatta next year."

Young BVI Sailors Race in Orange Bowl Regatta

Three young Team BVI sailors wrapped up 2016 with a trip to Miami to race in the 2016 Orange Bowl Regatta, held December 26th through 30th, 2016. The first two days of racing saw light winds from five to ten knots. The third day of racing was cancelled but the final day of racing had winds from 14 to 18 knots.

Thad Lettsome, aged 15, raced in the Laser Radial class with ten races sailed. With 84 boats registered the competition was fierce but Thad was on consistent form throughout, posting top-ten finishes in six races in the series. Comfortably qualifying for the Gold Fleet, he went on to finish in sixth place overall.

Thad's younger brother Ryan raced in the Optimist fleet with teammate Nathan Haycraft. Racing in a fleet of 255 boats split into four flights proved to be a challenging experience for both sailors and they both found themselves with Black Flag starting penalties on Day One. Ten races were sailed in the series, but competitors were only able to discard their worst score, so a starting penalty really hurt and more than one was almost impossible to recover from. Things did not go well for Nathan who, despite some top 20 race finishes, received further penalties and finished the regatta in 125th place in the Silver Fleet. Ryan received a Black Flag in the first two races but managed to steady himself and complete the regatta without further mishap and finished 94th in the Silver Fleet.

Visit www.coralreefyachtclub.org for more information.

International Opti Regatta, Clinic & Team Race for June

Carol Bareuther reports: The opportunity to learn, race and play with some of the best in the sport are qualities that make the International Optimist Regatta (IOR), presented by EMS (Electronic Merchant Systems) Virgin Islands, a "must-do" event for Optimist sailors and their families each year. This trio of events, which attracts eight- to 15-year-old junior sailors, will be hosted out of the St. Thomas Yacht Club from June 12th to 18th.

Over 100 junior sailors are expected to attend this VISA-hosted and Caribbean Sailing Association-sanctioned regatta.

For more information, contact (340) 775-6320 or internationaloptiregatta@gmail.com. For Notice of Regatta and registration forms visit www.styc.club or www.regattanetwork.com. Also visit the International Optimist Regatta on Facebook.



DEAN BARNES

Above: Mia Nicolosi honing her Opti skills, as others will have the opportunity to do in St. Thomas in June



MATIAS CAPIZZANO

Left: Thad Lettsome of the BVI racing in Miami, where he placed sixth in Gold Fleet

TRINIDAD'S UNIQUE SOLUTIONS

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

Trinidad & Tobago is finding unique solutions for youth development through junior sailing.

"The MR 15s do not exist anywhere else," explains Mark Loe. "They are similar to the RS400. They were designed for the Caribbean. It was a project we tried about ten years ago, to have a Caribbean two-man dinghy."

Mark — who is the owner off Ullman Sails Trinidad, President of the Trinidad & Tobago Sailing Association (TTSA), and the CSA Sailing Development Committee's Caribbean Dinghy Championship Subcommittee Chair — helps us understand Trinidad & Tobago's recent sailing development.

As in most Caribbean nations, the effects of the economic recession that struck the world in the 2008-12 timeframe came to roost late in Trinidad. Their dinghy program took a hit. TTSA is pleased with the MR 15 though, Mark says: "I'm currently trying to get the builder to give me a quotation for the boats, to pass on to other youth sailing programs for their information.

"Check out MR 15 footage at https://youtu.be/NFi_TnreSQw and https://youtu.be/yxmgtbLK-JA. We are currently just getting our dinghy program started again after a few bad years.

'To have a Caribbean two-man dinghy… we had Phil Morrison design a boat for Caribbean conditions with trapeze and asymmetric spinnaker'

"Equipment-wise, we have about 80 Optimists that the government bought after we hosted the 2005 Optinam. We also have eight 420s and eight Lasers that belong to the schools and 20 privately owned Lasers. TTSA has eight SR 21 keelboats that we are presently refitting to start our adult training and racing program.

"A few years ago, we had Phil Morrison (of RS sailboats) design a boat for Caribbean conditions with trapeze and asymmetric spinnaker. Called MR 15, we currently have six and are pushing to grow this fleet. These boats are built locally. The builder is preparing pricing to send to other island nations to see if they have interest."

Regarding Trinidad's unique approach to advancing youth sailing through use of MR 15s, Elizabeth Jordan, founder and director of Antigua's National Sailing Academy, says, "We would be interested to hear more about the MR 15s and the pricing."

Mark continues: "TTSA is the national governing body for sailing in T&T and is located at Chaguaramas. We've always had dinghy racing and Learn to Sail summer camps since as far back as the '70s. In the '90s we expanded to include a sailing school where we offered lessons during weekday afternoons in addition to the weekend classes. We also employed a full-time sailing instructor and introduced the Optimist dinghy.

"We've always had teams racing in mostly regional regattas. We reached a peak in 2005 when we hosted Optinam as well as had a sailor place second in the Opti Worlds. We, like everyone else, are struggling with falling participation and interest but are actively trying to revive racing by not concentrating only on youth but expanding to young adult sail-training and racing. We currently have an Olympian in Laser, Andrew Lewis, and an upcoming Laser Radial sailor, Kelly Arrindell, as well as a few more young adults attending university abroad.

"We expanded and now have sailing schools in two other locations on the island. These are run by interested parties and parents, and the instructors' training and salaries are paid by the Ministry of Sports. These schools offer mostly free sailing to the communities, with some assistance from corporate entities in their areas. We have plans for two more schools, one of which will be in Tobago. Financing is the eternal problem and with our economy recently, government funding has been cut drastically. We are now stepping up our pursuit of corporate sponsorship."

Trinidad has demonstrated regional connection and support by inviting and hosting Grenadian sailors and coaches to the clinics they've held in recent years. They also actively send their youth sailors to regional regattas in places such as Schoelcher, Martinique. In 2016, Trinidad's team of youth and adult sailors won CSA's Caribbean Dinghy Championship — beating the likes of Barbados, the BVI, St. Maarten and Puerto Rico.

Mark tells of plans for the year ahead, "We are looking forward to hosting the Caribbean Dinghy Championships in October 2017. We will be generating the Notice of Race this month (available at http://caribbean-sailing.com/sailing-development/caribbean-dinghy-championships). We'll send a team to Martinique's Schoelcher Regatta, being held February 24th through 28th. We have a Laser Radial sailor at the World Sailing Youth Regatta and Kelly Arrindell has been invited to sail in the OCR in Miami. We had a gap in holding our National Dinghy Championships but we're reviving them. Coming up March 11th and 12th and April 8th and 9th, the championships will be bigger and better than ever!"

To learn more about the TTSA and its solid sailing history visit www.ttsailing.org



Ellen Birrell and her husband, Jim Hutchins, are tireless advocates for youth sailing. Ellen asks, 'What better method for Caribbean youths to understand the sea and the weather and the opportunities within the marine industry than junior sailing?'

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

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DEFEND Paradise

A Sustainable Approach to Marina Development

by Esteban L. Biondi

Caribbean marinas can benefit from including environmental and social factors to achieve sustainability.

Little known to many, there is an approach to marina development that also has social and environmental sustainability, rather than only profitability, as primary objectives.

The justification for focusing also on environmental and social factors is based on strong business principles of creating value, taking seriously the fundamentals of guest experience. It also recognizes that most people want to do the "right thing", and this results in environmental and social benefits that go beyond what regulation-only can achieve.



Enhancing the natural environment. The shore-protecting mangroves at Twin Rivers Park in Florida grew from the seedlings shown in the photo at right. Mangrove wetlands can be also be created in the Caribbean with available engineering and ecological design tools

This approach makes the case to investors that a marina project has more value if, in addition to being built to withstand the forces of nature and to meet return-on-investment goals, it enhances the natural environment and benefits the local community. These latter qualities may be a choice for a private investor, but they are the responsibility of government authorities to achieve.

With environmentally and socially beneficial marinas, it may be easier to make the case for sustainable yachting destinations. Sailing cruisers in the Caribbean can use this concept as the catalyst for a conversation about their role in the social and environmental sustainability of the destinations they visit.

The Business Case: 'experience' or 'Experience'

In 1999, a book by Joseph Pine and James Gilmore called *The Experience Economy* laid out the business case for the economic value of memorable experiences. The authors emphasize that the human desire for "Experiences" that are authentic, profound and touching has economic value. This understanding of what "Experience" (with capital "E") means is the definition used here. This must be clarified because the word "experience" is also used to describe sophisticated services and programmed interactions in artificial settings (like a theme park, a cruise ship or a store).

For example, while National Parks were not created because of the economic value of the Experiences, any visitor to a protected natural area can perceive its value and justify its existence. I know that one of my most memorable experiences as a tourist was talking to a shopkeeper (and naturalist-historian) in Patagonia. Luxury ecolodges and some ecotourism features that are becoming mainstream also demonstrate the economic value of nature and culture. But sailing cruisers don't need so many words to explain what "Experience" is: that is what they usually look for in destinations.

In the marina industry, sophisticated marina operators already address exclusivity, privacy and personalisation to improve guest "experience". Sometimes this is delivered by concierge services. More traditionally, this has also been achieved by creating the right ambiance.

However, the addition of authenticity is what makes for a truly *memorable* experience. In order to achieve this, it is important to embrace the local community. Local people — with their culture, history, stories, traditions and sensibility for the land and the living environment — are best able to offer authentic experiences to visitors. Ultimately, people, more than landscapes or amenities, offer the best opportunities for deep and transformational experiences.

As with National Parks, many yachting destinations need to remain natural and accessible, but others need infrastructure. Can marinas be built to support these ideas? This article explores two parallel and interconnected pathways to memorable and valuable Experiences in sustainable marinas: environmental and social.



Environmental Impacts: Sometimes Good

Marinas carry a stigma among the general public of "always" causing negative impacts. While it is accurate to portray marina developments in pristine environments as a cause for potentially negative impacts (although these may be avoided, minimized and mitigated by following documented best practices for design and construction), some degraded environments can actually be improved by marina works. Additionally, significant value can be achieved with a proactive "environmental design" approach.

There are many examples in the Caribbean where marina development has caused positive environmental impacts, and there are still other untapped opportunities. Port Louis Marina in Grenada arguably cleaned up considerably its area of influence in St. George's Lagoon. The proposed development of a new marina in San Andrés, Colombia has the potential to clean up and organize its waterfront. The long overdue environmental restoration of Ashton Lagoon on Union Island in the Grenadines — which is needed to clean up the damage left by a failed marina project and also to address contamination by haphazard land development — may still include some type of boating infrastructure. When it relates to water quality, if a marina developer is offered a polluted waterfront site and some tools to deal with the causes, you can bet that the resulting marina will have cleaner water: it is in their best interest.

Good environmental regulations for development and operation of marinas are needed, but enforcement typically has limitations.

Regulations require environmental impact studies, which must identify all negative environmental impacts of a proposed marina project. The intent of the process is generally to avoid if feasible, minimize as much as possible, and mitigate as required, those impacts. But the proposed environmental design approach goes beyond regulations. However, this approach justifies sustainability independently of the regulatory requirements. You can turn around the conversation within the marina development team: Don't do what you "can" (or can get away with by negotiating with your regulators), but design incorporating natural features that add the most value to the project.

Environmentally Sustainable Marinas

Proactive environmental design means including natural features as part of the marina project. They are design elements that add value to the aesthetics and can reduce costs, as much as they provide benefits of habitat creation and protection of native or threatened vegetation.

Solutions may include the use of sloped vegetated shorelines or the creation of landscaped stormwater retention and filtering areas around the basin. Natural elements are (or can be designed to be) beautiful landscape features, public boardwalks, spaces for active or passive recreation, educational opportunities, etcetera. Habitat creation and protection of ecological functions are key environmental considerations, but good environmental design also results in enhancing a sense of place that is authentic and true to the surrounding natural environment.

Interesting opportunities for environmental design can be found when they reduce costs of fill, dredging and shoreline structures. Setting aside waterfront areas as environmental features, either by keeping them undisturbed or by recreating a living shoreline, reduces the cost of new construction.

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Where fill is expensive, creating an intertidal flat with non-structural material is more cost-effective than reclaiming to a safe construction elevation. Small artificial offshore islands with intertidal shorelines, lagoons and rocky shorelines can be built with dredge material use and used for wave protection. Creating a zone along the waterfront with varying elevations and features can be used as part of a sea-level-rise adaptation strategy. And then, in addition to good design, there is the goodwill developers can get with government regulators.

In particular, there are many examples that demonstrate that mangroves and marinas do not need to be opposites. It is true that some developers and engineers want to maximize space usage and always use vertical-wall shorelines. But mangroves can be a nice (and cheap) landscape feature for marina edges. There are many examples (old and new) of marinas built adjacent to mangroves or incorporating newly planted mangrove vegetation as part of the marina shoreline design. Jupiter Yacht Club in Florida is built adjacent to a healthy and ecologically functional mangrove forest, and Harborside incorporated mangroves to the shoreline design of the public waterfront promenade.

Socially Sustainable Marinas

Arguably, a planning approach aimed at developing marinas rooted in deep experiential meaning and authenticity would allow for win-win scenarios by creating a stage where local community members participate directly in the business opportunities generated by the project. By following adapted sustainable tourism principles, net positive impacts can be achieved by offering direct economic, social, and cultural benefits to the local community. This approach in return offers an enormous potential to enhance the guest experience.



Benefiting the local community. The fishermen's village at Puerto Los Cabos, Mexico is an example of major marina investment in community-oriented infrastructure

While the local community has the best human resources to deliver authentic guest Experiences, opportunities are often difficult to realize because the local population is often not prepared to deliver the required quality of services. This is not a problem exclusive to the Caribbean, but very common in most developing countries and yachting destinations around the world. The good news is that there are examples in Latin America and the Caribbean of groups actively working towards solutions. In many cases, these organizations are not specific to marina operations, but some work has been focused specifically on coastal communities of fishermen. For example, the resort and marina developer in El Salvador who did not build the marina yet but has already implemented a "sea-to-table" program with the local fishermen. The following case studies were collected for a personal research project:

• PUERTO LOS CABOS, MEXICO

Puerto Los Cabos (PLC) is a large coastal tourism development project in San José del Cabo, Baja California Sur, Mexico. The project, which includes a 500-boat marina, was developed around a small fishing village called La Playita.

The marina at PLC includes a basin dedicated to the local fishermen, which was agreed with the locals to offset the project's impacts. The fishermen's village is operated by local fishermen's cooperatives, which existed prior to the project and were involved in the pre-development agreements with the developer. Fishing charters for tourists operated by the local cooperatives have been very successful, with high levels of satisfaction by visiting sportfishermen reported. The fishermen's village at PLC is an extremely significant marina investment in community-oriented infrastructure within a resort project.

• PUNTA CANA, DOMINICAN REPUBLIC

The developer of Punta Cana, in the Dominican Republic, has a foundation that spearheaded a long-term collaborative effort that seeks to achieve sustainable integrated coastal management in the region.

In addition to training and hiring individual local fishermen for a variety of marine environmental programs (coral nurseries, sustainable fisheries, etcetera), the foundation provided training to fishermen to target the invasive lionfish. Creating a market for lionfish had been identified as a viable way to control the rapidly expanding populations of this exotic species that degrades the reef ecology. The local fishermen were paid for their catch and the fish is highlighted on the menu of the resort restaurant.

Most interesting, the foundation also implemented a supplementary program that trained the wives of the fishermen in lionfish taxidermy. Using this technique, the fish is dissected and mounted as a souvenir, which is available for sale at the resort and at local handicraft shops. Each souvenir includes a tag with a short description of the lionfish, stating that a local fisherman caught it and that their family members handcrafted it into a souvenir.

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The combined programs of restaurant signature dish and souvenirs resulted in multiple benefits including fishermen's income from a sustainable fishery, additional income directed to the women in the household, and a higher volume and steadiness of catch of the invasive fish, resulting in reduction of the population of lionfish on the reef.



Improving guest experience. The docks of Jupiter Yacht Club marina in Florida are adjacent to a protected mangrove wetland that provides additional privacy and an authentic natural setting for boaters at the dock

• RODNEY BAY MARINA, ST. LUCIA

There are examples that also demonstrate that vision, passion and ingenuity get results. A marina does not have to be built in a certain way and you don't need a large foundation to develop a plan as the only ways to get results, if you have the right people in the right place.

Rodney Bay is a well-known marina in the Eastern Caribbean. Formerly recognized as a major regional facility for sailboats, it has been redeveloped to include megayacht facilities as well. Rodney Bay Marina has partnered with St. Lucia's Ministry of Agriculture to offer local farmers direct access to marina guests at the weekly Farmers Market at Rodney Bay. This was an initiative of the marina management, who identified the opportunity through their local informal communication channels, and obtained the agreement from the government and facility ownership.

Vendors travel from some of the poorest parts of the country to sell their goods, which include fresh fruits and vegetables, juices, coconut oil, cocoa, herbs and spices, and more. Not only does this encourage marina clients to purchase direct from the farmers, but it has also encouraged residents around the facility to visit the marina for their weekly fruit and vegetable shopping. Other businesses inside the marina benefit from the extra foot traffic through the facility.

Last Thoughts

I think that the social sustainability of yachting destinations is relevant to the Caribbean, even if I started developing these thoughts in the last century studying cruise destinations for Patagonia! Over the years, I have applied this way of thinking to marina projects throughout Latin America, in the Middle East and China and there are always values to be uncovered.

Environmental sustainability principles apply to marina developers building on mangroves as well as to cruisers' bilge discharges. Everyone involved in a yachting destination should contribute to improve water quality and the environment in general.

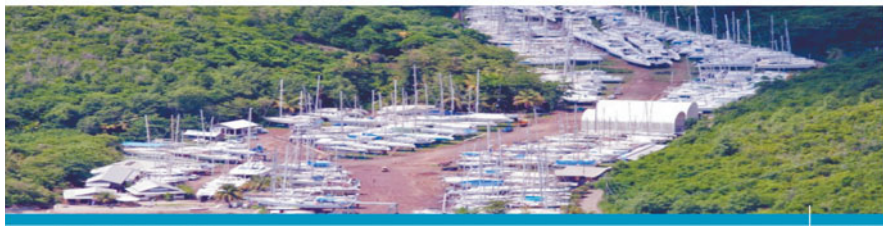
Sustainable marina design is desirable — necessary at best — but clearly an insufficient condition. The most important step towards social sustainability, however, is *not* how you build a marina, even if I think that the design approach can make a difference. The key to achieving any success towards social sustainability is the dialogue with the local community, having clear objectives, and being thorough, patient and resourceful in the implementation. In some cases, this is a work of foundations supported by economic groups and real estate developers. However, as shown by the example of Rodney Bay Marina (and which I am sure also exists in many other places), the ideas of a couple of senior marina staff can make a huge difference.

Informally organized cruisers or megayacht crews, who have already achieved successes with philanthropic endeavors in destination communities, can also play a role. Ultimately, personal commitment and passion are the drivers and bottom-up opportunities are all around you.

The bottom line is that genuine community involvement and environmental protection lead to the most authentic Caribbean marina experience — and therein lies real sustainability, including economic success.

Esteban L. Biondi is Associate Principal at Applied Technology & Management, an engineering and environmental consulting company with a group specialized in comprehensive consulting services for marina projects. He has directed over 100 studies for marinas in Latin America, the Caribbean, US, Middle East and China. He has written papers and articles about social sustainability and guest experience, environmental design, and climate change adaptation applied to marinas. He can be reached at: ebiondi@appliedtm.com

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GOING 'ROUND THE MOUNTAINS

by Mike and Ineke Davies





Top left: Palomino Beach. Inset: The Sierra Nevada, with rice fields in the foreground
Above: We took a rest at an inexpensive backpacker hostel in Palomino

WE have just come back to our boat in Santa Marta, Colombia, after a week away exploring on land. Most visitors to Colombia will travel to Cartagena (the historic Spanish-colonial walled city, beautifully preserved), Medellín (the city of eternal springtime), and the *zona cafeteria* (the coffee-growing triangle, which is a blaze of flowers, fruit, coffee and mountains). But having done these, we decided on a different approach.

It's safe to leave your boat in Marina Santa Marta, taking normal precautions such as stowing loose equipment. (There is a risk of petty theft, as there is everywhere.) In the windy season, December through February, it is best to stow sun awnings and to double up on dock lines, as the winds can reach gale force. The dockhands keep an eye out, too, for chafing.

Santa Marta lies to the west of the Sierra Nevada, an isolated mountain range separated from the Andes chain that runs through Colombia. The Sierra Nevada reaches a height of 5,775 metres (18,700 feet) and, at 42 kilometres from the coast, is the world's highest coastal range. It contains Colombia's two highest permanently snow-covered peaks: Pico Cristobal Colón and Pico Simón Bolívar. It is also the birthplace of the Tayrona, a monumental indigenous population whose descendants still live in the mountains, and many of whom want nothing to do with the modern population.

We decided to circumnavigate the mountains anticlockwise by car. Some of this would be well off the tourist trail. From a friend of ours we were fortunate

—Continued on next page



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—Continued from previous page

...to borrow a vehicle, an old Land Cruiser — strong and comfortable, but not very frugal. Car rental is available in Santa Marta; expect to pay about COP 100,000 (approximately US$30) a day. Carry your driving licence and ID with you; there are many army and police road checks, mainly to combat contraband coming in from Venezuela.

Colombia is probably one of the most musical countries we have visited, and some sort of music can be heard almost 24 hours a day. Our first destination, about three hours away, was the city of Valledupar, the Colombian center for Vallenato music.

—Continued on next page



Above: El Cerrejon coal mine.
Note extraction in lower left of picture



Above:
Ineke with a 'Tonka toy' at El Cerrejón coal mine

Below: Wayoo handicrafts for sale along the Riohacha promenade

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Vallenato is incredibly popular and has spread from Colombia's Caribbean region right across the country. The music was first played by farmers, and most villages would have a chief composer who would write songs extolling the attractiveness of the village. Competitions were held regularly, and Vallenato, when performed well, is a joy to listen to and understand. Unfortunately it has developed and morphed since and some of the modern songs are repetitive and toneless.

It is basically played with a *guacharaca*, percussion instrument made of a hollowed-out piece of wood with notches cut in its side (originally from the indigenous culture), a *caja*, a small cowskin drum played with the bare hands (from Africa), and the accordion — often custom-made for Vallenato. (Try Googling "Vallenato" to hear examples, or listen to Carlos Vives on Spotify for modern examples.)

We visited several nearby villages and there was always Vallenato music to be heard.

Indigenous peoples — the remnants of the Tayronas, the Arhauros, Koguis, Wiwas, and the Kankuamos tribes — live in the Sierras. The Koguis tend to live at higher elevations, while the Arhauros and Kankuamos will live lower and interact with the modern Colombians. We took a side trip to a Kankuamos village where we saw *mochillas* (shoulder bags) being made and sold. One vendor we met also made medicinal herb remedies and excellent local coffee.

Another half day farther and Mike's geological instincts surfaced as we visited El Cerrejón, the world's largest open cast coal mine, owned by British/Australian companies. During 2017, production is expected to rise to 60 million tons a year. If you look carefully, you can see the production in the lower left of the mining picture. If you want to visit the mine, you can book online for free (www.cerrejon.com).

Travelling northwards, close to the border of Venezuela, we saw evidence of gasoline smuggling from Venezuela into Colombia. Whole villages were selling fuel at half the price you pay in Colombia. In Venezuela, gasoline is only six US cents a gallon. Notice the strict health and safety laws at work, and the barbecued food for sale next to the gasoline outlet.

Maicao is rarely mentioned in tour guides, as it is a rather run-down border town. Nevertheless we found a vibrant market where you can get just about anything. (Beware counterfeits, though, as it is really hard these days to differentiate between real and fake.) Maicao has a very large Muslim population and the mostly ex-Lebanese people have a history of being good traders and shopkeepers. It is also the home of the second-largest mosque in South America.

We stopped in the administrative capital of the Guajira district, Riohacha, a sleepy seaside town. The sea was a cocoa-brown colour because of the outflow of the rivers draining the normally arid interior. The year 2016 was particularly wet, however, with El Niño and La Niña playing their parts, and the district was even affected by heavy rainfall from Hurricane Matthew in late September. We saw many flooded paddocks, but it was nice to see the deserts wearing green. They grow rice up here, and the brilliant green of the paddy fields against the bright blue of the sky was spectacular.

Rio Hacha is a center for the coastal Indians, the Wayúu tribe. Their handicrafts reflect that they could trade for coloured dyes in the past. Their mochillas are gaudy in comparison to the mountain bags we saw previously.

After all this travelling, we thought we needed a rest so we stayed for a couple of nights in a hostel at a small village on the coast called Palomino. Palomino is a backpacker destination in Colombia, with many inexpensive hostels close to a pristine white beach. As when swimming at most northern Colombian beaches, care must be taken concerning rip currents as many unsuspecting people have lost their lives. Luckily most of the hostels have pools!

The male Kogui Indians come to the beach at Palomino to collect sea shells that they crush to a powder to make a calcium paste, which, when mixed with saliva and chewed with coca leaves, gives them a legal high to make their tough lives a bit more bearable.



Close to the border of Venezuela, whole villages were selling fuel. Notice the strict health and safety laws at work

Another reason for stopping in Palomino is the chance to view the snow-capped Sierras from a tropical beach — at dawn, before the clouds cover the mountaintops. We luckily had seen this extraordinary sight from the boat at sea on our way to Santa Marta, and wondered if we could repeat this by getting up early enough. We were lucky again.

And then back to Santa Marta.

There are many more places of interest in Colombia within reasonable driving distance of Santa Marta or easily accessible by safe Colombian buses — too many to mention individually. Perhaps these will form the subject of another article.

Mike and Ineke Davies on Conari *have been slowly cruising since 1999, and take advantage of safe havens to explore inland destinations.*

MERIDIAN PASSAGE OF THE MOON

FEBRUARY - MARCH 2017

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

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

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

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

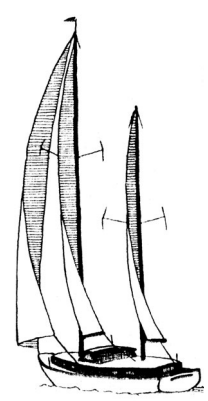
DATE	TIME				
February 2017		20	0708	11	2343
1	1505	21	0756	12	0000 (full moon)
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4	1737	24	1026	15	0201
5	1831	25	1117	16	0245
6	1937	26	1208	17	0330
7	2025	27	1258	18	0413
8	2123	28	1349	19	0501
9	2222			20	0548
10	2318	**March 2017**		21	0636
11	0000 (full moon)	1	1441	22	0725
12	0012	2	1533	23	0815
13	0103	3	1627	24	0955
14	0152	4	1723	25	1046
15	0238	5	1820	26	1118
16	0333	6	1917	27	1230
17	0452	7	2014	28	1324
18	0536	8	2130	29	1419
19	0621	9	2203	30	1516
		10	2254		

A SAIL'S PACE

Island Poets

These sails, they grant a life of movement
at a chosen pace.
When we roll with the waves we are reminded
this life is not a rat race.
Lives become filled with errands, materials
and work that creates waste.
But we sailors know our joy comes from
the ocean's glory, beauty and enormous space.
It's a way of complex simplicity —
becoming close to nature's face.
We sail her sweet coasts
with a vanishing wake trace.
This is a life of freshness,
of movement, of grace.
It inspires our anchors to be dropped
in each new lovely place.

— by Seapine



iKids Aboard!

by George Todd

JAN and I (George) have been cruising the Eastern Caribbean for over four years now onboard our Lagoon 570 named *Wildcat*. During that time, we have enjoyed having an occasional guest or two onboard, but never more than two guests at one time. It is not that we do not have the room. The boat sleeps six. It is just that I do not know four people who want to put up with my smart-assed personality for a week. If they want to come, they should really bring their own boat.

That all changed in June, 2016, when all four of our grandkids arrived at Secret Harbour, Grenada, to join us for a week onboard the *Wildcat*. I discovered that this new iPhone generation runs on water, pizza and bandwidth. I call this generation the iKids.

Whose idea was it to have four teenagers onboard for an entire week? That is six people on *Wildcat*. Never before and possibly never again unless we get a bigger boat. Evidently, a 57-foot cat does not have enough room for all of these iKids and their stuff. Do we need to buy a bigger boat? It would be a lot cheaper and easier to disown some iKids.

Let's start with the luggage. Evidently, "packing light in duffel bags" means bringing everything that you own in some type of titanium case with wheels. I am currently installing luggage racks on top of the cockpit hard top next to the solar panels. In fact, I might as well take the solar panels off. The iKids brought so many electrical devices that the solar panels do not come close to keeping up with the battery drain. Even the 9.2 KW generator is having trouble keeping up with electrical load requirements.



Above: iKids do not pack light

Right: Wildcat *underway*

The iKids' first question when they got off of the plane was: "Where is my WiFi?" All four of them had their USA iPhones out and were impatiently looking at me. "Come on, Pappy George, give us the code. We have not texted or Tweeted or Snapchatted or Instagramed in almost three hours. Our lives are going to end if we can't get online right now!"

If you have iKids onboard, you need bandwidth and lots of it. They demanded bandwidth for all four iPhones at all times in all harbors. The iKids could not fathom the concept of not being able to be online while we were sailing between islands. How can the Third World be so unfair? We are now signed up for internet in all harbors in Grenada and Carriacou on cruiser's WiFi. For those of you who could not get on the cruiser's WiFi network that week, I am truly sorry. You can blame the iKids for sucking up all of the bandwidth.

On Day #1, we had the iKids turn off their iPhones long enough to teach them the fine art of sail folding. Sheridan tried to Google sail folding. I told her that we have a learn-by-doing, "Outward Bound" approach to sailing, which requires that she actually put her iPhone down and pick up the sail. Isn't sailing fun, iKids? No, they did not really think that sail folding was all that exciting. After one minute, they lost interest and were back on their iPhones attempting to outsource sail folding to someone in Mumbai for five bucks. Apparently, iKids have the attention span of a horny gnat.

—Continued on next page



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—*Continued from previous page*

I shut down the WiFi system and corralled the disgruntled iKids on the foredeck long enough to fold up the big jib. On their first try, Drake and Collyn managed to stuff the sail into the sail bag, but the resulting blivit would not fit down the garage hatch and we had our first do over. (FYI, a blivit is an engineering volume measurement defined as ten pounds of poop in a five-pound bag. But you sailors already know that.)

Day #2: Offshore Grenada to Carriacou. Teenage iKids are experts on everything. I think that the conversation went, "No, I do not need sun block or a shirt. I am a lifeguard back in Texas and I need to work on my tan." After a six-hour sail, iKid Collyn's back was lobster red with a white "T" tattoo outlining where his inflatable life vest had been. Ouch! At least he was wearing his inflatable life jacket while we were offshore.

Day #2 was also the day that someone plugged up the #3 head. (No pictures please!) No one took credit for the despicable deed. However, it was the girls' head. Both Sheridan and Bryleah suddenly claimed to be constipated and in need of a laxative. I told them that no one onboard was getting a laxative with just two operating heads. That would be insane. They were only five days away from the departure airport bathrooms. They could just stay constipated until then. Besides, it saves on toilet paper.

Day #3 was the day that we ran out of water on the iKid's side of the boat. Maybe you are thinking that 100 gallons for four people is not that much water to use in three days. The only problem is that we topped off the water on Day #2. That means that the iKids used 25 gallons per person in 30 hours. I didn't think that teenagers bathed more than once a week. What is this twice a day crap?

Here is another surprise. iKids only drink water out of plastic bottles. Lots of water. When I was 19, I only drank beer. Preferably OPB (Other People's Beer) or CJHB (Captain Jim Henry's Beer). And only cheap beer out of steel cans. The cans that rusted as they roll around in the cooler. We asked the iKids how many cases of beer they wanted and they said NONE! Zero beer, but a case of drinking water each. What? Where do we get four cases of bottled water in Grenada? On Channel 68, the Cruiser's Net of course. Some guy named John on a boat named *Fast Manicou* said that he knew a guy who could score us that much water, but it would take a day to put that big a deal together. The next day, I met Fast Manicou in the parking lot with cash to score four cases of water. I felt like I was involved in an illegal drug deal. Local Rastas have tried many times to sell me pot here in Grenada. No one has ever come up to me and said, "Hey Mon, I can get you a whole case of bottled water. It is really good stuff, Mon." I have determined that it is easier to score pot than bottled water in the Caribbean.



Above: The selfies never stop

Below: All quiet at dinner…



The ballast control officer loaded all four heavy cases of plastic water bottles into the starboard hull to balance out the iKid's luggage and Jan's stash of hundreds of shoes that are hidden in the port hull. The water line may have been above the boot stripe, but at least we were balanced out. I hope that the green police do not find out that we were carrying four cases of plastic bottles around. I'm sure that we were in violation of some kind of eco-accord.

Feeding four iKids is quite a challenge. We enlisted help from world-famous taxi driver Shademan along with Dave and Jackie from *S/V Tempo*, but we still could not fill the iKids up at an all-you-can-eat buffet. We ate a late lunch at 4:00PM. By 7:00PM we were back at the marina ordering pizza. The dinner menu has been:

Night #1: Pizza at Prickly Bay Tiki Bar.
Night #2: Pizza at Secret Harbour Marina.
Night #3: Grilled Tuna onboard *Wildcat*, with leftover Pizza.
Night #4: Pizza at the Lazy Turtle Restaurant, Carriacou.

We called it the 2016 Pizza Fest Cruise. On Day #5, we headed back to Secret Harbour Marina for (you guessed it) PIZZA!

How did we entertain four iKids for seven days on a sailboat? That was easy: Just make sure that iKids have fully charged iPhones and WiFi and they are self-entertaining! They were so engrossed with texting and Instagraming and sending selfies to their friends back home that we never talked to them. It was all quiet at dinner time.

Daytime was selfies with iPhones. Sundown was iKids with iPhones, Mexican Train Dominoes, and learning how to drink rum punches with Pappy George and Nana Jan. We call it the Wildcat Real Life Course Credit 101: Learning to drink rum in moderation so that you can drink it in excess when you retire to the Caribbean. What else are grandparents good for? Don't worry. Three out of four of the iKids were over 18, and 15-year-old Bryleah was given our special virgin rum punch. She became our DDD: Designated Dinghy Driver.

By the way, I think that iKids cheat at Mexican Train Dominoes. They kicked my butt, and were texting at the same time. I think that they were texting each other.

On the afternoon of Day #7, The *Wildcat* was tied up to the dock at Secret Harbour again. Jan was giving me sewing lessons while I attempted to repair the seam of a jib without bleeding too profusely on the white sailcloth from needle-induced puncture wounds. We were enjoying the peace and quiet of being alone on our boat again, when our iPhone dinged. Pictured was a selfie from the four iKids taken in the Italian restaurant in Terminal D of the Miami Airport. They were eating pepperoni pizza while changing planes to return to the real world.

I hope that their parents do not read this.

George and Jan Todd spend winters floating around the Eastern Caribbean in the Wildcat *reading the* Caribbean Compass *and writing humorous stories about repairing sailboats in paradise. George Todd's eBook,* Island Sailing is not all Rum and Bananas, *is available for download at most eBook retailers including Amazon, iBooks and Smashwords.com. For more information e-mail wildcater777@gmail.com.*





A TASTE OF CRAYFISH BAY

by Lexi Fisher

Nestled in the coastal hills of Grenada's northwestern parish of St. Mark is Crayfish Bay, 13 acres of rainforest that is home to Grenada's first and only single-farm certified organic tree-to-bar chocolate production. Ten years ago, current owners Kim and Lylette Russell found the land and the plantation house, built in the 1800s, in complete ruin. In the decade since, they have managed to rebuild the original home, construct a workspace and production building, and revitalize the land. In their first year they harvested 800 pounds of "wet" cocoa (i.e. unprocessed beans); this year they reached 16,000 pounds. With the land in the control of the farmers, Kim and Lylette are empowering the people of Crayfish Bay while producing some of the best chocolate on the island.



Kim, originally from England, found himself anchored off Carriacou 27 years ago with three young children aboard a Colin Archer-style Dutch steel monohull. The kids, deciding they wanted a formal education, were enrolled in school ashore. There they remained until the late 1990s when the kids went off to university and Kim returned to England to work as a coal and diesel merchant on the canals. Quickly disenchanted with the culture of consumption, Kim returned to the Caribbean and stumbled upon Crayfish Bay. His partner, Lylette, was born and raised in Guyana, after which she spent several years in St. Lucia, before finally settling in Grenada.

Initially a French sugar plantation and molasses factory, Non Pareil (now Crayfish Bay) was converted by the British into a cocoa estate in the 18th century. Severely damaged by Hurricane Ivan in 2004, it sat derelict until Kim and Lylette found it in 2007. They learned about cocoa production from local farmers, and as a self-taught engineer, Kim built almost all the necessary machinery himself from as much scrap and recycled material he could find. His pride and joy is the cocoa roaster, which he claims is the Caribbean's (if not the world's) only commercial roaster that is heated entirely by charcoal. After becoming certified organic they started exporting nibs (bits of roasted cocoa bean), and only a few short months ago began producing finished chocolate in the form of 75-percent bars and cooking blocks.

Although Kim and Lylette own the land, almost complete control of it is in the hands of two local farmers. They are not paid wages, but receive 90 percent of the highest price available for "wet" cocoa. The other ten percent is put towards operating costs. According to Kim, "This results in them receiving large blocks of money, which allows them to invest in items such as household stuff, cars, boats, etcetera, without going into debt. These items in turn give them another source of income." In addition, the farmers are free to grow anything else of their choosing on the land, as long as it follows organic principles and doesn't interfere with the cocoa or nutmeg. "During the off season they make enough money to get through by selling the produce which they grow amongst the cocoa... this produce, mainly bananas, provides shade and water for the young cocoa plants, and nutrients when they [are] harvested, so it's a win-win situation for all."

At Crayfish Bay nothing is wasted. Even the pieces of cocoa too small to be sold as nibs, commonly discarded as waste, are packaged and sold as drinking cocoa. The equipment was rebuilt from as much recycled material as possible. The wooden railings of the small guesthouse sag with the enduring droop of rejected department-store timber. The second, larger, guesthouse, also built from reclaimed materials, is perched above one of the plantation's many natural springs and has an incredible ocean view. Both guesthouses are available for rent to those looking for a getaway off the beaten track.

While Kim is the heart of Crayfish Bay, Lylette is the soul. She tempers the chocolate by hand in mixing bowls (a process that is necessary for the chocolate to harden correctly), a process that currently takes about eight hours per batch. They are now fundraising for a tempering machine (something Kim couldn't build himself that would speed the process to about 30 minutes) as well as larger, faster grinders to keep up with demand. Their chocolate is currently available for purchase only in Grenada, at The House of Chocolate and other local boutiques. While Kim and Lylette have no aspirations to export finished bars, they are interested in transporting them via sail power to other nearby islands.

If you're interested in learning more about cocoa, staying in one of the Crayfish Bay guest houses, or visiting the estate (it is accessible by bus), contact Kim and Lylette at crayfishbayorganics@gmail.com, (473) 442-1897 or via www.crayfishbay.com.

CHRIS DOYLE (ALL)





Clockwise from top left:
Cocoa pods — the old under the new
Kim shows off his charcoal-fired cocoa roaster
Lylette hand-tempering the chocolate

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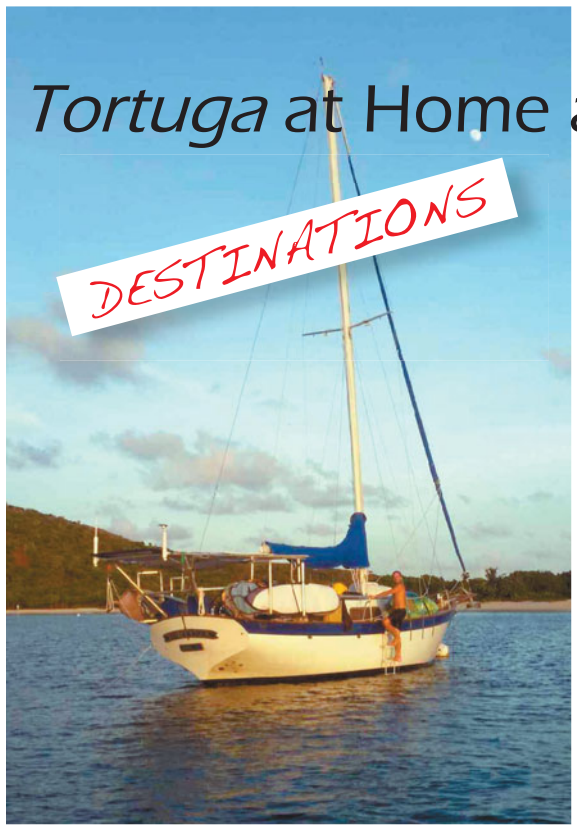


Tortuga at Home at Bahia de Tortuga

by Suzanne Wentley

When my boyfriend bought S/V Tortuga, *about three years ago, she came with the name.*

We never changed it. We like it. It's actually quite fitting.



And so named, our sailboat fit in nicely at the Bahia de Tortuga in Culebrita, the small island off Culebra in the Spanish Virgin Islands, on the eastern outskirts of Puerto Rico.

We motor-sailed there from the Dominican Republic, where we spent the hurricane season. We took advantage of what can only be described as a dream weather window to head east. Save the first night, when a northeast swell had me experiencing the first real agony and subsequent relief of seasickness, the seas were steady and low. The winds were amazingly calm — less than five knots — and even westerly! We appreciated the sunny, easy ride, especially after battling against strong southeasterly trades to arrive from the Bahamas to the DR.

Fellow cruisers had told me of the beauty of Culebrita, a wildlife refuge a few hours' sail (well, if you're on *Tortuga*...) from the sweet island of Culebra. But my friends didn't tell me there was a bay sharing the name of our boat!

Tortuga, meaning turtle in Spanish as if you couldn't have figured that out, is a proper name for our 32-foot Down East. Simply, she sails at a turtle's pace. We're excited to reach six knots, and seven knots is plain out of control. We salivate a little when catamaran captains cavalierly mention 15 or 20 knots. Sigh.

Another nice thing about *Tortuga's* name is that it is in Spanish, which made the arduous check-in and check-out *despacho* process of the Dominican Republic slightly easier. Plus it slides trippingly off the tongue when hailing another boat on the radio.

Despite our slow-but-steady style, we arrived at Bahia de Tortuga's picturesque beach early in the popular season — at the beginning of November. It was no problem to moor "*Toogs*," which is my affectionate nickname for our home, at one of the dozen or so free balls that line the bay's sandy shoreline.

Everyone was right: Culebrita is lovely. Visitors can enjoy the horseshoe-shaped, gentle beach lined with palm trees and flanked by stately, green hills covered in goats. We could hear them yodeling faintly at night and spotted cute kids while exploring.





Clockwise from far left: Brad on Tortuga*; 'Everyone was right: Culebrita is lovely'; Suzanne at The Baths*

On one hill, there is an easy trail that leads up to an abandoned brick lighthouse, which sits next to a functional navigational light (flashing white every ten seconds). Just past the other hill, there is a stone-covered path that leads to The Baths, pools varying from complete calm to surging surf spray. Don't expect privacy at The Baths, however: Two goats watched me the entire time.

There was a slight roll on the mooring ball, but not enough to knock around my paddleboard, which I used to get ashore and over to a nice snorkeling area across the bay from The Baths.

During the weekdays, the bay was fairly empty. But big-time powerboats (which I'm sure also go a little faster than *Tortuga*) joined the party by Saturday afternoon. In fact, a man who grew up on Culebra told us that during the peak of the season Bahia de Tortuga can pack in the boats so tightly that folks scramble over strangers' decks to meet up with a friend across the bay.

With only a few neighbors during our short visit, we were happy to have such real estate in our namesake bay.

In true *S/V Tortuga* fashion, it wasn't all relaxing. The headsail's leach had ripped en route, and I had to sew it. We then had to feed it back up the stay, when of course the halyard got jammed up at the masthead. Since I was already hoisting Brad in the bosun's chair, it was as good of a time as any to fix the anchor light that was damaged by the lightning strike.

Yep, lightning strike, fire, runaway diesel, transmission replacement, even a missing prop... it's like the story of the tortoise and the hare. It was one setback after another for that slowpoke turtle and for us, but you know who wins in the end!

We sure felt like we were winning when we took a rest in the Bahia de Tortuga. Clear waters made for a lovely stay, when we shared sundowners of Don Q gold rum mixed with passionfruit, papaya and guava juices and coconut water. The sunset, a melting shimmer of mauves, gold and rust, was peaceful and quiet. It reminded us of why we live on our slow, but steady and sturdy *S/V Tortuga*.



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MY CELESTIAL CAREER

by D'Arcy O'Connor

Back in the early 1970s, while we sailed and raced lake dinghies in Montreal, my then partner and I yearned to experience bluewater sailing. So we decided to quit our jobs and placed an ad in *Yachting* magazine, offering ourselves as unpaid crew to sail anywhere, anytime. Our grand plan was to hitchhike around the world by boat.

We received many responses, but it soon became apparent that many of the cruisers were looking for shipmates who could not only help sail their yacht, but also navigate it across vast open distances.



NICHOLAS MELETIS

The author, armed with the device that launched his cruising career

Coastal navigation or island hopping is one thing, but an ocean crossing is something else entirely. You are out of sight of landmarks, buoys and lighthouses, and out of range of LORAN signals or other land-based radio beacons. So, like Columbus and Magellan (not to mention the Polynesians long before them), the only recourse — prior to the development of earth-launched satellites and the Global Positioning System — was to look to the heavens.

And that's why I took up celestial navigation. It began with a correspondence course, where I learned the basics. Then, at an army-navy surplus shop near the port of Montreal, I bought a 1945 Royal Canadian Navy sextant for $100. For another $70 at a ship's chandler, I had its horizon and index mirrors re-silvered and its arc calibrated to the nth degree. I also purchased a nautical almanac, global positioning sheets, sight reduction tables, and a quartz crystal chronometer that was guaranteed to neither lose nor gain more than three seconds a year. I was now in business.

Or, so I thought. Because now I had to learn how to use the damn thing.

The first requirement when using a sextant is to have a distinct horizon that is observed from sea level. But try finding that when you're living in the heart of a city! Nevertheless, from my correspondence course, I learned how to establish an "artificial" horizon by going to a high point (in this case, the roof of my Montreal apartment building) and "shooting" at building ledges that I'd previously established as being the same height above sea level as my roof. From there, at dawn or dusk, I would arc up to whatever orb I'd selected, measure its vertical angle, do the required arithmetic, and then pinpoint my position. (I'm purposely over-simplifying the procedure here.)

Interestingly enough, one of the buildings that I'd selected happened to be the Montreal General Hospital nurses' dormitory directly across the street from me. I recall being most impressed by the quality of my sextant's star-scope definition!

Finally, it was time to put my learning to the test.

My partner and I began by hitching a ride on a freighter from Halifax, Nova Scotia, to Charlotte Amalie, St. Thomas, US Virgin Islands, where we were scheduled to join our first yacht. Aboard the freighter, with sextant in hand, I eagerly accompanied the second officer on the flying bridge when he took his meridian latitude and twilight star shots while patiently guiding me through the process. Down in the chart room we compared figures. To his bemusement, I was usually many miles off our actual position — sometimes even in a different ocean! But under his tutelage I persisted, until finally getting it almost right.

From St. Thomas, we spent the next 13 months sailing the Caribbean and Pacific all the way to Australia, crewing on sailboats ranging from 30 to 72 feet in length, often with me as navigator. Armed with my sextant, chronometer, nautical almanac, sight reduction tables, star charts, log book and plotting sheets, I spent many predawn, noon (for meridian latitude shots), and twilight hours braced against the mast or bridge deck "bringing down" the sun, moon, stars or planets, and then going below to do the calculations and establish the fixes. All this from someone who didn't know my ass from an azimuth and whose worst grades in high school had been mathematics and geometry. Yet I loved every minute of it — almost as much as the thrill of sailing itself.

From the Virgin Islands south through the Leeward and Windward Islands, and then west to the Dutch Antilles and the Panama Canal I celestially plotted each day's course and fixed our position. But it was usually non-essential, since most Caribbean islands are close enough to be dead reckoned by compass. Nevertheless, I was having fun practicing my newfound trade.

I first got in some fairly accurate celestial plotting while crossing the 100-mile Anegada Passage between Tortola and Anguilla on *Diogenes*, a 45-foot Cheoy Lee clipper-bow ketch. This proved challenging since we encountered a Tropical Depression in the passage and I had to master the art of taking shots from a wildly pitching deck with one arm securely wrapped around the mainmast or windward shroud while taking a noon sight with my free hand. But our skipper, Rod Rennie, a seasoned bluewater sailor, calmly got us through what turned out to be the fiercest storm I would encounter during my sailing odyssey.

I was able to further hone my skills on the 560-mile passage from Grenada to Aruba, this time in relatively calm seas. But soon came the vast Pacific Ocean where my abilities would truly be tested.

The highlight of my "celestial" career came while crewing on *Windbird*, a Newporter 40 ketch. We were making a 2,600-mile passage from Maui, Hawaii, to Pago Pago, American Samoa, and the most logical place to stop for fresh water and provisions was the tiny atoll of Fanning Island (Tabuaeran), about four degrees north of the equator. The chart and sailing directions showed that the island would be visible from only a few miles away, since its tallest coconut trees were about 30 feet in height. To find this speck in the middle of the Pacific using only a compass and dead reckoning (given the ocean currents and the boat's leeway) would be a challenge at best; an impossibility at worst.

However, after taking sights every predawn, noon and dusk, and suggesting several changes in heading, I proclaimed to all on board on the evening of our tenth day at sea that we would see the trees and barrier reef of Fanning Island off our port bow by mid-morning the next day.

And voila! At about 10:00AM, there it was — a Pacific oasis in the middle of nowhere!

I was lauded as some sort of shaman. Yet it really had to do with my faith in a sextant and chronometer, as well as all those weird numbers in the almanac and sight reduction tables to incorporate latitude, declination, local hour angle, altitudes and azimuth angles. My high school math teacher would have been proud of me!

Since that time I've sailed aboard many different yachts with many different owners. But, of course, all of them today have GPS. And with a constant LED readout, the skipper knows exactly where he or she is — down to the boat's precise minute and second of latitude and longitude.

But where's the challenge in that, I ask my Neanderthal self. Hell, I'm someone who still doesn't own a smartphone with an app that can locate the nearest Italian restaurant — much less a tiny atoll somewhere out in mid-ocean.

An Amazing Contrail Job

While cruising and using my sextant navigational skills before the advent of GPS, I encountered the most extraordinary navigator I have ever met.

I was alone on the deck of *Windbird*, anchored in a snug cove on the Hawaiian island of Maui early one morning, when I noticed a wooden-hulled sloop of about 30 feet slowly making its way towards us under a reefed main. I watched as a bearded, deeply tanned man swung the boat into the wind, then scurried up to the bow to toss his anchor overboard before hauling down the well-worn sail and disappearing down the companionway.

He clearly was single-handing, and I was curious. So I rowed our dinghy over to welcome him to the anchorage. As I hailed his boat (the name of which I've long forgotten), out popped someone whom I can best describe as a nautical elderly Grizzly Adams (his name, too, I've since forgotten). With a hearty hello, the stranger invited me to join him for coffee.

When I clambered aboard, the first thing I noticed was the boat's unkempt state: lines were heaped in a tangled mess, and empty beer cans littered the cockpit floor. I also noticed the absence of a binnacle, though he did have a windvane self-steering system.

My host poured me a cup of hot coffee from his thermos. It was generously laced with rum, despite it being about 7:00AM.

My first question after introductions was where he'd just sailed from.

"San Francisco," he replied with an obvious sense of achievement.

"How long did it take you?" was my next question.

"Thirty-six days," he answered.

"Um, so where's your compass?" I asked.

Fishing into a pocket of his ratty cutoffs, he produced a hand-held compass not unlike the sort one might find in a box of Cracker Jack. "Right here," he said.

As it's virtually impossible to dead-reckon the 3,000 or so nautical miles from San Francisco to Hawaii, I inquired as to what kind of sextant he was using.

"Don't own one!" he snorted derisively. "Too complicated."

I was totally astonished. This guy was either lying or had pulled off a near miracle. "But how did you get all the way here without celestial navigation?" I asked skeptically.

With a knowing grin he answered, "You stay in the middle of the triangle."

"Huh?"

"Con trails, son, con trails," was his cryptic reply.

This ancient mariner then described to me what has to be the most unorthodox application of "celestial navigation" I've ever come across. He first pointed out that on the west coast of North America — from Mexico City, San Diego, Los Angeles, San Francisco, Portland, Seattle, Vancouver, and Anchorage — there are regular flights to Hawaii, either as a final destination or refueling stop on their way farther west. Those jets at 30,000 or more feet, he noted, all leave a condensation trail on a clear day. He further explained that by keeping close to the center of the triangle of contrails, he was able to eventually approach its vertex. And once he'd spotted Hawaii's volcanic mountains, he deferred to his navigational charts of the islands.

I was slack-jawed while taking this all in. As for my query about what he did at night or when the sky was overcast, he had an equally reasonable solution. He'd wait for a clear day to scan the skies for his magic triangle, and then alter his course north or south until he was once again near the center of the vapor trails. It's no wonder his passage took far longer than it would normally be under sail.

I left with a mixture of incredulity and admiration for this strange man whose only previous sailing experience had been in San Francisco Bay. Moreover, he informed me that his eventual goal was a circumnavigation. But he did concede that "I'll probably get me a sextant," as there would be few other places in the world to apply his bizarre system of navigation.

I've often wondered how far he got.

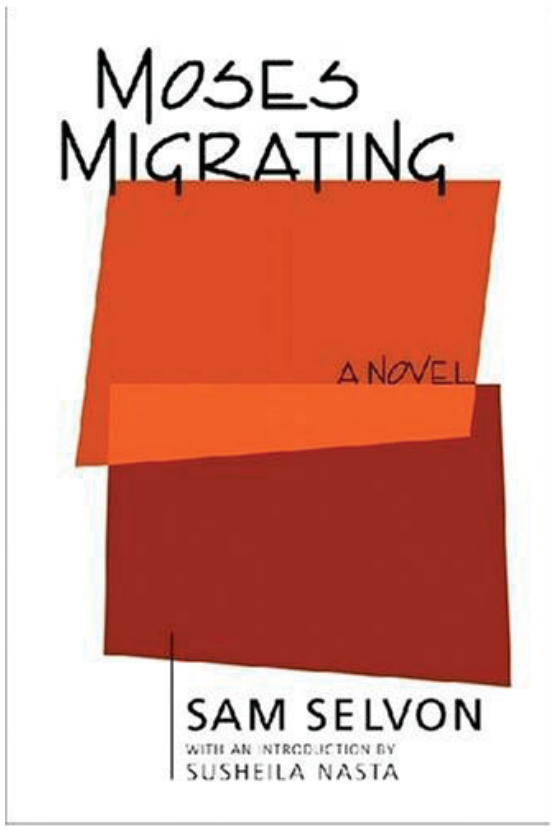

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BOOK REVIEW BY J. WYNNER

A VEXATIOUS MASQUERADE

Moses Migrating, by Samuel Selvon. *© Lynne Rienner, Colorado, USA, 1992. 179 pages. ISBN 978 0 89410 715 3*

Moses Aloetta is back in Trinidad, on a trip after being in Merry Old England for 25 years. But none of the merriness rubbed off on Moses while there: he's as surly as can be. In Port of Spain he stays at the elite "upside down" Trinidad Hilton hotel, where guests enter the reception area at the top level and descend to their rooms — a top-to-bottom theme that is kept up throughout the novel.



Moses waves the Union Jack as though he is a born Englishman. He, however, is certainly a born-again one in this first-person account of *Moses Migrating*, the final novel of the Moses trilogy by Trinidadian author Samuel Selvon. Selvon states in the preface, "The humour and entertainment that Moses provides sometimes tends to overwhelm the serious side of his nature. It is a knack that all Black people acquire to survive. In my own years in London, any hardcore material I wrote about Blacks had to have ha-ha. So laugh your guts out. But remember there is more in the mortar than the pestle."

However, it is doubtful that anyone would laugh his guts out here. Although it is Carnival time and Moses masquerades in costume for the Carnival, it's only for the occasion; the costume is only a temporary escape — it does not hide his real self and he remains true to his character throughout the novel. Main characters don't often get drearier than Moses Aloetta, Esq.

Moses, who lives in the basement of his Shepherd's Bush home, is accompanied on his trip by his penthouse tenants, an English couple: Bob, who wants to take the opportunity while in Trinidad to research his ancestors, and his wife, Jeannie, against whom Selvon turns his pen, writing her character with irrepressible misogyny. While Bob and Jeannie travel first class, Moses has a third class berth, thus maintaining their upstairs-downstairs habitat arrangement, another of the book's themes.

It was Jeannie who provided the brainwave for Moses' Carnival masquerade. "She hand me a coin... It was a old penny... It had King George the Fifth head on one side, and on the other Britannia sitting down in her helmet and gown, balancing a ornamented shield with one hand and holding one of them with three prongs in it, like what masqueraders playing Devil does use at Carnival time."

At the beginning of the book, Selvon says, "The idea of depicting [in Carnival costume] Britannia on the face of a coin originated with the late Mr. Wilfred Strasser, who played the part in the 1948 Carnival celebrations in Trinidad. I have used the idea for my own purposes in this work of fiction."

Prior to the voyage to Trinidad, second thoughts about returning to his homeland assail Moses. He worries about not leaving his mark on Britain. He can't seem to make up his mind whether he wants to return to his native land for good or just for a vacation. He worries about whether he should sell his house or not. Finally, he reluctantly decides to leave his friend Galahad — no easy customer — to take care of his home. Galahad drives Moses and his travelling companions to the docks in Plymouth, where Moses "even pretended to be sick". He pushes his fingers down his throat and "brought up some bile in Galahad's lap. 'I think I got an appendix.'" Moses is a real pain, who wants those around him to share in his miserable moods. "You can't appreciate my depression and gloom," he tells Galahad.

During the voyage the upstairs-downstairs scene is played out once more between Jeannie and Bob, and Moses, with the best time on the trip for Moses being the time spent at the bar.

In Trinidad, Moses soon discovers that the place is not the same as when he left. He also discovers his Tantie Flora — to whom he had not written while he was in England — vending fruit around the savannah across the road from the Trinidad Hilton. He goes to see her at her vending stall, and promises to visit her at her home in John John.

When Moses meets Doris at the home of Tantie Flora — who took in Doris and brought her up, just as she did Moses — he falls madly in love with her. When he decides on his Carnival masquerade, he ropes in Tantie and Doris to help make the costume. The more Moses sees of Doris, the more he wants to get married, buy a piece of land to farm, rear animals, and settle down, but after deflowering her on Jouvert morning his love for Doris and hopes of buying land and settling down vanish.

"We touch down at Heathrow about six o'clock in the morning, and there was a cold breeze blowing, and a flake of snow brush my cheek lightly on the exact spot where Doris slap me."

Moses Aloetta is not the most appealing protagonist you'll come across. In fact, he's unlikable and annoying, as are a few of the other characters. But Selvon's prose is up there with the best of writers, and more power to the author and his vexatious characters that they can so irk readers!

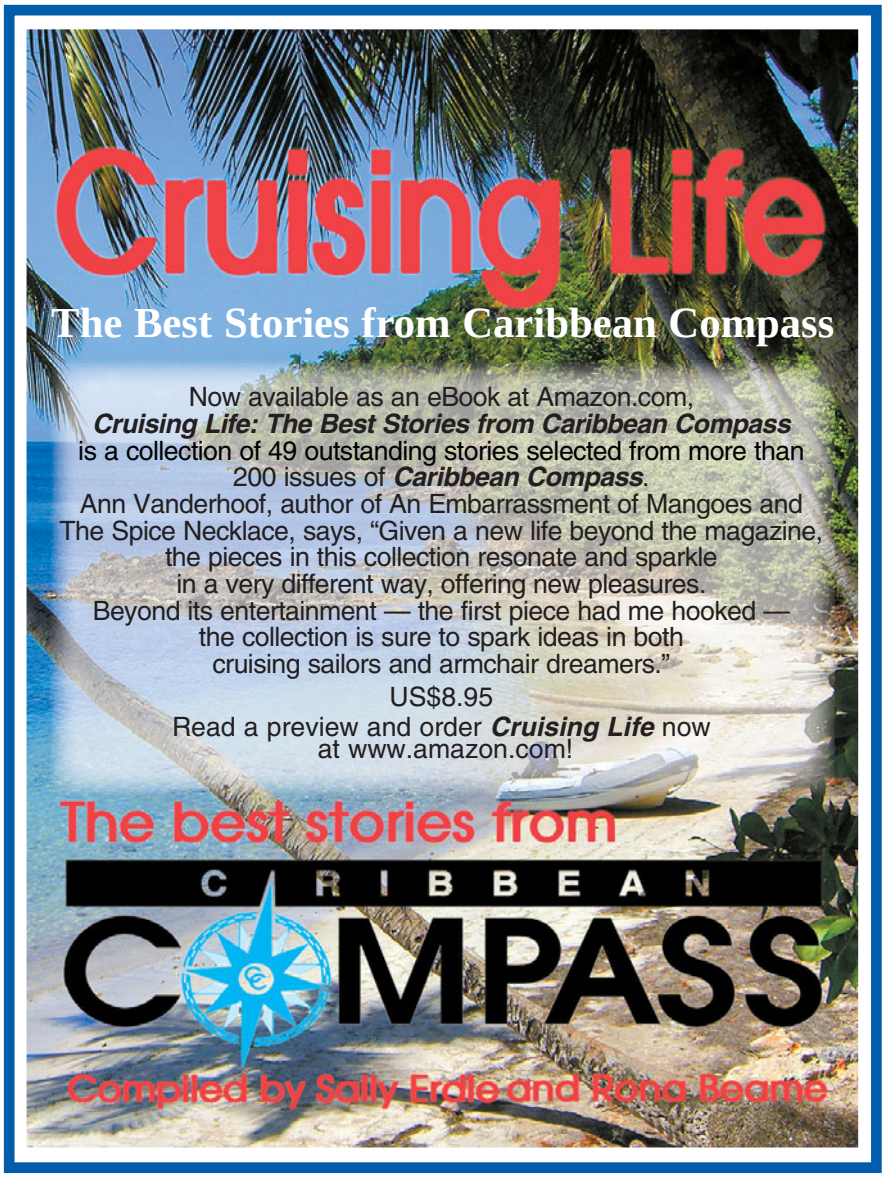
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The Sky from Mid-February to Mid-March

by Jim Ulik

Those who fall in love with practice without science are like a sailor who steers a ship without a helm or compass and can never be certain whither he is going.

— Leonardo Da Vinci

How many times have you thought about those objects orbiting Earth that provide reliable data for GPS navigation? How about national defense? Usually little attention is given to the satellites that provide internet, television and cell-phone service unless they aren't performing to expectations. And even then thoughts are usually about the provider's apparent lack of ability to offer good service.

Are you looking for a good weather window to make passage to the next island? I will bet that little thought is given to the technology behind the satellites that provide important weather data. Even less attention is given to how the weather data was analyzed and compiled, and yet most people still trust the forecast.

What about the satellites that were placed into orbit to observe Earth? Multiple countries have launched satellites into space for this purpose. Information received from hundreds of instruments studying the Earth, aboard hundreds of satellites circling the Earth, is compiled and analyzed by thousands of scientists employed by governments and privately held corporations.

Where are all of these satellites? Can they be seen from Earth? From a dark location you may see a pinpoint of light making its way across the sky above you, similar to the International Space Station transiting. Other satellites maintain a fixed position and may appear to just be another dim star. Then we may catch the occasional flash created from the Sun reflecting off the solar panels of a satellite, called an iridium flare.

Yet, remote from our everyday life, these satellites remain overhead performing their designed tasks. See Figures 1 through 3.

Friday, February 17th

Even though Venus is only 26 percent illuminated, it has reached its greatest brightness in the western sky. That is because the goddess is moving closer to the Sun. Venus will actually reach its closest distance to the Sun on February 21st, but will only be 23 percent illuminated.

Saturday, February 18th

The Moon will be at last quarter. It will also be at the point in its orbit that is the most distant from the Earth or apogee. The Moon will have less effect on the tides because of the increase in distance.

Sunday, February 19th

Happy Birthday, Nicolas Copernicus! Born in 1473, Copernicus was the first modern European scientist to propose that the Earth and other planets revolve around the Sun. This was heresy in the 15th and 16th centuries, based on the Church's opinion that the Earth is the center of the universe. Copernicus was mostly spared criticism because the results of his years of work on planetary motion weren't published until 1543, the year of his death. To this day, the concept that the planets revolve around the Sun still remains held as a fact by most people — or, based on recent international surveys, roughly 70 to 80 percent of the population. Surveys were taken by National Science Foundation (NSF), Gallop and European Union poll (Eurobarometer).

Monday, February 20th

Beginning on February 20th, Saturn will be positioned near the Moon. Early this morning a very bright Saturn will be below the Moon in the eastern sky. Tomorrow morning you will find Saturn above (west) and right (south) of the Moon.

Thursday, February 23rd

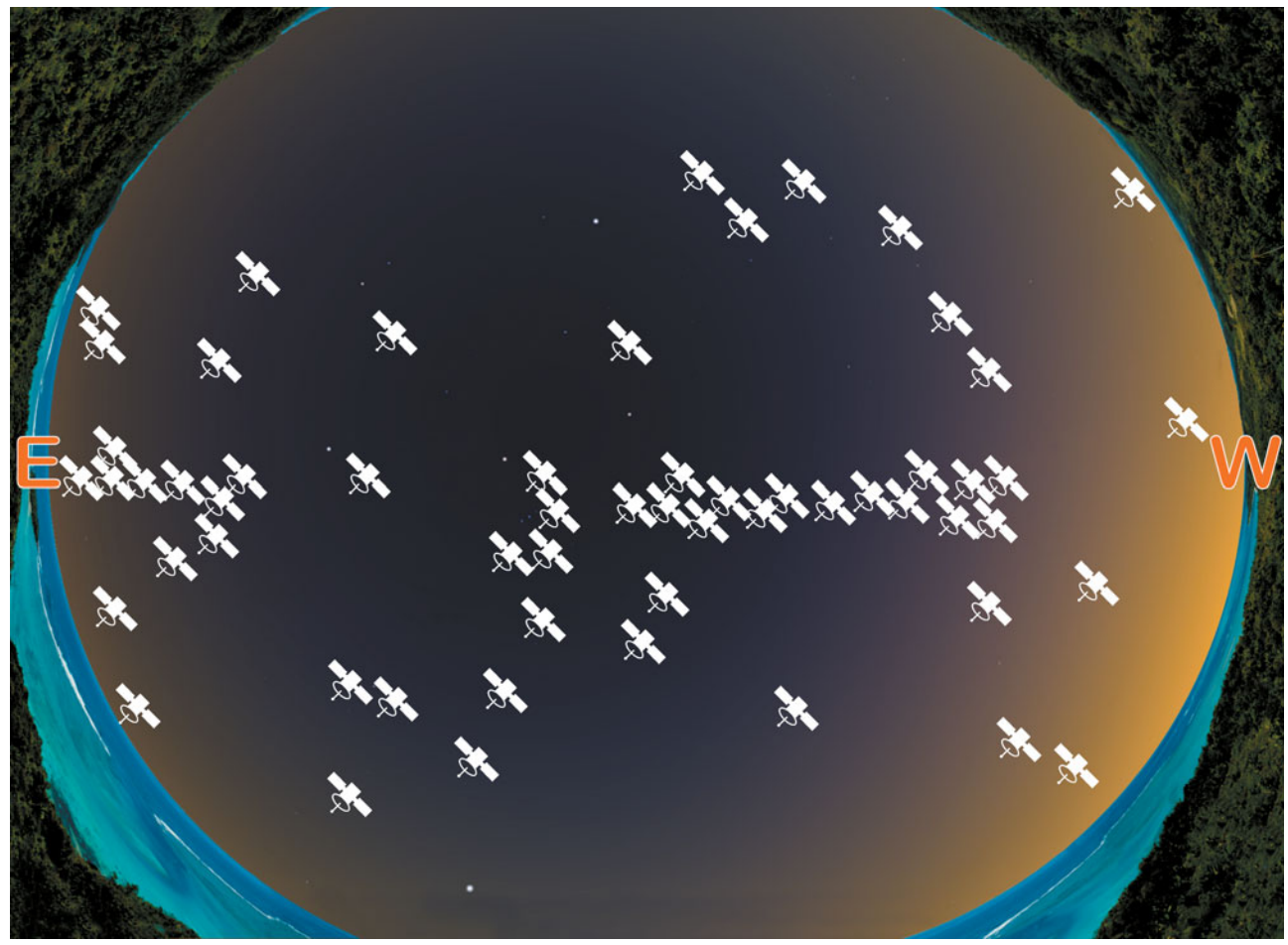
Visualize the constellation art of Virgo. Throughout this period, Jupiter will sit on the lap of Virgo near Spica. Both celestial objects are visible during the morning hours. Jupiter reaches its closest apparent position to Spica on February 23rd.

Sunday, February 26th

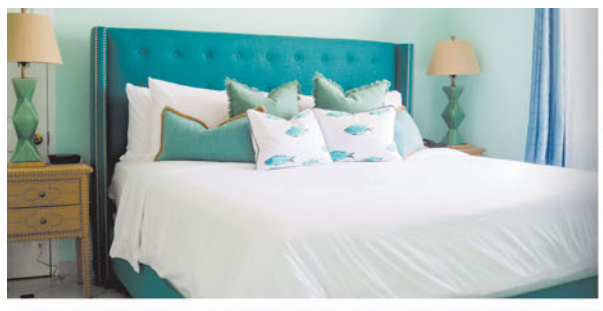
The New Moon is at 1058. It is almost directly in line with the Sun. If you are in South America, you will be able to see a solar eclipse.

As the Sun sets, Mars will begin to brighten. As Mars is so close to Uranus, the two planets will appear to meld together. Both planets are swimming with the fish of Pisces in the western sky just above Venus.

—Continued on next page



Satellites directly overhead at 2200 hours on February 16th





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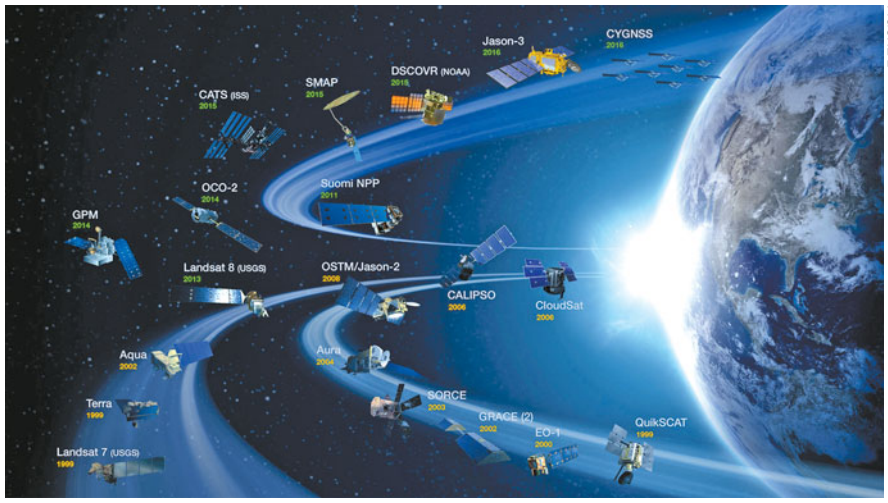


FIGURE 2

Tuesday, February 28th

There is a conjunction between the Moon and Venus this evening. Riding on the wing of Pegasus, Venus is positioned north of a thin crescent Moon.

Wednesday, March 1st

The Moon will be grouped with Mars and Uranus in the west after sunset. The trio will be above Venus residing in the constellation Pisces.

Friday, March 3rd

The Moon will reach the closest point along its orbit to the Earth and will appear slightly larger and brighter than at other times.

Friday, March 10th

Nearly in line with the Moon is the double star Regulus. These objects may appear to be very close but actually Regulus is more than 79 light years beyond the Moon.

Sunday, March 12th

Today marks the Full Moon. If you are so inclined, your Full Moon party can start at 1053. However the Moon will not actually rise above the horizon for another eight hours. Do you still have the stamina to party that long?

Monday, March 13th

Born in Germany, Friedrich Wilhelm Herschel became a musician and composer of symphonies. After moving to England he became interested in astronomy. He began making his own telescopes in order to better observe the heavens. On March 13th, 1781 he discovered Uranus. Originally named the "Georgian Planet", Uranus got its current name to conform to the classical mythology names of the other planets. Uranus is the ancient Greek deity of the Heavens. As an astronomer, Herschel cataloged more than 800 double stars and 2,500 nebulae. He also discovered infrared radiation. As a musician, he composed numerous musical works, including 24 symphonies.

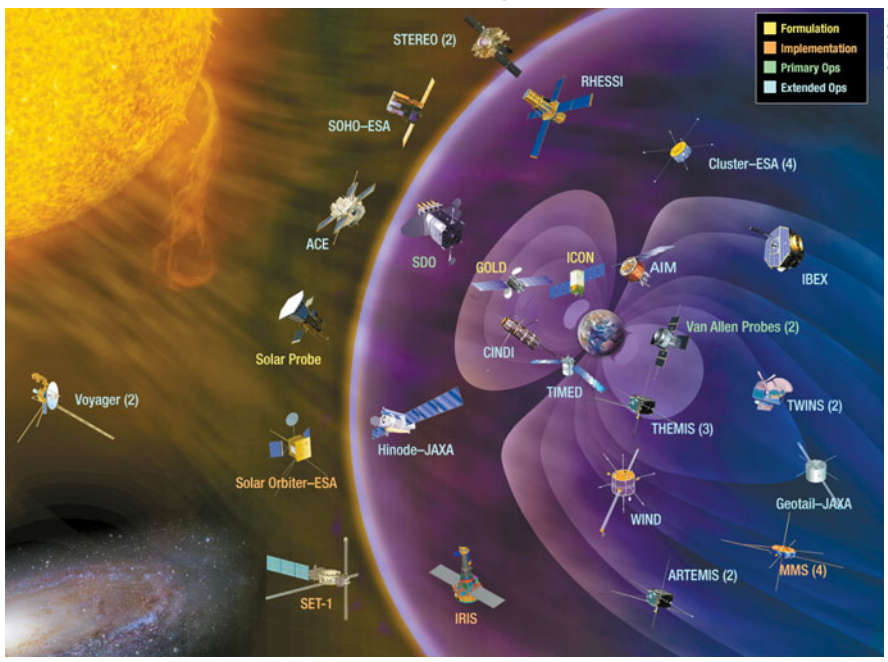


FIGURE 3

Tuesday, March 14th

The Moon has shifted from the constellation Leo and now resides in Virgo. It has progressed from its conjunction with Regulus on the tenth to another double star Porrima on the 13th, one of the stars making up the Virgo constellation. On March 14th, the Moon will be located near Jupiter.

Albert Einstein was born on this day in 1879. He is famous for his formula $E = mc^2$. His work also laid down the foundation for modern quantum mechanics.

In the News

In keeping with the satellite theme, China is the first country to develop a quantum satellite that uses laser circuits rather than mathematical encryption to protect sensitive information. The data is separated into two laser beams that are sent to independent receiving stations. The beams are separate but linked. The process cannot be cheated, tricked or reverse engineered. Personally we may never understand the science behind manipulating quantum properties of photons or even what the phrase means. But even if we don't understand the process, we will accept the science behind the technology. Advancing science is what keeps a civilization moving forward.

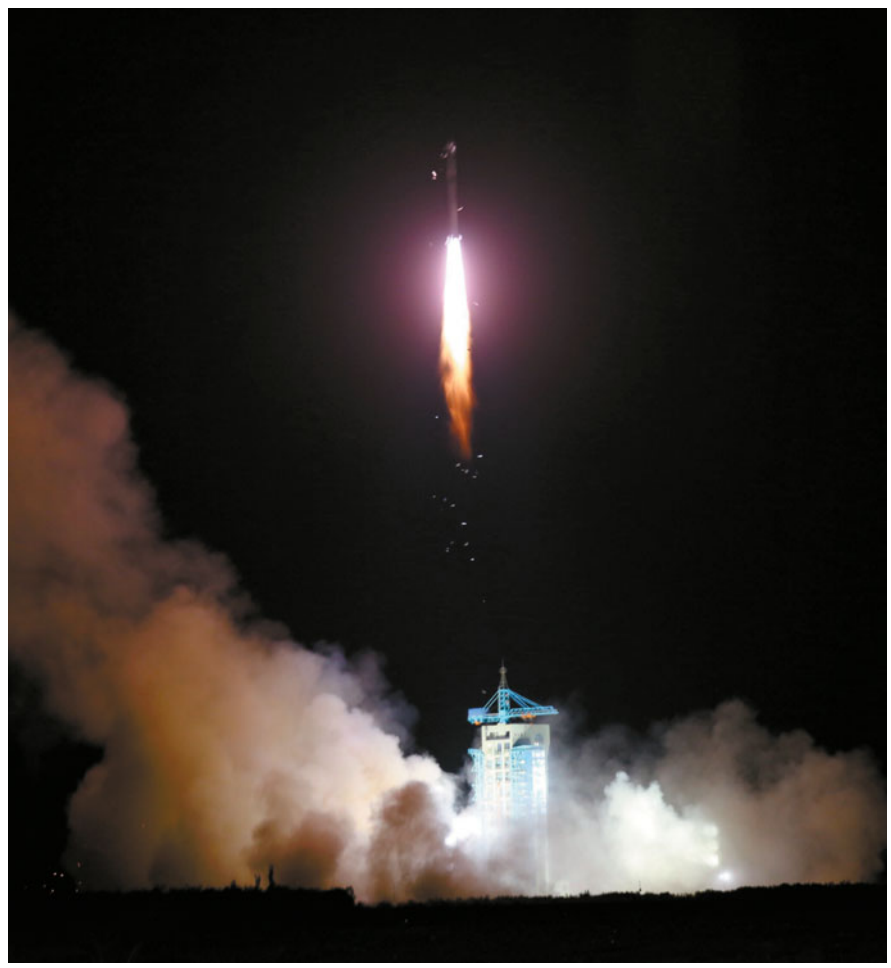
All times are given as Atlantic Standard Time (AST) unless otherwise noted. The times are based on a viewing position in Grenada and may vary by only a few minutes in different Caribbean locations,

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

Figure 2 - NASA Earth Science Division Operating Missions

Figure 3 - A fleet of satellites performing heliophysics science investigations

Figure 4 - China launches world's first quantum communications satellite





LOOK OUT FOR...

¡Ay, Carambola!

by Lynn Kaak

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

The starfruit — also known as *carambola* or five-finger — is a very recognizable fruit. With its unusual shape, there is very little doubt as to its identity when seen in local markets, and its combination of a little sweet with a bit more tart makes for a unique taste, with hints of grape and citrus. Starfruit has a relatively low sugar content, which makes it a friendly fruit for those watching their sugar intake. However, like grapefruit, it reacts with the liver with certain medications.

For centuries, starfruit has been a favourite in India and other places in that part of the world. It isn't a surprise that the Europeans introduced it to the New World both for fruit and as an ornamental tree. It has spread throughout the Tropics and Subtropics, and is also a reasonably viable commercial crop. In the Caribbean, for the most part, it is more of a novelty or garden piece.

The tree is slow growing, and takes some time to attain its typical six- to nine-



VEGAN FEAST CATERING

What a star! This juicy, tart and fun-shaped fruit can add dazzle to almost any meal

metre (20- to 30-foot) height. As typical of many of the trees that grow in the Caribbean, it likes regular rain, but prefers well-drained soil. It can take short periods of freezing temperatures, but prefers warmth, and can grow in altitudes up to about 1,200 metres (4,000 feet). It is a true sun lover, and likes full exposure.

Unlike many of the trees introduced to the Caribbean, the *Averrhoa carambola L.* can be grown from seeds with relative ease. Mature seeds can germinate within a week with the appropriate soil. For commercial operations though, grafting is still the preferred method. It takes four to five years for a tree to reach maturity and bear fruit.

The flowers may appear all year, or at certain times, depending on location and the tree, which also means that the tree may bear fruit all year long. The flowers are often seen interspersed with the maturing fruit. The small white or lavender (sometimes with a blend) flowers grow directly off the branches. Be careful if you take a look, as the flowers are very popular with bees, while birds may beat you to the ripe fruit.

Starfruit can be canned, pickled, candied, preserved and makes a novel and decorative alternative to pineapple in an upside-down cake. It can also be eaten raw, like an apple — the waxy skin and the small seeds are all completely edible. The crisp juiciness is refreshing, but if you pick the fruit before it becomes a dark yellow, the acidity may be a little too much to enjoy. Should you wait too long, the fruit becomes bland and somewhat mushy. When sliced, the "star" shape is quite pronounced, and makes a decorative addition to a fruit plate or a salad.

LYNN KAAK





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CARIBBEAN Street CRUISING GUIDES

The Neem Tree: RECIPES FROM 'THE WONDER PLANT'

Having been raised in Trinidad, I have known the neem tree from childhood. Few trees have been so beneficial to mankind. The coconut palm and bamboo have helped mankind throughout our existence, yet the neem tree truly deserves to be called a wonder plant. Because of its healing properties, neem has been used in traditional Indian medicine for more than 4,000 years, and is known there as "the village pharmacy". The seeds, bark and leaves contain compounds with proven antiseptic, antiviral, anti-inflammatory and antifungal properties.



You'll see feathery-leaved neem trees everywhere; the author holds a seedling

Originating in India and Burma, neem is respected by many ancient cultures. The botanical name for the neem, *Azadirachta indica*, defines the tree. In Hindi, *Azad* means free, *dirakht* means tree, and *Indica* is India; so it is the free tree from India. In the Muslim tradition, it is *Shajar-e-Mubarak*, the blessed tree. In Sanskrit, neem is called *Sarva Roga Nivarini*, the curer of all ailments, or *arista* — a word that means perfect, complete and imperishable. The common name "neem" comes from the Sanskrit term *nimbati syasthyamdadati,* "to give good health".

Recently Western countries started researching the many benefits of the neem tree, and its extracts have been approved by the US Environmental Protection Agency for use on food crops. This tree could begin a new era in pest control and provide millions with inexpensive medicines.

Once you recognize this tree with feathery leaves and a usually straight trunk you will see it everywhere throughout the Caribbean. Look for it in front yards, as many of the Hindu faith include this tree in their prayers. The neem tree is an investment in a family's future as it can live for more than a century. Related to mahogany, it is an excellent shade tree, which at times is covered with clusters of tiny white aromatic blossoms. The tree can reach 20 feet in a few years, even in poor soils, and unless topped, it can grow to 80 feet. Neem grows so quickly it is used to control erosion, reduce deforestation and help slow the global warming process.

A neem seedling can easily be kept pruned to fit into a pot in your cockpit, and requires little water. (Most problems are due to over watering.) Neem withstands salt spray reasonably well, but after a crossing it is best to hose it down to clean the excess salt from the leaves. Its flowers will fill the air with a jasmine-like scent. The neem grows best with some organic fertilizer such as fish emulsion or bone meal.

Neem twigs are used daily by millions of Indians as antiseptic toothbrushes. While pruning your onboard neem tree, make yourself one! Get a young, flexible twig that doesn't have bark, just a thin skin. Peel that skin off. Now chew one end of the stick. The fibers will separate and the end will turn into a little brush. Chewing the twig is already helpful as it releases the beneficial ingredients in neem to kill harmful bacteria, reduce inflammation and stop plaque from sticking to your teeth. It tastes bitter. Rub over all sides of all teeth, being careful not to injure the gums. Spit out all the little bits of neem fiber. The neem toothbrush is disposable, meant to be used only once.

You can also make neem-leaf tea for flea control in pets. Neem leaf is safe, even when ingested in small amounts, and shows no side effects. Place fresh or dried neem leaves in a bowl and cover with water in a ratio of about two pounds of leaves to six quarts of water. Allow to soak overnight at room temperature. The next day grind up the leaves in the water and then filter in two stages: pour the mixture through cheesecloth and then through a filter paper such as a coffee filter. The final result is a clear liquid. Spray this on pets or apply liberally to a cloth and then rub the pet down for an excellent flea repellent. It may be used bi-weekly.

For the human crew, a neem-leaf paste, said to be useful for topical treatment of eczema, psoriasis and acne, can be made by simply pounding fresh neem leaves using a mortar and pestle. (A variation is to soak the leaves in hot water until they soften. Once soft, crush the leaves in the same water until you have a paste.) Apply the paste to the affected skin, leave until nearly dry and then rinse. Neem also reportedly inhibits allergic reactions when applied externally.

Even in modern times, the neem leaves and blossoms are used in Indian dishes. It is also a favorite ingredi*j*ent in Cambodian and Thai dishes. Try these unusual but delicious recipes:

Neem Flower Rice
1/2 Cup dried neem flowers
1 Tablespoon vegetable oil
1 hot pepper, seeded and minced (optional)
1/2 Tablespoon mustard seeds
1/2 Tablespoon urud dahl (ground black lentils)
cooked rice (one Cup per person)
ghee or butter
salt to taste

Heat oil in a frying pan on low heat. Add the mustard seeds. As they begin to pop, add the hot pepper (if using), urud dal and neem flower. Do not wait for the urud dal to turn brown, as it will become brown when the neem flower is roasted. Stir continuously. The neem flowers will get darker. Roast until the urud dal becomes dark brown.

Add a teaspoon of this roasted neem flower mixture to each cup of cooked white rice. Mix well, adding a dab of ghee/butter and salt to taste.

Grilled Shrimp and Blanched Neem Stacks
10 short young neem twigs with stems and flowers
1 pound medium shrimp
sweet-and-sour tamarind sauce
cooked rice

Pour boiling water over neem twigs and soak for two hours. Drain. Grill shrimp on the grill or under the broiler.

To eat this dish, take the base of the flowered neem stem in one hand and pull the individual stems through the pinched finger and thumb of your other hand, pulling off the leaves, flowers, and tender tips. Place a grilled shrimp on top of the leaves, flowers and tips. Drop some sweet-and-sour tamarind sauce on top of the shrimp and neem. Add some rice and pop the whole thing into your mouth and enjoy.

Make this stack in any order; just keep it small enough to fit in your mouth!

NOTE: The above is not medical advice. Never use any herbal remedy without consulting your doctor first, especially if ill or taking other medications. Pregnant and lactating women are cautioned in the use of neem.

Shirley Hall is the author of The New Caribbean Home Garden Handbook.





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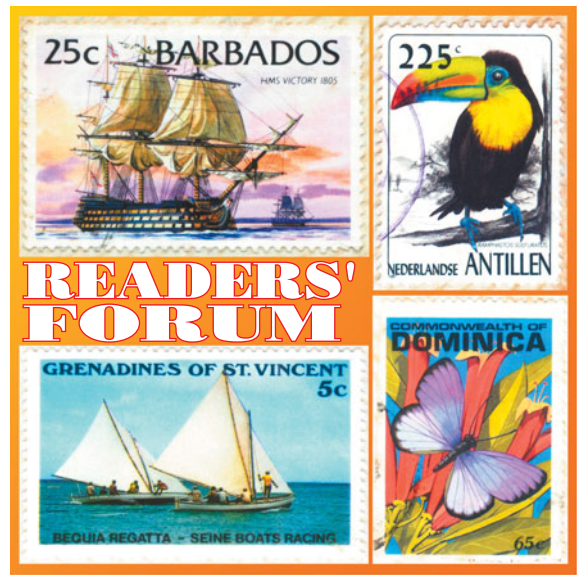
Read in Next Month's *Compass*:

World ARC Fleet Blows into Colombia!

Grenada Sailing Week 2017

Are There Really Pirates of the Caribbean?

... and much more!



KEEP AN EYE ON YOUR BILGE PUMPS

Dear *Compass*,

After reading Don Street's article "Get Pumped Up So You Don't Go Down" in the December 2016 issue of *Compass*, I revised my two manual bilge pumps. Both had not been working at all.

When I launched *Angelos* three days later I needed at least one pump urgently. I got a new stuffing box, and as soon as the boat was in the water but still in the slings, as usual I checked the through-hulls. But going down into the engine room I already heard water rushing. The new stuffing box was leaking!

Immediately I asked the travel lift operator to lift *Angelos* up again. But the engine of the travel lift stopped; it would not start again. *Angelos* was still in the slings, but in the water as well, with no possibility to lift her up again. I suddenly really needed the bilge pump — and it pumped well, keeping the boat afloat till after a while the lift was working again!

Therefore folks, keep an eye on your bilge pumps. You never know when you will need them!

Best regards,
Angelika Grüner
S/Y Angelos

KILL THE 'PERMIT TO MOOR'

Dear *Compass*,

In the article in the December 2016 issue of *Compass* outlining some recent changes in yachting regulations in the Caribbean (see page 8 at www.caribbeancompass.com/online/december16compass_online.pdf), Cuthbert Didier, Maritime Consultant in St. Lucia's Ministry of Tourism, reported that St. Lucia is currently in the process of creating a comprehensive yachting policy.

I hope that the government of St Lucia, in its ongoing effort to encourage the yachting industry, will do three things:

- Kill the "permit to moor" once and for all. Yachts wishing to moor at a location within St. Lucian waters other than their Port of Entry after obtaining a clearance must obtain a Permit to Moor from Customs, at a cost of EC$25.
- Remove the extra Immigration form-filling. St Lucia and Trinidad are the only places I know of that require this. It is unnecessary. All the information they ask for on the paper form (barring an e-mail address) is already entered in SailClear.
- Remove the requirement for everyone to return to get their passports stamped out by Immigration, if clearing in and out at the same time when staying less than three days. The three-day in-and-out clearance worked wonderfully well when everything could be done at inward clearance, with no need to return prior to leaving.

Chris Doyle
Ti Kanot

HOW ABOUT A 'GREEN' ARC DIVISION?

Dear *Compass*,

Thanks for last month's report on the transatlantic ARC 2016 (see page 22 of the January 2017 issue of *Compass*).

Although not mentioned in the article, at the prize-giving of the ARC+ there was some unhappiness expressed about the amount of engine time declared by the winner.

It made me wonder: How about having divisions in which there is no motoring allowed at all? Why not have two "green" divisions in the ARC: one for multihulls and one for monohulls?

Engines are not needed to produce electricity at sea. Between 1975 and 1995, the 46-foot engineless yawl *Iolaire*, built in 1905, did seven transatlantics. On the first two, electricity was produced by the late Hugh Merewether's experimental wind generator, which later became the well-known Ampair. On the next five trips, *Iolaire's* electricity was produced by Ampair wind- and taffrail-generators. These produced enough amperage to give us cold beer all the time.

The seven transatlantics sans engine were the easy voyages. In the 33 years we sailed *Iolaire* with no engine, we also sailed up the Thames River to the center of London and back down eight times, raced three Fastnets, and cruised the Mediterranean, the west coast of Scotland, and the Baltic.

I have been actively pushing the idea of shaft-driven generators for 52 years. (For details, see my article "Be a Carbon-Footprint-Free Passagemaker" in the September 2016 issue of *Compass* on page 33 at www.caribbeancompass.com/online/september16compass_online.pdf.) And there are now highly efficient wind chargers and solar panels whose output seems to be improving dramatically as each year goes by.

The time has come for the ARC to start divisions for boats that complete the ARC without using either their engines or generators to provide electricity. Various companies that provide green energy to yachts could be approached to put up prizes for the winners of each division. Doing so would really increase interest in passagemaking with zero carbon emissions — and also eliminate any arguments about declared engine time!

Don Street
Formerly of *Iolaire* and *Li'l Iolaire*
— both green boats!

RECYCLING AT RODNEY BAY MARINA

Dear *Compass* Readers,

Last month, Roger Lewis wrote a letter to this Forum pleading for recycling facilities to be made available at Caribbean marinas.

We are pleased to note that IGY Rodney Bay Marina in St. Lucia does.

In conjunction with a local contractor, Rodney Bay Marina operates a Waste Management program to enable the segregation of waste products for recycling. Since the start of the program in 2015, more than 10,500 kilos of waste — HDPE plastic, e-waste, cardboard, aluminum and tin cans — have been diverted for recycling. When discarding recyclables, follow instructions posted in the Recycling and Garbage Disposal area. A tank is provided for disposal of used motor oil.

If you have an excessive amount of waste that needs to be disposed of, please contact the marina office for details.

Additionally, Rodney Bay Marina has the capability to siphon out black and gray water tanks upon request and offers desalination services to refill potable water tanks. The pump-out system is located on-site near the boatyard. Be sure to contact the marina office for instructions and information.

CC

ANCHORING NEXT TO A MOORING?

Dear *Caribbean* Compass,

I have a question about anchoring near an unoccupied mooring ball and who has the "right of way".

In a lot of anchorages (especially in Grenada) people have put in private mooring balls or businesses have set up mooring fields. These mooring balls often take up prime anchoring spots in very busy bays.

I avoid all mooring balls when anchoring, to maintain a safe distance, but a lot of bays are extremely busy and when the mooring ball is not being used it is frustrating to see a great spot not being used, with just a plastic jug or ball floating there.

In short, if a person anchors their boat next to an unoccupied mooring ball then another boat comes in later and ties up to the mooring, creating an unsafe condition, who has the right to stay and who must leave?

I know it is best practise to avoid any unnecessary risk, but in the letter of nautical law and insurance, who is in the right?

Thank you,
Alan Phillips
S/V Haven

Dear Alan,

Good question, and a difficult one to answer definitively.

We haven't found anything in international nautical law that discusses this; it seems to be up to local jurisdictions.

In some places, the individual moorings and the mooring fields are authorized by a government entity that regulates the seabed, and this presumably gives the mooring owner/operator some legal rights to that portion of the seabed. In other places, people just put down moorings without government permission (someone once likened it to painting a "reserved parking" sign on a public street), making the situation of who has rights to use that particular spot a lot murkier.

It certainly is frustrating for those who prefer to anchor to find the best places in a bay taken up with moorings, especially if those moorings are unoccupied when you are looking for a good anchoring spot. On the other hand, it's equally frustrating for, say, the captain of a day-charter boat to come in at sunset with a load of guests, expecting to tie up to his or her mooring, and find another boat anchored perilously close to it. Or for an islander who relies on renting a mooring for his or her livelihood to be denied a night's rental (or more) because the mooring is rendered unusable by an anchored yacht.

—Continued on page 46



Letter of the Month

SANTA MARTA'S MAGIC

Dear *Compass* Readers,

Contrary to Colombia's somewhat controversial reputation, I was greeted in Cartagena with smiles, sunshine, and a mojito. After flying in, I enjoyed a walk through Cartagena's historical district before embarking on the long drive to Santa Marta where I was to meet my father, who had sailed there. Driving from Cartagena to Santa Marta allowed me to see much more of the country than I otherwise would have.



It was such a fantastic feeling to rejoin my father on our floating home, *Vagabond*, after several months away. The marina at Santa Marta has great showers, an air-conditioned lounge, and is only a stone's throw from the beautiful, historic town.

I spent the week before Christmas 2016 exploring Santa Marta's markets, bars, and restaurants on cobblestone streets complete with street performers and lots of music. One afternoon we even went to the Centro Commercial Buenavista — the movies! It can't be said enough: Santa Marta is delightful. I feel particularly lucky to have experienced this place — one the oldest cities in South America — before it risks getting outfitted with cruise ship docks and becomes truly touristy.

A highlight of my time in Colombia was taking a jeep from Santa Marta to the inland village of Minca with local friends we'd made. We drove through the lush countryside to one of the oldest coffee plantations in existence. We took a tour, learning every step of the process and, of course, experienced many cups of authentic Colombian coffee. For a gal who worked as a barista for many years, this was especially interesting.

But my favourite experience was discovering El Rego in Santa Marta, an incredible





Clockwise from left:
A glimpse of the marina from the old town
Sleepy in the heat of the day, these streets come alive in the evening
At nearby Minca, a cup of authentic Colombian coffee

little bar located at 18th Street, between 2nd and 3rd Roads. The bar was opened less than a year ago by a genuinely lovely couple, Anthony and Alejandra. Anthony, a fellow Canadian from British Columbia, was travelling when he met Alejandra, and together they came up with the idea for El Rego. Anthony perfected his Spanish with help from his beautiful partner, and they meshed their tastes in music, food, and décor to create what I would call a masterpiece. If you enjoy live local music, outstanding food, and friendly service, I highly recommend you stop by. They also make the best mojito in all the land. Now, Anthony's lifestyle is much different than it was in North America. There was a dream in mind, and they are living that dream today.

In Colombia, everyone looks so happy. I am grateful to have seen the pride Colombians have for their country. Santa Marta is known for its diversity, with beaches, mountains, and historic charm. My local friends described their home as "la magia de tenerlo todo". The magic of having everything.

As my dad sails around the world, he continues to be on the lookout for potential places to retire one day. Santa Marta is now number one on his list, and I can't help but agree.

Lindsay Bindman
Vagabundo

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Why Couples Who Cruise Together Stay Together Longer

by Tina Dreffin

Peter, my husband of 37 years, clinked his beer glass against mine. "Happy anniversary, baby!" he said. "You're still my First Mate hottie at sixty-one!" Sixty-one years of age, that is, and more than half of those years spent living aboard boats full-time. BAM! It hit me that our adventure cruising fling was still happening after all these years.

We were anchored in Exuma, Bahamas, aboard *Freebird*, our 42-foot Grainger catamaran. We've finally found paradise in the Exumas after having journeyed the globe with our kids. Here in the Bahamas, 2,400 islands and cays lie scattered like pearls dropped from the sky. These jewels are part of the Lucayan Archipelago of the Caribbean. Against the backdrop of a setting sun, we were celebrating our anniversary at the Exuma Yacht Club.

"How in the world do you accomplish it?" visiting sisters and girlfriends often ask me. "How can you have survived nearly four decades of living aboard a small boat? Don't you ever go crazy in that small space?"



To Peter and my groupies, I say, "Adventure cruising, baby! That's the secret of staying married a long time. The boat is just the means to the end. We get to take along our own digs and moveable feast while we seek travel. It works great for me because I'm stuck to adventure like two sides of Velcro!"

Here's why I believe couples who cruise together stay together longer:

Cruising couples share common goals

The single most important thing you can do in planning to cruise together is to set goals. You don't succeed in cruising by accident. Sure, luck may come your way, but good luck is not a strategy.

It's a good idea to keep your goals written in sand as you segue into your new cruising relationship, however. Give yourself a little breathing room, but remain focused on growing. Whether you've just purchased your boat in the Caribbean or just reached here with dreams of pushing on to the ABCs, the Panama Canal, or Central America. If you want to accomplish that one big goal, be sure to take baby steps to get there. In time, a well-constructed goal will manifest itself. Reaching your first dream destination will set you free and you'll never look back.

Often, one partner may drag feet in committing, though, so I recommend pressing on with positive reinforcement. Peter was hesitant about pushing on to the Panama Canal — with kids in tow — once we reached Grenada for the twelfth season from the Bahamas. However, since I was passionate and persistent, he eventually agreed. We went on to circumnavigate the globe and it was a life-transforming experience with our kids. Note however, that it took ten years to initiate and we even turned back from the Canal after our first transit, owing to unforeseen events. But it was a set goal. We eventually returned to the Canal 12 years later — succeeding in reaching that goal, together.

Often when I meet new Caribbean cruisers, the women fret about goals. Remember: as you journey, you grow into your goals. Next month, you will be a different person than you are today, because of your adventures. So don't despair. If you're starting out green and shooting for the moon, you may hit a few roadblocks — whether in your cruising relationship or an improperly prepared vessel. I recommend setting simple goals as you begin cruising the Caribbean. Up the ante a bit as you grow into the experience. The old adage is a good one: KISS. *Keep it simple, stupid!*

Cruising couples develop better communication

There weren't many female role models around as long-term "first mates", much less captains, when we started cruising, in 1979. I tried to hide my reluctance in stoicism, trying to mimic the old captains of the sea. Of course, my attempt at being the strong, silent type didn't work: I can't turn off my brain when motor neurons are colliding. *Just spit it out, Tina,* I learned early on: *Peter can't read your mind.*

Developing better communication is a continuous process. Sometimes communication is a long talk; other times it's more unspoken. Take dealing with Hurricane Sandy, for example, forecasted as a direct hit for Exuma. When we threw ourselves into preparations for the storm, we were forced to look for ways to complement each other's characteristics, but there was no time for fervent pontifications about how to handle our different roles — we just jumped in and pulled our own weight, working together as a team.

I studied the weather charts with Peter, while he explained dangerous wind quadrants and dragging possibilities. I drew a diagram of our boat atop a compass rose to map the anchors. When Peter rowed anchors out, I handled the warps and reset them when wind conditions changed during the hurricane's approach. I withheld frustrated and angry comments when pressed — for a second and a third time — to complete a task. It was imperative that we molded our relationship into a working, unified team, responsive to the job at hand while adjusting our limitations. There would be time to talk it all over afterwards. (My limitation? Leave the boat and go ashore if Sandy was forecasted to hit 110 knots. It wasn't… but it did.)

Left: Peter and Tina celebrate their 37th anniversary. 'Our adventure cruising fling was still happening after all these years'

Right: 'Whenever we make landfall in a new country or island, we laugh at the new things we screwed up and rejoice over what we got right'

We had adopted a method of understanding each other and the situation to the best of our abilities. It's the same with other cruising couples that are together for long periods. They experience fewer disagreements, having acquired patience and trust as virtues.

Cruising couples understand neither is perfect, and that's okay

Cruising is revealing. It brings out the best and the worst in a person. Strengths and weaknesses are quickly discovered. Since you're together most of the time, there's little space for ugly secrets. There are no facades. You have to appreciate your partner the way he or she is — whether they snore, fart, forget things, or leave their clothes on the floor. Besides, you can't change anyone except yourself. But you knew that already, right?

Cruising couples tend to be more gentle and refrain from judgment. They are careful with each other's feelings, practice tenderness, and avoid embarrassing their partner in front of others. They realize they are on the same team and refuse to criticize each other.

Early on, Peter and I understood that nothing was perfect forever. There were going to be disagreements. Over the years, there were times when either Peter or I did something hurtful. Cruisers with happy relationships talk through it. But couples with bad relationships let it stew until it becomes an even bigger problem. In the beginning of our cruising years, we seemed to practice the latter until we wised up to adopt the former.

We all make mistakes. If you can't fix it, forgive it. Let's face it, people are not perfect, however hard we try. Early forgiveness is a key component to our healthy relationship, and imperative to keep on cruising.

Cruising couples get out of their comfort zone

As human beings, we are inherently afraid — afraid of failure, what other people will think, being alone, change, the unknown, and afraid to step outside of our comfy environment. We never want to leave the path we've been told we're *supposed* to assume. We're told we have to do what's best for us. But are you the master of your destiny?

If you're a couple running from your comfort zone, the reward will be great. You will experience the journey together. You will feel your great cruising adventure is unfolding into something terrific. Consider yourselves the lucky ones — you are at the helm of your own lives!

Whenever Peter and I make landfall in a new country or island, we laugh at the new things we screwed up and rejoice over what we got right. Take the time when, during a blow while on passage, a gaggle of ball bearings popped out of a fitting at the end of our high-tech boom and fell into the sea.

"You've got the piano fingers, babe. It's your job to refit the new package of bearings," Peter said.

"Say what? Says who? There's only two people voting here!" But I shinnied out to the end of the boom anyway, hugging it as tightly if it were the neck of a stampeding stallion, and breathed deeply. It was a terrifying experience, certainly, but if Peter believed in me, then I believed in myself. Our team effort was thrilling. It took hours in tough conditions — and the high-five afterwards was remarkable.

Upon landfall, however, we clinked beers and Peter said nonchalantly, "Oh, I found another block. You didn't need to go out on the boom after all." My eyes went wide. I put my head in my hands in disbelief and then guffawed. *What an adventure!*

Cruising couples practice a sense of humor

You can't cruise together without turning up some humor here and there. There were times when things went horribly wrong. We were always losing items on land excursions. One of us — I won't mention whom — once left a wad of bills under a hotel mattress. I left a painting in an airport taxi. Two laptops were left atop a rack in a terminal shuttle. We were incredulous at our lack of responsibility until we understood that stress happened during travel. In fact, it happened so frequently that we dubbed it "travel collateral damage". We laughed. What else can you do?

Humor in relationships will aid you in achieving your initial cruising goals. Although cruising brings



great challenges and responsibilities, life can't be serious all the time. You have to make room for a little lightheartedness if you want to have a balanced cruising lifestyle.

At the end of the rainbow

After decades of living aboard together, Peter and I have become best friends. We share equal joy in watching stunning sunsets, reflecting upon our greatest fears and dreams. Sure, he can't meet all my needs, so I make sure to make friends with other women along the way. He makes new friends, too. We invite folks over. It helps gain other perspectives. Suddenly I realize my complaint may pale in comparison to others'. I end up acquiring a better attitude.

I know that as cruising couples, we only have each other to turn to when the shit hits the fan. On the other hand, there are fewer disruptions by external persons. We prefer to stick with each other through challenges and differences, providing healthy companionship.

Peter and I have been married for 37 years. We talk (well, sometimes, I talk and he pretends to listen since I do tend to go on a bit), spearfish, snorkel, take beach jogs, and eat at least one meal together every day. We like being in each other's company. We prefer not to travel, unless together.

If you, too, are part of a dedicated cruising couple, the best part is that you'll be together at your dream destination to share the end of the rainbow.

Tina Dreffin's latest book about her family's journey into Africa and across the Atlantic is Bluewater Walkabout: Into Africa, *available at www.bluewaterwalkabout.com.*

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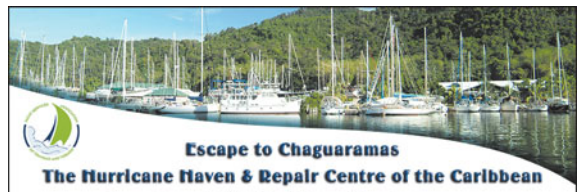
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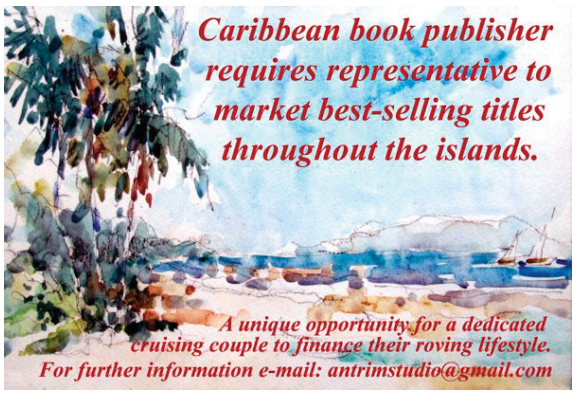


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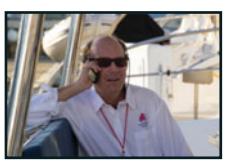
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CALENDAR

FEBRUARY

2	World Wetlands Day, www.ramsar.org
2 – 5	SuperYacht Challenge Antigua, www.northropandjohnson.com/events
3 – 5	Pan Pepin International Dinghy Regatta, San Juan, Puerto Rico. CNSJ, www.nauticodesanjuan.com
4	Manhattan Yacht Club Challenge, BVI. RBVIYC, www.royalbviyc.org
5	Cupid's Regatta, Fajardo, Puerto Rico. BriSA, www.brisaweb.net
5	Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org
5	Tall Ships Open day, St. Martin. www.CaribbeanSailTraining.com
7	Public holiday in Grenada (Independence Day)
8	Independence Workboat Regatta, Grenada
10	OCC Rally to Cuba. Suzanne.chappell@icloud.com
10 – 12	Round Martinique Regatta, www.theroundmartinique.com
10 - 12	Jolly Harbour Valentine's Regatta, Antigua, JHYC, www.jhycantigua.com
11	FULL MOON
11 – 12	Puerto del Rey Sailing Challenge, Puerto Rico. smileandwavesailing@gmail.com
12 – 19	Yachtie Appreciation Week, Dominica, www.sailopo.com
14	Round Redonda Race, JHYC, www.jhycantigua.com
17	Antigua 360° Race. AYC, www.antiguayachtclub.com
18 – 19	Crucian Open Regatta, St. Croix. SCYC, www.stcroixyc.com
18 – 19	Children's Karnaval Parades, Bonaire
20	Start of RORC Caribbean 600 race, Antigua, http://caribbean600.rorc.org
20	Public holiday in Puerto Rico and USVI (Presidents' Day)
22	Public holiday in St. Lucia (Independence Day)
23	Public holiday in Guyana (Republic Day)
24 - 28	Semaine Nautique Internationale de Schoelcher, Martinique, www.cnschoelcher.net/regates
25	Cruising Outpost cruisers' party, St. Maarten, www.cruisingoutpost.com
25	Public holiday in Suriname (Liberation Day)
25 – 26	Grand Karnaval Parades, Bonaire
27	Public holiday in Dominican Republic (Independence Day)
27 – 28	Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela and other places

MARCH

1	Public holiday in many places (Ash Wednesday; in BVI Anniversary of HL Stoutt's birthday)
1 – 5	Swan Rolex Caribbean Cup, BVI. YCSS, www.yccs.it/en/yccs_virgin_gorda.html
2	Gill Commodore's Cup, St. Maarten, www.heinekenregatta.com
3 – 5	St. Maarten Heineken Regatta, www.heinekenregatta.com
3 – 6	Dark & Stormy Regatta, BVI. WEYC, martin@sailsistership.com
6	Public holiday in BVI (H. Lavity Stoutt observed)
6	Cruising Outpost cruisers' party, Road Town, Tortola, www.cruisingoutpost.com
8	International Women's Day.
9	Public holiday in Belize (National Heroes' Day)
10 – 13	Caribbean Superyacht Rendezvous, Virgin Gorda, www.loropianasuperyachtregattaandrendezvous.com
11 – 12	Antigua Laser Open, AYC, www.antiguayachtclub.com
11 – 12	BriSA Cup, Fajardo, Puerto Rico. BriSA, www.brisaweb.net
12	FULL MOON
13	Public holiday in Guyana and Suriname (Holi observed) and in BVI (Commonwealth Day)
14	Public holiday in St. Vincent & the Grenadines (National Heroes' Day)
15	Public holiday in St. Barts (Mi-Careme)
16 – 19	St. Barths Bucket Regatta, www.bucketregattas.com
17	Public holiday in Montserrat (St. Patrick's Day); St. Patrick's Day Festival, Grenada
18	Public holiday in Aruba (Flag Day)
18 – 19	Petite Martinique Heritage Weekend
20	Vernal Equinox
22	Public holiday in Puerto Rico (Emancipation Day)
23	Round St. John Race, STYC, www.styc.net
23 – 26	Puerto Rico Heineken Jazz Fest
24 – 26	St. Thomas International Regatta, www.stthomasinternationalregatta.com
27 – 2 Apr	BVI Spring Regatta & Sailing Festival, Tortola, www.bvispringregatta.org
27 – 2 Apr	Rincón International Film Festival, Puerto Rico, www.rinconfilm.com
30	Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)

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

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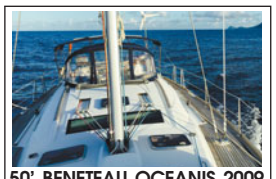
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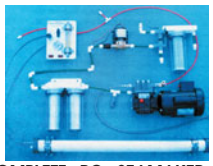
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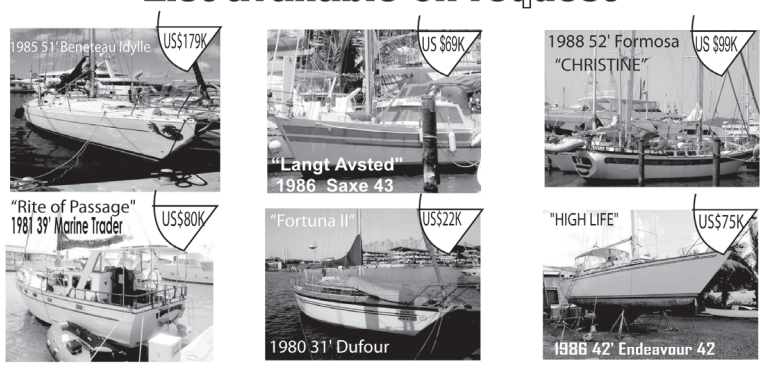
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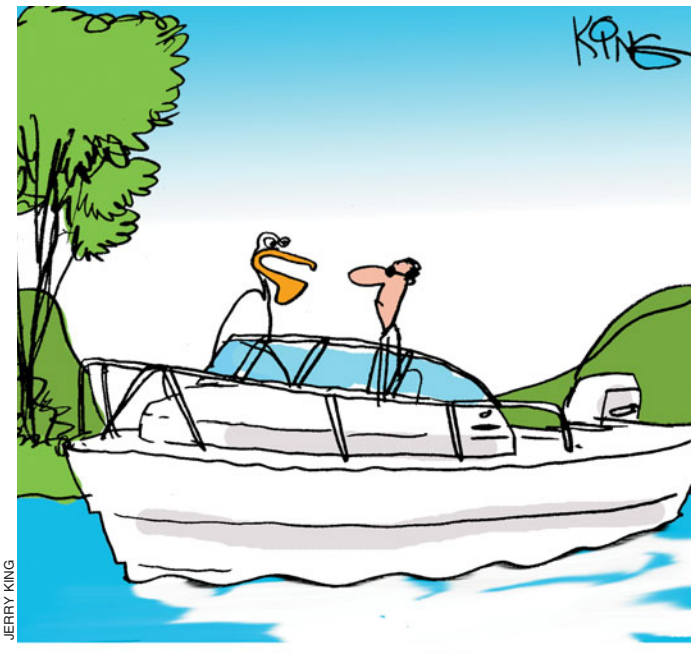
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—Continued from page 38 ...Readers' Forum

It would seem that you are wise in avoiding mooring balls whenever possible. Arguing a "legal right" to anchor very close to a mooring, should another boat come in later and use it, would probably be a painful exercise.

Meanwhile, the ongoing alienation of anchorage room is a very real issue. If there is an active marine trades association in places you find this to be a problem (in Grenada for example, MAYAG can be helpful), we urge you to urge them in turn to alert their government to the need to act soon to zone good anchorage areas in busy bays, before the uncontrolled proliferation of moorings drives anchor-users away.

CC

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53' Amel Super Maramu '90
Many Upgrades $209K


REDUCED
51' Jeanneau SO 51 1990
Fast, Comfortable Value $99K


REDUCED
50' Hunter 50 CC 2011
Luxurious & Fully Loaded! $359K


50' Jeanneau I50 1996
Great Sailer, Nicely Upgraded! $149K


REDUCED
49' Hunter 2008
Best Value In The World! $245K


49' Trader 485 Signature 2002
Luxurious, Rugged Cruiser $120K

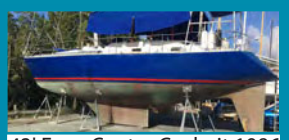

48' Nautitech Dufour 475 1998
Superb Value €220K


47' Beneteau Oceanis 473 '03
Gen & Air, Amazing Refit! $129K


46' Beneteau Oceanis 46 '07
Loaded, Immaculate $249K


REDUCED
43' Beneteau Oceanis 43 2010
Great Condition & Gear! $149K


REDUCED
43' Hans Christian Christina 43 '99
Best Buy In The World! $229K


43' Frers Center Cockpit 1986
Beautifully Constructed $39K

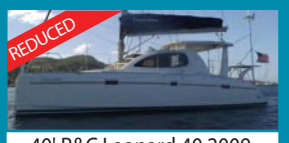

REDUCED
42' R&C Leopard 42 2003
Significantly Refitted, Solid $195K


42' Hunter Passage 42 1995
Spacious, Super Value $99K

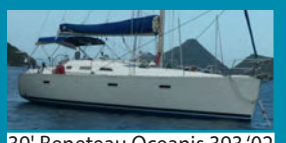

42' Soverel 42 1982
Fast, Fully Refitted $60K

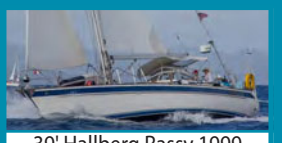

41' Beneteau Oceanis 411 2001
Fully Cruise Equipped! $99K


41' Hunter 41 2006
Equipped For Long Distance $109K

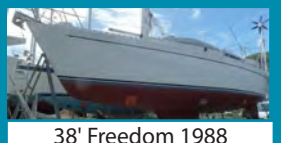

REDUCED
40' R&C Leopard 40 2009
Private, Owner's Version $285K


40' R&C Leopard 40 2008
Superb Opportunity! $249K


39' Beneteau Oceanis 393 '02
A/C, Clean, Rebuilt Engine $79K


39' Hallberg Rassy 1999
Offshore Cruising Equipped $199K


39' Intrepid Sport 2008
Power and Quality $340K


38' Freedom 1988
New Paint, Young Engine $79K


38' Island Packet 1989
Solid Cruiser/ Quality $129.9K


38' Sabre 386 2004
Amazing Value! $199K


36' Beneteau Oceanis 361 '00
Wind, Solar, All Furling! $55K


REDUCED
34' Gemini 105 MC, 2008
Beautiful Condition $109K


31' Sea Ray Amberjack 290 '04
Fast, Fun, Great Condition $49K

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Antigua Classic Regatta	Antigua	12	Down Island Real Estate	Grenada	MP	La Playa	Grenada	MP	Rodney Bay Marina/ IGY	St. Lucia	28
Antrim Studio	C/W	MP	Doyle Offshore Sails	Tortola	4	Lagoon Marina	St. Maarten	22	Sea Hawk Paints	C/W	10
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Barefoot Yacht Charters	SVG	18	Echo Marine	Trinidad	13	Mac's Pizzeria	SVG	38	St. Kitts Marine Works	St. Kitts	22
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MP = Market Place pages 41 to 43
C/W = Caribbean-wide



ISLAND	DEALER NAME	CITY	TELEPHONE NUMBER
ANGUILLA	MADCO	St. Martin	+590-590-510-540
ANTIGUA	Paradise Boat Sales	St. Johns	+268-562-7125
BAHAMAS	Lightbourne Marine	Nassau	+242-393-5285
BAHAMAS	National Marine Limited	Marsh Harbour	+242-367-2326
BAHAMAS	Out-Board Services Limited	Freeport	+242-352-9246
BAHAMAS	Spanish Wells Marine & Hardware Co. Ltd.	Spanish Wells	+242-333-4139
BARBADOS	Marine Power Solutions Inc.	Barbados	+246-435-8127
BELIZE	Belize Diesel & Equipment Co.	Belize City	+501-223-5668
BELIZE	Thunderbirds Marine	Placencia Village	+501-624-1411
BELIZE	William Quan & Co.	Belize City	+501-2-27-2264
BERMUDA	Pearman Watlington & Co Ltd.	Hamilton	+441-295-3232
BRITISH VIRGIN ISLANDS	Marine Power Service Ltd.	Tortola	+284-494-2738
CAYMAN ISLANDS	Scott's Industries Ltd.	Grand Cayman	+345-949-4186
DOMINICA	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
DOMINICAN REPUBLIC	Auto Marina S.A.	Santo Domingo	+809-565-6576
FRENCH GUIANA	Sovale s.a.s.	Cayenne Cedex	+594-594-359-777
FRENCH WEST INDIES	MADCO	St. Martin	+590-590-510-540
FRENCH WEST INDIES	Maximarine SAS	Martinique	+596-696-454-502
FRENCH WEST INDIES	S.A.D	Guadeloupe	+590-590-269-797
GRENADA	Anro Agencies Ltd.	St. George's	+473-444-2220
GUYANA	W & H Rambaran Marine	Georgetown	+592-226-4523
HAITI	Matelec S.A.	Port-au-Prince	+509-2813-0829
JAMAICA	Jamaica Offshore and Marine Supplies Limited	Kingston 5	+876-383-4809
NETHERLANDS ANTILLES	Boat and Fishing Paradise	Aruba	+297-588-1316
NETHERLANDS ANTILLES	Caribbean Nautical Sales and Service Distribution	Curacao & Bonaire	+599-9-563-7478
PANAMA	Chikos Internacional		+507-2-25-6331
PANAMA	Acqua Marine S.A.		+507-262-4824
PUERTO RICO	Powerboat Marine LLC	Toa Baja	+787-510-2550
PUERTO RICO	Vita's Marine Center	Aguadilla	+787-691-0669
SAINT KITTS AND NEVIS	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
SAIT LUCIA	A1 Island Marine Supplies Inc.	Castries	+758-452-9404
SAINT MARTIN	MADCO	St. Martin	+590-590-510-540
SAINT VINCENT AND THE GRENADINES	A1 Island Marine Supplies Inc.	Castries	+758-452-9404
SAINT VINCENT AND THE GRENADINES	Dominica Marine Center Inc.	Roseau	+767-440-BOAT(2628)
ST. BARTS	MADCO	St. Martin	+590-590-510-540
SURINAME	Tomahawk Outdoor Sports	Paramaribo	+597-422-682
TRINIDAD AND TOBAGO	Corsa Marine	San Fernando	+868-657-4723
TURK AND CAICOS ISLANDS	Sherlock Walkin & Sons	Providenciales	+649-9-46-4411
VENEZUELA	A&F Marine Center	Maracaibo	+261-752-9511
VENEZUELA	Corporacion Alba	Valencia	+241-842-1644
VENEZUELA	Engine Service Marine	Caracas	+212-267-9398
VENEZUELA	Protienda C.A.	Barcelona	+281-286-5843
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WHAT'S NEW?

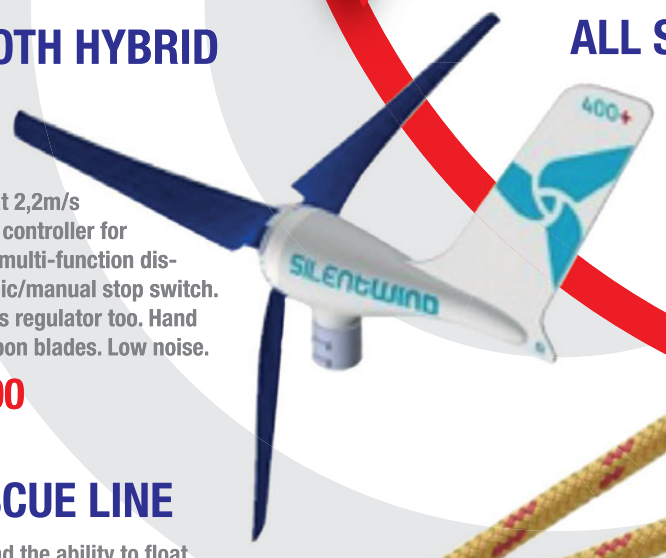


SMEV TWO BURNER HOB & OVEN

Great Italian design and manufacture:
28-litre gas oven, extra-slim design for small galleys! Transparent oven door with safety lock, thermostat, safety ignition system.
Easy-clean heat-resistant stainless steel surface. Easy-clean door and interior, bottom-hinged door, stainless steel burner caps and pan supports.

Priced at $744.50

SILENTWIND WITH BLUETOOTH HYBRID CONTROLLER



12V, 420 watts output!
Great start-up performance due to low cogging torque at 2,2m/s wind speed. External hybrid controller for wind and solar energy with multi-function display and integrated electronic/manual stop switch. Link your solar panels to this regulator too. Hand laminated, UV-resistant carbon blades. Low noise.

Priced at $1,975.00

FLOATING RESCUE LINE



This rope has a soft hand and the ability to float. The ability to float lends it to other water-related applications like rescue line or dinghy painter. Hydrophobic, UV resistant and available in 8mm, 10mm and 12mm.

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