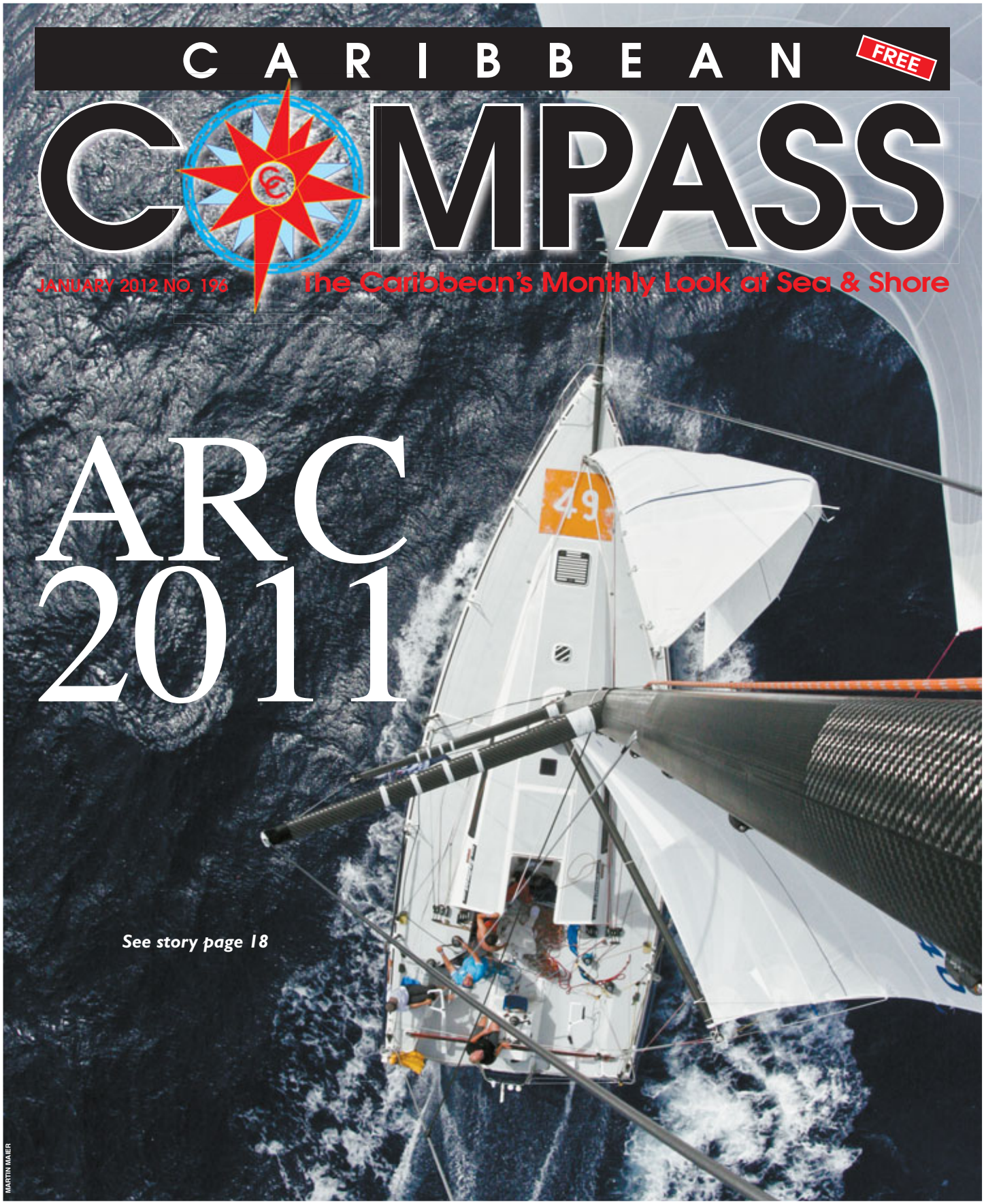
CARIBBEAN COMPASS

FREE

JANUARY 2012 NO. 196

The Caribbean's Monthly Look at Sea & Shore

# ARC 2011




See story page 18

MARTIN MAIER

# New year
# NEW GEAR



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DEAN BARNES



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CHRIS DOYLE



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*Caribbean Compass* is published monthly by Compass Publishing Ltd., P.O. Box 175 BQ, Bequia, St. Vincent and the Grenadines.
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*ISSN 1605 - 1998*

*Cover photo: Martin Maier's bird's-eye view of the Class 40* Vaquita *eating up the miles to St. Lucia in ARC 2011*




***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.**

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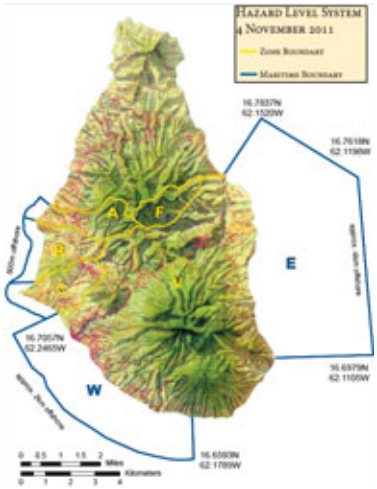
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# Info & Updates

**Sailing by the Volcano**

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




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

One of the Maritime Exclusion Zones is off the island's west coast, extending two kilometres offshore between Sturge Point and O'Garra's. The other is off the island's east coast, extending four kilometers offshore between Roche's Yard and Spanish Point, decreasing to two kilometres offshore from Spanish Point to Pelican Ghaut (see waypoints on map).

*To see the current Hazard Levels or for more information visit www.mvo.ms/about-volcanoes/safety/hazard-level-system.*

**Tyrrel Bay, Carriacou Navigation Hazard Removed**

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

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

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

**Trinidad & Tobago's State of Emergency Ended**

The State of Emergency (SOE) designed to combat crime in Trinidad & Tobago ended at midnight on December 5th, 2011. Prime Minister Kamala Persad-Bissessar had declared the State of Emergency on August 21st, 2011, imposing a curfew in certain land and sea areas of Trinidad, including Chaguaramas. Tobago remained curfew free. It is reported that crime fell during the 106 days that the SOE was imposed.

*For more information contact John Stickland at john@sbms.co.tt.*

**Caribbean Marine Association Concludes Technical Assistance Project**

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

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

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

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

In concluding this project, CMA President John Duffy stated, "The revitalization of the CMA is essential to the increasing recognition of yachting in the Caribbean's tourism industry… The CMA needs to be the authoritative voice on yachting matters in the Caribbean and much of this project was directed at establishing this position. We are only on the bottom rung of the ladder and there are many years of effort ahead if the goals of the project are to be achieved."

—Continued on next page


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Chaguaramas




photo: www.yachtshotsbvi.com

Jet Stream, Leopard 45

Antigua Barbados British Virgin Islands Curacao Dominica Grenada Martinique Panama Puerto Rico St.Croix St.Lucia St.Vincent Trinidad and Tobago

—Continued from previous page

In moving forward, the development of a funding proposal along with an aggressive membership drive will be the CMA's immediate activities for sustainable capacity building.

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

**Eight Bells**

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




**Ti'Ponton, The Sailor's Guide to Martinique, Now Available!**

The eighth edition of *Ti'Ponton*, the sailor's guide to Martinique, is now available.

*Ti'Ponton* is bilingual (French and English) and offers the most extensive directory for sailors' needs in Madinina, the Isle of Flowers: names, addresses and telephone numbers of hundreds of nautical services, suppliers, provisioning companies, doctors, local restaurants, sightseeing spots and much more. *Ti'Ponton* also provides tidal information for major coastal cities in Martinique.

*Ti'Ponton* is a free publication and can be picked up all around the island all year round.

*For the latest marine news in Martinique visit www.tiponton.com.*

**Cruisers' Site-ings**

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

• These guys do great work protecting the natural environment of a very stressed island. Réserve Naturelle of Saint-Martin is pleased to present the most recent edition of its quarterly journal (in English and French), which can be downloaded by visiting ***www.reservenaturelle-saint-martin.com/doc/journal13.pdf***.

• The new Bequia Youth Sailing group now has a website; visit ***www.bequiayouthsailors.org***.

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

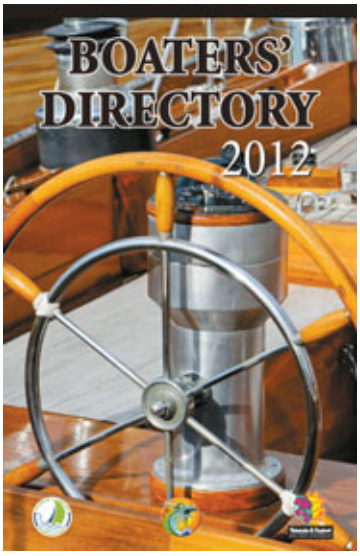
**Arrests Made in Canouan Yacht Burglaries**

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

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

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

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




**The Trinidad & Tobago Boaters' Directory 2012**

*The Trinidad & Tobago Boaters' Directory* 2012 will be available from January 1st. As readers requested, the *Boaters' Directory* now covers a calendar year, is more detailed and precise, and is filled with all the information required to make your sailing smooth. This year the directory contains moon phases, tide charts, maps and guides, and information from TDC, YSATT, and CDA. Do not miss your chance to collect all your information about suppliers and service providers in T&T in one handy easy-to-use book. Pick up your *Boaters' Directory* in Trinidad at YSATT, Immigration, Customs, boatyards, mariners popular shops and NALIS.

*The 2012 Trinidad and Tobago Boaters' Directory will also be available at www. BoatersEnterprise.com.*

**Caribbean Security Index Set for Launching**

Sophisticated electronics? Of course. Sophisticated weather models? Yes please! Sophisticated crime forecasts? Huh? What would that be about?

—Continued on next page


The Bequia Tourism Association presents:

9TH BEQUIA MUSIC FEST

January 26 - 29 2012

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Bequia Beach Hotel
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Quik-Print, St. Vincent
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Phone: (784) 456 1776



Thur 26th - 9.00pm: 13-piece Elite Steel Orchestra - Frangipani Hotel

Friday 27th - 8.30pm: MUSTIQUE BLUES FESTIVAL IN BEQUIA - De Reef
DANA GILLESPIE & the London Blues Band:
Jake Zaitz, Mike Paice, Jeff Walker, Jamie Little, Enrico Morena
featuring: Zach Prather, Joel De Luna, Julien Brunetaud, Paddy Milner, Lewis Cohen & Veronica

Sat 28th - 12 noon: Afternoon Jazz 'n' Blues Jam - Bequia Beach Hotel

Sat 28th - 8.30pm: ARTURO TAPPIN & guest vocalists Betty & Niki
• NEXCYX • Versatile • Amanda Gooding
• Simon Pipe featuring Onika & Indra
• BIMSTONE with Scotty Z - De Reef

Sun 29th - 12.30pm: TOBY ARMSTRONG & Band
• Country Relatives • Denzil Bacchus Band
• Jan & Louis' Honky Tonics • Bequia Blues Band

Grand Mount Gay Finale - Surprise Guests - De Reef

For complete line-up check: www.begos.com/bequiamusicfest
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—Continued from previous page

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

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

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

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

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

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

**Moor at Basil's Bar, Mustique for Blues Festival 2012**

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

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

—Continued on page 43



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



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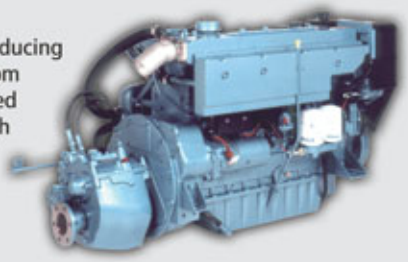
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- Slow turning, high torque engine.
- Low cost of ownership
- Low noise
- Clean running
- Gear driven Freshwater as well as Seawater pump
- Easy access to all components
- Unrivalled World-wide parts and service network



M225Ti
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- Most compact package in its class
- Lowest cost of ownership in its class
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# BUSINESS BRIEFS

**New Island Water World St. Maarten Debit Card**

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




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

The offer is valid only in St Maarten until February 15, 2012 and conditions apply.

To see all the great products offered by Island Water World, pick up a copy of their 2012 catalogue at any Island Water World location. For constant product and price updates, go to islandwaterworld.com.

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

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

**Velox Plus Antifouling Paint Now Available in the Caribbean**

Curaçao Marine announces that Italian-based Marlin yacht paints have appointed Curaçao Marine as the Caribbean distributor for Velox Plus propeller paint. Well known by yacht owners worldwide and previously unavailable in the Caribbean, Velox Plus is an antifouling paint specifically designed for use on underwater metal.

Growth on propellers is a common problem for yacht owners. While hull coatings have been designed to limit growth on the hull itself, the underwater fittings and propellers have been exposed to marine growth, increasing drag, increasing fuel burn and potentially reducing engine life due to increased loading by a fouled propeller.

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

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

**Complete Raymarine Service Now in Grenada**

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



*Sheldon Aberdeen of Turbulence Ltd. installed the latest Raymarine chart plotter E140 interfaced with the owner's iPad aboard* Cool Change

*For more information on Budget Marine see ad on page 2.*
*For more information on Turbulence Ltd. see ad on page 25.*
*For more information on Spice Island Marine see ad on page 7.*

**More Courses at Ondeck Maritime Training in Antigua**

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

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

*—Continued on next page*

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Chairman Peter Anthony commented, "There is no question that we want to be the market leader in training, both in Antigua and worldwide. We are now focusing on extending our portfolio of courses so that a yachtsman of any level can come to



*Serious stuff: the firefighting component of Ondeck's STCW'95 training*

these shores and get the training s/he needs. With the help of the input of the super-yacht community we are willing and able to build Antigua into THE training capital of the Caribbean."

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

**New Team Heads Martinique's Clippers Ship**



The biggest ship chandlery (600 square metres) in Martinique has a new direction. After 15 years working there, Jocelyne bought the shop, along with Emmanuel and Nicolas from Alize Composites.

All the composite materials, marine generators, inboard and outboard engines, fishing gear, antifouling, chandlery and everything else you can expect for your boat are still available, and the new team improves Clippers Ship's offers on inflatable dinghies with a large stock of Apex and Caribe, on electricity with Mantagua LEDs, and on sailing clothes and dinghy equipment with Zhik.

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

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

**Accommodation Available at Lagoon Marina, St. Maarten**

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

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

**New Technical Services Dock in Grenada**

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

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

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

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

**Boat-Worthy Folk Art from Recycled Materials**

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




*Visit the Kato Charles Folk Art Studio at the Hillsborough Vendors Market in Carriacou, or check out www.facebook.com/KatoCharlesArt.*

*—Continued on page 53*









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# CARIBBEAN ECO-NEWS

**Caribbean Community Working on Common Fisheries Policy**

More than 80 persons engaged in fisheries administration, research, fisherfolk organizations and related businesses across the Caribbean gathered in Jamaica recently for a workshop to promote the Caribbean Community Common Fisheries



Policy. The Policy, which is an overarching set of guidelines and principles aimed at regional co-operation in the management of our shared marine ecosystem, sets the framework and key principles for the harvesting of fish and other marine resources as provided for by the Revised Treaty of Chaguaramas and other international instruments.

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

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

**Tagged Tiger Sharks Return to Cayman Islands**

As reported in the *Caymanian Compass* newspaper (www.compasscayman.com), a number of tiger sharks tagged off Grand Cayman returned 'home' in late 2011.

Two of the sharks, Tina and Luiza, were tagged in December 2010, with Coco being tagged last April. Tina had last been heard from off Jamaica in May 2011, Luiza had last been heard from in August off the coast of Honduras. All three had traveled up and around the western Caribbean Sea, nearing the Gulf of Mexico at times and visiting Cuban and Jamaican waters.

The tagging of the sharks was a collaborative project between the Cayman Islands Department of Environment, Marine Conservation International, the Guy Harvey Research Institute at Nova Southeastern University and the Save Our Seas Foundation.

According to conservationist and artist Guy Harvey, the electronic tags used to tag the three tiger sharks reveal much more about their behavior than traditional tags. "Electronic tags give real-time locations and movements on a very detailed basis. The animal does not have to be recaptured as the tracks are detected and then downloaded from a satellite," he said.

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

**Oil and Water Won't Mix!**

Christy Recaii reports: Docking in the IGY Rodney Bay Marina in St. Lucia this cruising season? Well yachties can sleep a little safer at night, not worrying about




the environment or their topsides, as the staff of this marina recently underwent an oil-spill response workshop in theoretical and, more importantly, practical training.

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

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In the fuel business, ideally officials hope to never have an oil spill, but one of their contingency plans is to train marina personnel so that if a spill does occur, they are fully prepared to respond to the emergency. The exercise covered dispersants, and aspects of safety when utilizing containment booms through hands-on deployment of the booms. At the training, a key component in addition to the knowledge imparted was to instill confidence in the staff through familiarization with the systems used. For instance, for some of the participants it was their first time using Anyka systems and those trainees were eager to get a hands-on feel. Therefore, in the event of a disaster, the relevant personnel would know exactly how to handle the situation.

"We do a special training for marina staff. We recently did this in the BVI, St. Martin and St. Kitts. Where we have marinas we do special training for the marina staff because they tend to have a special risk when supplying fuel to vessels," Farley added.

This safety training came ahead of the busiest time in the Caribbean cruising season. Participants of the training included staffers of IGY Rodney Bay Marina and Marigot Marina who received certificates on completion of the training.

Sol hosts these training sessions across the Caribbean where its products are sold through marinas. Next stop? Grenada.

**Lionfish Updates: Where Not to Eat**

Just as the December 2011 issue of *Caribbean Compass* went to press reporting that lionfish had been discovered in the Grenadines on October 18th, we received news that this invasive species was seen in St. Vincent for the first time on November 21st. They were spotted for the first time in Barbados in December.

As we reported last month, it is hoped that promoting lionfish as a food fish will help reduce their numbers. Now that advice comes with a caveat: recent tests show that in some locations lionfish can carry the toxin that causes ciguatera poisoning. Ciguatera is caused by eating some predatory fish that live near reefs, and which accumulate the toxin in their flesh by eating smaller fish that ingest toxin-bearing dinoflagellates. People who have eaten infected fish can experience abdominal pain, nausea, vomiting, diarrhea, tingling and numbness.

According to a November 24th, 2011 Associated Press report, conservationists in St. Maarten are now warning islanders not to eat lionfish after tests found ciguatoxin in the flesh of some lionfish specimens tested there. The findings have dealt a blow to the tiny Dutch territory's efforts to contain the spread of the venomous predator. Following the lead of other Caribbean islands, St. Maarten had hoped to promote the species as a delicacy to slow their spread. No one has gotten sick from eating lionfish in St. Maarten, but the territory typically has more than a dozen cases of ciguatera poisoning each year from people eating barracuda and jacks.

According to the Associated Press report, The US Food and Drug Administration has had no official reports of illness associated with the consumption of lionfish. "But in endemic areas of ciguatera, toxins have been detected at levels exceeding FDA guidance and therefore could cause illness if consumed," said FDA spokesman Douglas Karas. "The Virgin Islands is one of those areas." In recent months, the US agency has collected more than 186 lionfish from the waters around the US Virgin Islands and Puerto Rico. Of these, scientists have tested 74 fish to date, with 26 percent confirmed to contain ciguatoxins at levels exceeding FDA guidance, according to Karas.

In the Caribbean, ciguatera is most commonly reported in the area from the Virgin Islands to Montserrat. It rarely occurs in the islands south of Martinique. Ciguatera is nothing new. The Chinese described it as early as 600BC, and Captain James Cook's log details effects felt by his crew on a voyage to Tahiti in 1774.

Potentially ciguatoxic fish include (but are not limited to) barracuda, greater amberjack, kingfish, cavalli, mutton and dog snapper, sharks, large grouper, hogfish, moray eel — and, now, lionfish. Fish that eat plants and plankton tend not to be toxic, and pelagic species such as dolphin (dorado) and tuna are rarely implicated.

**Killer Whale Sightings Wanted**

Killer whales (Orcas) are rarely seen in the Caribbean, but they do migrate through the area, replacing their usual diet of seals with large fish such as tuna and wahoo.

Jaime Bolanos-Jimenez, a marine biologist who works on cetacean conservation, whalewatching and ecotourism in Venezuela, says, "I am writing on behalf of a team



of colleagues from around the Caribbean Sea, who started a common database for compiling information of sightings of killer whales in our region. Up to now, we have counted 18 sightings for Venezuela and almost 30 for the rest of the Caribbean, including Aruba, Barbados, the Cayman Islands, Curaçao, the French Antilles, Honduras, Jamaica, Panama, Puerto Rico, Trinidad, St. Lucia and St. Vincent.

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




# REGATTA NEWS

**Record-Breaking 2011 Sol Optimist Championships**

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

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

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

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

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

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

**From *Fat Cat* to *Defiant*: Caribbean 1500**

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

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

The fastest boat to finish in Tortola was *Fat Cat*, John Winter's 24-metre Morelli, which completed the journey from Hampton, Virginia in just under six days, shortly followed by *Blackbird*, Michael Reardon's carbon-fibre Tripp 78, which took overall victory on corrected time for the BVI fleet.

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

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

The 2012 Caribbean 1500 will leave Hampton, Virginia on November 4th.

*For more information visit www.worldcruising.com/carib1500.*

**Discover Caribbean Series Makes Waves in Puerto Rico**

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



*The Discover Dinghy Regatta showcased the talents of up-and-coming Puerto Rican racing sailors*

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

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In the Racing A Class, a brand new J/122, *Lazy Dog*, made its racing debut and challenged *Otra Kosa* and *Soca*, among others. Owned by Sergio Sagramozo, the *Lazy Dog* had Fraito Lugo's champion sailing team onboard. The first weekend's racing saw 17 mph winds, gusting to 22, prompting the Race Committee to shorten courses. *Lazy Dog* won first place, proving it is going to be a serious contender in the Caribbean racing circuit.

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

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

On November 26th and 27th PYFC hosted the Discover Dinghy Regatta for Sunfish, Laser, and Optimist classes. This was also the first of two regattas for the IODA South American Championship 2012 and the first of three regattas for the IODA World Championship 2012. PYFC was represented by an Optimist team including most of the members of the team that took second place in the IODA 2011 North American Team Race Championship. Alejandro Monllor won first prize in the Sunfish division, out-sailing his mentor, PYFC Junior Sailing Coach Jorge Santiago, while Savannah Baus won the top prize in the Optimist division. According to Jorge, "We love the Discover Dinghy Regatta because it gives us the opportunity to focus on youth sailing, and that's the main goal of the entire Discover Caribbean Series, to support our junior sailing program."

*For more information visit www.discoverpyfc.com.*

**_Jurakan_ 's Round Tortola Win a Fitting Tribute to Dave West**

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

*Jurakan*, skippered by Andrew Waters, won Racing Class in a corrected time of four hours, 39 minutes and 58 seconds — just five seconds ahead of second-place *Pipe Dream*, a Sirena 38 skippered by Peter Haycraft. Third place went to Kevin Rowlette's Olson 30, *Rushin' Rowlette*.

Last year's winner *Triple Jack*, a Kelsal 47 helmed by Richard Wooldridge, won the Multihull Class, and Bill Bailey's Hughes 38, *Second Nature*, was victorious in Cruising Class.

With 16 yachts racing (three more than 2010), crews and drivers flew in from Puerto Rico and as far as Connecticut. Wind was relatively light at 12 knots, so the race speed records were not in danger of being surpassed. Nonetheless benign sea conditions ensured the yachts were able to complete their circumnavigation in very respectable times.

Prizegiving was held at Peg Leg's beach bar at Nanny Cay, with prizes provided by Nanny Cay and Peg Leg's presented by General Manager Miles Southerland-Pilch to the top three yachts in each class. Before the results were announced the crowd held a one-minute round of applause in Dave West's memory.

*Jurakan*'s crew assembled on stage to receive their first prize and the Peg Leg's Round Tortola Trophy. Andrew Waters made a short speech, which ended with the crowd raising their glasses to the words "Cheers, Dave".

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

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

Christy Recaii reports: The cannon fired in Castries Harbour, meaning one of two things: pirates were about to pillage and plunder the port or it is ARC time again. Luckily for St Lucia, the latter caused the ruckus, though many of the local sailors and crew of the 56 boats seemed to be in a pirate mood as they gathered for the 6th ARC Flotilla. On November 20th, the ARC (Atlantic Rally for Cruisers) set sail from




CHRISTY RECAII

*St. Lucia Yacht Club's Commodore, Stephen King, thanks Bernard Johnson for providing the ARC Flotilla 2011 Mother Boat,* Reel Extreme

Las Palmas de Gran Canaria, sailing across the Atlantic Ocean bound for St. Lucia. The local St. Lucian vessels simulate the sail by "rallying" from Castries Harbor to the IGY Rodney Bay Marina.

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Bernard Johnson's Viking 65, *Reel Extreme*, served as Flotilla Mother Boat, leading the fleet and hosting dignitaries: General Manager of Marigot Bay Marina Bob Hathaway, representing the Marine Industries Association of St. Lucia; St Lucia Yacht Club's Commodore Stephen King; and Adam Foster, General Manager IGY Rodney Bay Marina.

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

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

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

*See story on ARC 2011 on page 18.*

**Ondeck Atlantic Adventure Prizegiving at the Barbados Yacht Club**

Renata Goodridge reports: November 2011 saw two of Ondeck's four Farr 65 sailboats race each other 2100 nautical miles across the Atlantic, sailing from Sao Vincente, Cape Verde to Carlisle Bay, Barbados, with only hours between them at the finish. First prize went to *Spirit of Isis*, which arrived in Barbados on November 20th, crossing the Atlantic in 12 days, while second went to *Spirit of Juno*, which finished 14 hours later on the 21st. The weather coming across varied from dead calms to raging squalls but the boats and their crews forged ahead, knowing that the sunny beaches of Barbados were waiting at the other end.



*Senator Peter Gilkes and Spirit of Adventure winner, Ynke Vellinga*

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

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

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

**11th Club Náutico de San Juan's International Regatta**

Hot competition, superb sailing conditions and great fun on and off the water is what you'll experience at the 11th Club Náutico de San Juan's International Regatta (CNSJIR), set for February 3rd through 5th, 2012.



RAQUEL TORRES ARZOLA

*Puerto Rico continues to be at the forefront of dinghy racing with Club Náutico de San Juan's International Regatta. More than 100 competitors are expected at next month's event*

The CNSJIR is one of the Caribbean's largest and most competitive dinghy regattas. "We expect over 100 competitors from the Caribbean, the USA, Latin America and the rest of the World, says regatta director, José 'Yoyo' Berríos.

Classes offered include Optimists (Red, Blue, White and Green Fleets), Lasers (4.7, Radial and Standard), Sunfish and Club 420. New — there will also be a one-design IC-24 class.

The CNSJIR is an outgrowth of the Club's junior sailing program launched in the 1970s by Andres Nevares, and strengthened in the late 1990s by then-Commodore Richard Christiansen and Ricky Adsuar.

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The program, now directed by Berríos, combines technical knowledge with practical hands-on sailing experience. It's a combination that definitely works. For example, the Puerto Rican sailors who won fleet and team racing awards at the 2008 Optimist World Championships were graduates of the program as were six of the island's sailors who won five gold and one bronze medal sailing at the 2010 Central American and Caribbean Games in Mayagüez.

Hotels, restaurants, great shopping, sights and an international airport with direct flights to the Caribbean, Canada, U.S. and Europe are all near to the regatta venue at Club Náutico de San Juan, located at the entrance to historic Old San Juan.

"We invite sailors to register online now," says Berríos. "We are truly committed to offering a great regatta."

*For more information visit www.nauticodesanjuan.com/sailingprogram/regatta_int.htm.*

**Strong Sponsorship and New Name for Grenada Work Boat Regatta**

Scotiabank is the new Title Sponsor for the 2012 Grenada Sailing Festival Work Boat Regatta, now called the Scotiabank Work Boat Regatta. The company has been a



*GSF Chairman Jimmy Bristol (at far left) and Vice Chairman Russ Fielden (at far right) with new sponsors Robert Frederick of Scotiabank, Lincoln Baptiste of Grenada Breweries, Joah Thomas of Grenada Broadcasting Network, and Josephine Walters of LIME*

top-level supporter for the past three years and now moves into the central role for this high-profile national event, to be held February 4th and 5th, 2012 on Grand Anse Beach.

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

There is further good news for the 2012 Grenada Sailing Festival and its Work Boat Regatta with the confirmation of more new premier sponsors — Grenada Breweries Ltd joining with Carib as the beer brand of the Scotiabank Work Boat Regatta, prestige prizes from Chivas Regal, plus Grenada Broadcasting Network becoming the official Broadcast Sponsor and LIME taking up the role as official Communications Sponsor.

Festival Chairman James Bristol welcomed Scotiabank's new role and the Festival's other sponsors: "For nineteen consecutive years the Grenada Sailing Festival has been proud to run the national Work Boat Regatta, which has become an extremely important event not only to the island's sailing communities, but to all Grenadians and overseas visitors too. This is a significant part of the Grenada Sailing Festival's remit to help support and develop sailing in Grenada and its sister islands. With its strong commitment to youth development, sport and community, I know that Scotiabank will be an excellent partner and Title Sponsor for the Scotiabank Work Boat Regatta 2012."

*For more information visit www.grenadasailingfestival.com.*

**Something New for the South Grenada Regatta 2012!**

The South Grenada Regatta, taking place February 23rd through 26th this year, is an event with lots of character and style where cruising catamarans meet racing and classic yachts, and veterans, first-timers, locals and visitors mingle in an environment of keen competition and fun.

"We're delighted that the SGR is now firmly on the sailing event calendar and looking forward to our fourth Regatta. After three years with the same racing days and courses it is time for a change to keep the Regatta attractive, especially for our loyal racers. We have added Match Racing on Friday," said Jana Caniga, SGR Committee Member. Twelve teams of a maximum of six crew will race identical 39-foot yachts in Clarke's Court Bay. There will be a floating-bar barge in the middle of the bay for spectators; a shuttle will operate from Le Phare Bleu Marina. The boats are provided by Gold Sponsors, Sunsail/The Moorings.

Gold Sponsors for the 2012 edition also include Netherlands Insurance, Westerhall Estates Limited, Real Value Supermarket IGA, Le Phare Bleu Marina & Boutique Hotel and North South Wines.

*For more information see ad on page 16.*

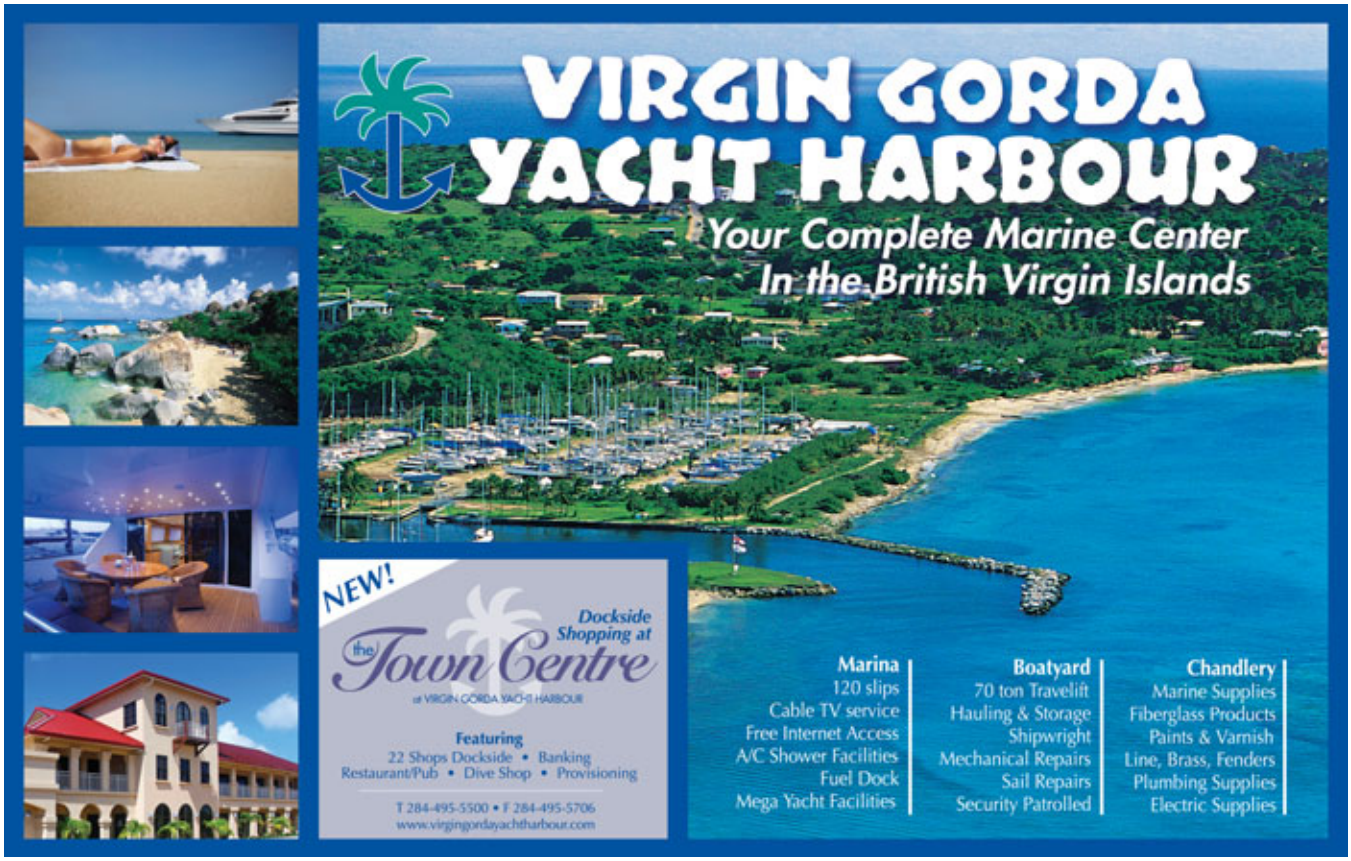
**More Ways to Win at Puerto Rico Heineken International Regatta**

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

"It is race courses that test all sailors' skills, one of the best race management programs in the Caribbean and exceptional facilities offered at the Palmas del Mar Resort & Yacht Club that make the Puerto Rico Heineken International Regatta so special," says regatta organizer, Angel Ayala.

One of the classes to boast incredible competition next year is the Hobie 16. Puerto Rico's Enrique 'Kike' Figueroa and crew Victor Aponte are fresh from winning a gold medal at the 2011 Pan American Games, while fellow Puerto Rican beach cat sailors,

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Francisco Figueroa and Jollaim Berrios also scored a win at the 2011 Hobie 16 North Americans. A fleet of over 20 beach cats is expected to compete.

In the monohull classes, in addition to traditional individual class prizes, there will be three new ways to win. The first is an overall prize for the champion of the Racing A and B and Racer-Cruiser classes combined. The second is an overall prize for best visiting performing yacht, and third is an overall prize for the winner of the IC-24 and J/24 classes combined. Each of these three lucky skippers will win their weight in Heineken.

"We'll offer a mix of windward-leeward courses for the racing classes and short 40 to 45 minute races for the one-design IC-24s and J/24s. We are expecting a large fleet of J/24s, including teams from the Dominican Republic and Mexico," says Ayala. "There will be courses with reaches for the cruising classes."

Regatta festivities will kick-off with a Captain's Meeting on March 15th, racing March 16th through 18th, with nightly parties and an Awards Ceremony on March 18th.

Classes include CSA Spinnaker Racing, CSA Spinnaker Racer-Cruiser, CSA J/24, IC-24, CSA Performance Cruiser, CSA Jib & Main and Beach Cat. There will also be a class for the native Chalanas.

"We will also host the Puerto Rico International Dinghy Regatta March 17th and 18th," says Ayala. The Snipes, Optimists, Lasers and Laser Radials will sail right off the beach."

*For more information visit www.prheinekenregatta.com.*

**Greener BVI Spring Regatta and Sailing Festival**

The BVI Spring Regatta and Sailing Festival is March 26th through April 1st. Regatta Director Judy Petz says, "We have three race areas, with 18 classes — the right racing for everyone. We are adding the Gill BVI Match Racing Championships on March 28th and 29th. This is a Grade 3 event. Please contact us for an invitation.

"We are also continuing our practice for a greener regatta and our silver level with Sailor for the Sea certification. This year we will be using all the bottles we have recycled over the past three years — over 45,000 — to be made into our 2012 awards. The glass will be recycled and repurposed to make outstanding awards that are created right here in the BVI. 'The drink you were holding last year may be the award you hold this year' is our slogan."

*For more information visit www.bvispringregatta.org.*

**Les Voiles de Saint-Barth: The Place To Be!**

Les Voiles de Saint-Barth, scheduled for April 2nd through 7th, continues with steady development following the success of the previous two editions, with the same goal in mind: to offer sailors from around the yachting world maximum enjoyment out on the water and ashore. With the support of their faithful partners, the organizers are doing their utmost to ensure that as many sailors as possible will be able to take advantage of the exceptional sailing conditions in the magical setting of Saint-Barth.

Les Voiles de Saint-Barth can be proud of their rewarding third place ranking in the official list of Caribbean regattas. Peter Holmberg, the Virgin Islander Olympic medalist and match-racing expert, and his friends in the Caribbean Sailing Association have put Les Voiles de Saint-Barth alongside the RORC 600 and the Heineken Regatta at the top of West Indian racing events. François Tolède, Luc Poupon and the organizing team are determined to keep the growth of the event under control and ensure that Les Voiles remains a fixture on the Saint-Barth calendar. Those involved in tourism have invested a lot to enable as many sailors as possible to stay here with their families and take advantage of this major week of racing.

Accommodation for families and friends of the crews and the various leisure activities available ashore contribute to the success of the event. François Tolède, the event organizer, is pleased that business leaders in the tourism sector on the island are there to help and do all they can to satisfy the requirements of the 70 or so owners and their crews that are expected in April.



CHRISTOPHE JOUANY / LES VOILES DE ST. BARTH

The racing element, which has already been heaped with praise, will be stepped up, with careful attention paid to the race courses around the islands and rocks swept by the seas and the seasonal tradewinds, to make them as technical and tactical as possible. In addition to the Maxi Yachts, Racing Yachts (spinnaker and non spinnaker), Classic Yachts and Racing Multihulls may be joined by several TP52s following requests from a certain number of owners; "If there are more than five boats, we reserve the right to open a new class and they will have their own competition," added François Tolède.

Without over-estimating the demand, the harbour in Gustavia can welcome 70 boats. The concept of fine racing on the water and a friendly reception ashore clearly pleases everyone. Peter Holmberg praises the wisdom of this approach and the perfect combination of racing and friendly gatherings ashore: "Les Voiles really does offer an intelligent concept. The organizers have from the outset found the right formula, pleasing hardened racers and those competing for their own enjoyment. The message is clearly understood and is circulating around the racing world. Saint-Barth is in the process of becoming necessary on the event calendar in the Caribbean in April. It is up to the organizers now to keep the growth of the event in check, so that it will remain one of the leading regattas in the Caribbean."

*For more information see ad on page 17.*






# Finland's Lindberg Tops World-Class Competition

*by Carol Bareuther*

"Rain don't stop the Carnival" in the Virgin Islands and neither did a downpour derail any of the match racing action at the fourth Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin/Trident Jewels & Time. The sprinkles turned to squalls just as Finland's Staffan Lindberg sailed over the finish line three boatlengths ahead of the USA's Sally Barkow to win the Finals 3-1.

"It wasn't easy," says Lindberg, who is currently rated the 15th match racer in the world. "The conditions were very tricky and I was amazed by the quality of the other sailors at this regatta."

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

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

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

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

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

This is the first year the Carlos Aguilar Match Race was an Open event, meaning men and women sailed both on the same teams as well as against one another.

"It's great to race against good teams, men or women, when there's such a high level of competition," says Barkow.

The USVI's Taylor Canfield won the Petite Final 2-0 over the USA's Dave Perry, thus each skipper finished third and fourth, respectively.

"It was tough to get in phase with the breeze all over the course and with new crew," says Canfield, who is ranked 28th in the world and who won this event in 2008. "But it's always great to be back home and sail in the harbor."

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

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

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

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

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

*For more information visit www.carlosmatchrace.com.*

*St. Thomas Harbor provides an exciting match racing venue for sailors and spectators alike. Below: Dave Perry (at left) and Stephanie Roble (at right), both of the USA, double broach on the Saturday*



DEAN BARNES




*Finland's Staffan Lindberg (second from left) and his team won the event*



# MISSION IMPOSSIBLE!

*by Sally Erdle*






*Mission accomplished. More than 200 yachts carrying crews of 38 different nationalities safely reached Rodney Bay Marina after sailing some 2,700 miles from the Canary Islands to St. Lucia*

IT'S a rare sailor who hasn't dreamed of sailing to the Caribbean. "We're looking forward to welcoming more yachts to the Caribbean through World Cruising Club events," says WCC Managing Director Andrew Bishop. The World Cruising Club organizes the Atlantic Rally for Cruisers, which annually brings more than 200 yachts from Europe to the Caribbean, and recently joined forces with the Caribbean 1500 rally, which brings some 60 boats down from the US East Coast.

The 26th annual ARC started in Las Palmas, Canary Islands, on November 20th, with 217 boats carrying 1,188 people, including 26 aged under 18.

For the past two decades, the ARC's finish line has been at Rodney Bay, St. Lucia, and the St. Lucia Tourist Board works hard to provide a warm welcome. SLTB Special Events Consultant Tracey Warner Arnold says, "We work closely with WCC and Rodney Bay Marina to plan a programme that is fun, varied and educational, and that showcases our culture. There are enjoyable parties, chef demonstrations, displays of local crafts, live music, sports events, Chris Doyle's talk about cruising the islands, and more. Aside from all the activities in and around the marina, we encourage the ARC participants to go out and visit St. Lucia."

The St. Lucia Yacht Club is another enthusiastic friend of the ARC, and this year provided the opportunity for ARC kids to sail on the club's J/24s.

Sponsors in St. Lucia who support the wide array of ARC activities include Digicel, Heineken, Chairman's Reserve, SOL EC Ltd., Bay Walk Duty-Free Shopping Mall, Colombian Emeralds International, Crystal Water, LUCELEC, Mega J supermarket and Rent-A-Ride.

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

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

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

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

**Mission: Sailing for the Whale**

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

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

*—Continued on next page*





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—Continued from previous page

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



*A warm welcome — including iced rum punch — is given to each arriving ARC boat*

"workhorse". Crewmember Nina Gruendler says that the high-performance Class 40 is "powerful, responsive and agile — a joy to sail."

Andreas wrote in his blog: "Size doesn't matter — endurance and heart does." His heart is with the whales, and he has an idea he hopes to pursue — "a boat name marketplace with only whale species' names, with a donation for each name going to the WDCS."

**Mission: Restoring Family Tradition**

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

The 2011 Atlantic crossing was Nicholas Christie's third ARC — he crewed aboard a friend's yacht in 1989 and was a mate on another in 2002. But this time he was aboard




not only his own boat, but was restoring a family tradition.

Nick first sailed on *Cruinneag III* as a baby — his grandfather had bought her in the 1950s and Nick sailed with him during the first 30 years of his life. *Cruinneag* — the name means damsel in Gaelic — was in the family for more than 40 years until sold in 1997. (Interestingly, the new owner once attempted a transatlantic crossing on *Cruinneag III* and turned back, but has now successfully completed the ARC 2011 aboard *Jacana of Ardmay*.)

Nick bought *Cruinneag III* in March of 2009. Aboard the boat was a 1968-vintage spinnaker, which Nick and his partner Karen had recut into an asymmetric fractional spinnaker that flew for ten days solid on the crossing, along with staysail and mizzen. Halyard chafe was the only problem they encountered as they took "the gentleman's southern route" across the Atlantic, enjoying a happy hour each evening hosted by each crewmember in turn. Dolphins always showed up for happy hour, to the delight of ship's dog, Dandy, a flat coated retriever.



*Above: The St. Lucia Tourist Board makes sure to introduce ARC participants to the island's culture*
*Left: The non-ARC boats in the marina welcomed newcomers with the holiday spirit*

"We had a brilliant sail out of Las Palmas, nothing broke, we're all still friends and it was a very gentle crossing," said crewmember Trevor Watson. It seems that *Cruinneag III* appreciates being back in the Christie family.

**Mission: Helping At-Risk Youth**

*"One Hull"* is more than an obvious moniker for a monohull yacht. She's a purposeful-looking Challenge 72 with a purpose: to raise awareness and funds for Cat Zero (www.catzero.org), a programme to improve life skills among unemployed youth in the city of Hull, England. This is *One Hull's* first ARC. She is ordinarily used by Cat Zero in a 12-week programme that helps people in their late teens get into work or training. The charity is named Cat Zero after the MCA (Maritime & Coastguard Agency) classification for ocean-going commercial yachts — category zero — which means the boats can go anywhere, just like the young people the charity works with. The 18 people aboard for the ARC included qualified skippers and mates as well as volunteer paying crew, whose payments went to support Cat Zero. Their ages ranged from 11 to 67 years, and the three children aboard were the first of more than 20 kids in ARC 2011 to cross the finish line, making them proud to be "the fastest kids in the North Atlantic".

The crew were from various backgrounds, and crewmember Emma Teegan says, "On paper, you'd think this group of people wouldn't work, but in practice it was amazing — like a big family, really." The children did watches, cooked and cleaned — virtually everything the adults did. Fellow crewmember Lorraine Toner says, "I wonder what they'll do next!"

One watch leader for the crossing was 19-year-old Sam Hodgkinson, who went through Cat Zero's training himself. Eighteen months later, with no previous interest in sailing, Sam got his Yachtmaster certificate. He completed the mileage requirement for Yachtmaster Ocean during the ARC. Sam proudly notes that *One Hull* crossed the Atlantic in less than two weeks. His opinion of the ARC? "I'd recommend it!"

*One Hull* will be back in England this spring to resume her duties in helping young people gain useful skills.

**Mission: Making It**

*Chosen One* is a brand-new Dufour 45 with Lynda and Graham Ponsford and their sons James and Matt aboard.

In the past, the family did a lot of dinghy sailing in their English home waters, motorboated with Graham's parents and bareboated in the BVI and the Grenadines. Lynda and Graham eventually bought a Dufour 32.5.

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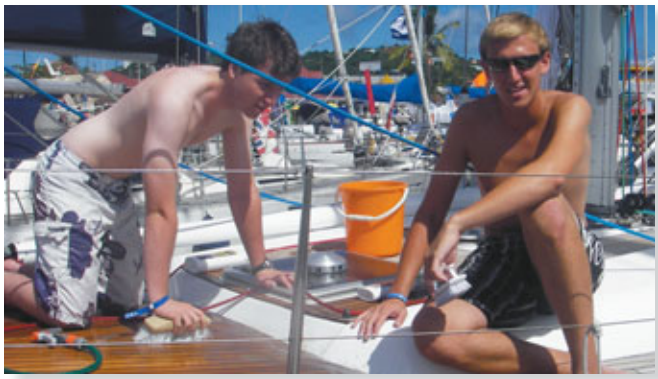
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In the spring of 2010 Lynda and Graham went to the London Boat Show and met ARC organizers Andrew Bishop and Nick Martin at the World Cruising Club stand, an encounter that started something. Lynda first thought, "No way I'd cross the Atlantic", and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

Only weeks before the start, Lynda's shoulder was dislocated when a mainsheet caught her during an accidental gybe on a friend's boat, but she soldiered on. Graham, Lynda and 22-year-old James sailed the boat to the Canaries. Then 18-year-old Matt, just before flying to join the boat in Las Palmas mere days before the ARC start, received a surprise diagnosis of Type One diabetes. Ordinarily his




*Above: Andreas and Nina — campaigning a Class 40 and raising awareness of cetacean conservation*
*Below: Matt and James, keeping* Chosen One's *teak decks pristine.* 'Here you are in paradise, with your family on your own boat'



doctors would have forbidden his sailing across the Atlantic while just beginning to cope with monitoring blood-sugar levels, new dietary restrictions, insulin injections, etcetera, but in a rare coincidence, Lynda is a trained diabetic nurse. She hopped on a plane back to England, conferred with her colleagues, and at Matt and Lynda's insistence the doctors let him go.

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

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



*Above:* Cruinneag III's *happy crew, Nick, Dandy, Raman, Susan, Karen, Steve and Trevor*
*Below: Emma, Sam and Lorraine aboard* One Hull *— sailing to support skills training for at-risk youth*



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

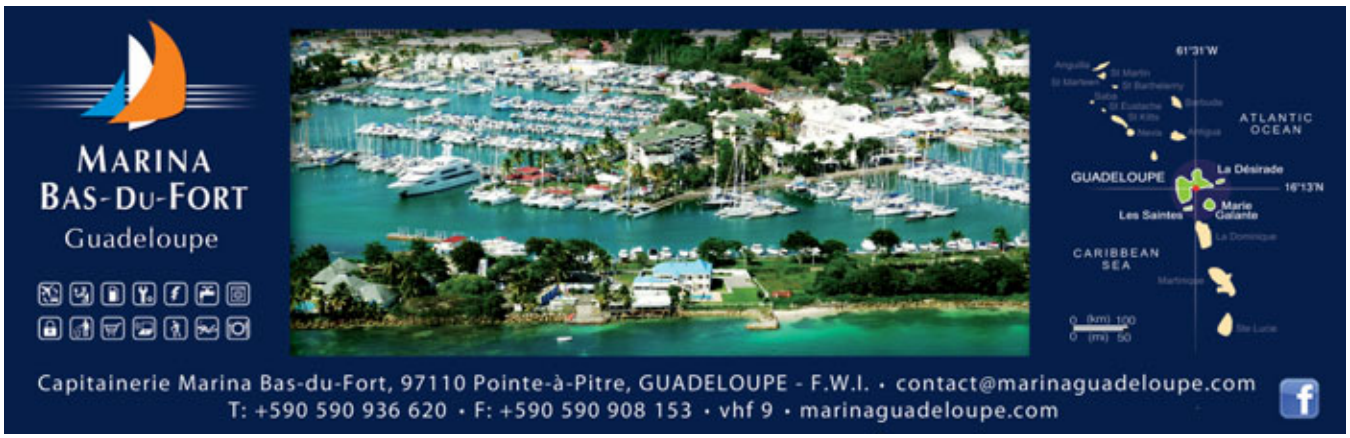
Would they encourage others to overcome any challenges of their own and go on a sailing adventure? Lynda says, "I'd tell others that you can manage. If you prepare the boat and yourselves as best you can, and do what you can, but know your limits and understand each other's limits, you can handle it.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

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

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

*For more information on St. Lucia visit www.saintlucianow.com.*

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





## *Los Roques:*

# DO THEY ROCK OR NOT?

DESTINATIONS

*El Gran Roque forms a brilliant backdrop for the anchorage of Francisquis*

*by Liesbet Collaert*

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

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

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

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

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

*—Continued on next page*





*Mark strolls the sand spit connecting Cayo de Agua and West Cay*

*—Continued from previous page*

On our day sail across Los Roques, we had passed one particular island that looked very beautiful indeed. We decided to backtrack to Sarqui and join the sailboat anchored over there. This detour was worth the 45 minutes of motoring into wind (brisk this time) and sea. We kept the reef to port and anchored well away from it in eight feet of perfectly clear water. On shore we saw sand as far as the eye could see. Getting in the water and snorkeling over the nearby coral patches was a pleasure. This was more like it! A short swim was all we needed to walk the beach of Sarqui and a short dinghy ride allowed us to explore Espenqui, its bigger sister island.

In the mornings, tourists are dropped off on the beaches of Los Roques with a cooler, a couple of chairs and a parasol. They spend the day in peace and splendor before getting a ride back to El Gran Roque in the late afternoon. Seeing a lone umbrella on these stretches of beach and sand spits looks very idyllic and romantic, but at the end of the day, sitting in the cockpit of your own sailboat in the midst of these tropical surroundings — cocktail in hand if you wish — beats it all!

Then there was one stop left before moving on to the next archipelago, Los Aves: the island where (I assume) most cruising boats stop on their way west. It is written up beautifully and talked about endearingly. Cayo de Agua sports a red-and-white striped lighthouse, is surrounded by massive patches of reef, contains sand dunes and even a few palm trees and is blessed with white sand beaches all around. To us, the anchoring zone "inside" wasn't very obvious, so we just worked our way through weedy areas and reefs into a beautiful clear body of water, about six or seven feet deep (wondering later how the heck we were going to get out of here in the early morning…). The different shades of water colors were very attractive and the snorkeling proved interesting, with massive parrotfish and plenty of other moving creatures, but mostly dead or bleached coral.

The highlight came when we took the dinghy ashore for some exploration on foot. Following the shoreline is easy, a peek from the top of a prickly sand dune reveals the distance to the lighthouse and a walk inland turns the soles of your flip-flops into a forest of thorns. But when you arrive at the southern beaches, your jaw hits the sand. The water has a magnificent turquoise color and the shore side is made of white powder! Turning north towards West Cay, where the lighthouse is situated, brings you to the stretch of perfect (lightly submerged sometimes) sand connecting the two islands. Very picturesque! Now you have a choice of inviting blue on each side to submerge yourself and cool off. The best and most pretty way to reach the lighthouse is by following the western side of West Cay.

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

*—Continued on next page*

# MERIDIAN PASSAGE OF THE MOON

## JANUARY & FEBRUARY 2012

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

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

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

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

| DATE | TIME | | | | |
|---|---|---|---|---|---|
| 1 | 1809 | 21 | 1029 | 10 | 0154 |
| 2 | 1852 | 22 | 1125 | 11 | 0245 |
| 3 | 1937 | 23 | 1218 (new) | 12 | 0338 |
| 4 | 2024 | 24 | 1307 | 13 | 0432 |
| 5 | 2113 | 25 | 1354 | 14 | 0528 |
| 6 | 2204 | 26 | 1438 | 15 | 0625 |
| 7 | 2257 | 27 | 1521 | 16 | 0724 |
| 8 | 2349 | 28 | 1604 | 17 | 0821 |
| 9 | 0000 (full) | 29 | 1647 | 18 | 0917 |
| 10 | 0041 | 30 | 1733 | 19 | 1010 |
| 11 | 0132 | 31 | 1817 | 20 | 1059 |
| 12 | 0221 | **February 2012** | | 21 | 1147 (new) |
| 13 | 0310 | 1 | 1904 | 22 | 1232 |
| 14 | 0359 | 2 | 1954 | 23 | 1315 |
| 15 | 0459 | 3 | 2045 | 24 | 1358 |
| 16 | 0541 | 4 | 2137 | 25 | 1441 |
| 17 | 0635 | 5 | 2230 | 26 | 1525 |
| 18 | 0732 | 6 | 2322 | 27 | 1610 |
| 19 | 0831 | 7 | 0000 (full) | 28 | 1657 |
| 20 | 0930 | 8 | 0013 | 29 | 1745 |
| | | 9 | 0104 | | |


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DOMINICAN REPUBLIC CRUISING GUIDE
www.dominicanrepubliccruisingguide.com

Haiti Cruising Guide
HAITI CRUISING GUIDE
www.haiticruisingguide.com

Jamaica Cruising Guide
JAMAICA CRUISING GUIDE
www.jamaicacruisingguide.com

Trinidad Cruising Guide
TRINIDAD CRUISING GUIDE
www.trinidadruisingguide.com

Cayman Islands Cruising Guide
CAYMAN ISLANDS CRUISING GUIDE
www.caymanislandscruisingguide.com

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

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




CHRIS DOYLE GUIDE TO VENEZUELA



*Irie at anchor*

*Chris Doyle's guide was a good resource*



*Have a few (non-sand) dollars on hand...*

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

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

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




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## DECK VIEW FROM TI KANOT BY CHRIS DOYLE

TRINIDAD AND TOBAGO:

# BOTH SIDES NOW

**The Good**

My catamaran, *Ti Kanot*, was built in Trinidad and for many years I have been leaving her there during the summers when I go traveling. This last year I had quite a few jobs to be done on the boat. The mast had started wiggling around on its foot,



*After ten years, it was suggested that I have the hulls repainted*

which meant the aluminum that held it in place was wearing, so the mast had to be pulled. The diesel outboard had gearshift problems and needed to be worked on by Trinitrac who sold it to me. Clinton Brewster ("AK"), who antifouls *Ti Kanot* and touches up and polishes the topsides, told me that after ten years it was really time I repainted the hulls; he made me an offer I couldn't refuse. The boat had a hole in the side, the result of the driver of a fast-moving St. Lucian pirogue slipping on fish guts and falling on the steering arm, turning his big heavy fiberglass bow into a battering ram. That job fell to Rolly, one of the builders of *Ti Kanot*, who also looks after her when I leave her. I also had a bunch of cracked and crazed aluminum hatches that needed refurbishing. I had intended to get one to Marc One to look at while I was there, but the hatch man was on holiday, so I left it up to Rolly.

I spent some time abroad and the work was mainly completed when I got back; within a few days I was ready to launch. AK did an excellent painting job at a very reasonable price. I was thrilled with the job Marc One did with the hatches, also at a very reasonable price. Everything else was well done and I was happy.

While the guys finished up the work, I wandered around the yards in Chaguaramas



*Cooling out after work at Monos Island, Trinidad*

talking to contractors, as it was time to update my cruising guide to Trinidad and Tobago. As I wandered, I realized how well the services industry in Trinidad has settled down into skilled guys doing a good job and, for the most part, keeping their customers happy. Several times when I was talking to a contractor, some nearby yachtie would call out and say what a great guy he was, and what good work he did.

Trinidad has more than a hundred businesses competing for the yachting trade, and it seems to me the business sector has matured into a place where everyone is pretty content. There can still be a price advantage to Trinidad. Their overheads tend to be lower than in other islands and wages are very competitive.

*—Continued on next page*

—Continued from previous page

My friend Jeff Fisher flew in from Grenada and we powered *Ti Kanot* over to Tobago in an almost flat calm, and spent a pleasant time running all over the island. The big news in Tobago is that John and Kate have set up Store Bay Marine Services, and it is one really handy place. They have internet computers and WiFi that covers the bay, do laundry, fill gas bottles, can get any yacht system repaired from the main engine to electronics, and also have an excellent book swap. This has made cruising in Tobago a lot easier.



*Another good thing: Theo's Bamboo Art at Plymouth, Tobago*

Tobago is a beautiful island, less changed than most of the other islands in the Eastern Caribbean. There are lovely anchorages and gorgeous rainforest hikes. It is also a great cruising destination because you will only meet a handful of other yachts, and because they are few they tend to be very friendly. While we were there we saw about 20 yachts divided among all the anchorages in Tobago — about a quarter of the number in Prickly Bay, Grenada alone.

**The Bad**

The main downside to Trinidad & Tobago has nothing to do with the recently ended curfew or the state of emergency, which barely affected yachtspeople. Neither does it have to do with crime, which in a cruiser context is no better or worse here than anywhere else. It has to do with the worst system of officialdom in the Eastern Caribbean.

When I arrived at the airport on my most recent return to Trinidad, I was given, as usual, two days to check with Immigration in Chaguaramas. But whereas before, Immigration in Chaguaramas would sign me onto my boat and that would be that until I left, this time they told me that now they did not sign me onto the boat till it left, and in the meantime they would have to apply for an extension for me for the time I wanted to be in Trinidad & Tobago, which would take five days — come back then. The officer, who was very pleasant, told me that what was supposed to happen was that the Immigration officer at the airport was supposed to stamp me in for my entire stay when I entered. This story was completely contradicted by the next officer I met, when I came back to get my extension, who said they had tried that and it was abused so they were now doing it this way. Either way, by the time I got out of the state two whole pages of my passport were filled with completely unnecessary stamps, and all the paperwork and office visits wasted both the Immigration officers' time and mine.



*Recreational priorities in Tobago: Buccoo boasts a state-of-the-art goat racing facility, but the island doesn't even offer yachts a dinghy dock*

Trinidad & Tobago Customs want to know where you are all the time, even if you just go out for a day sail. In nearly all the other Caribbean nations, once you have cleared in you are basically free to cruise within that country till you leave. But Trinidad has reverted to the old system that was extant throughout the islands around 40 years ago, a system of needing clearances to do anything. T&T Customs still use the endless forms as if a yacht is a freighter, with such questions as "how many stowaways do you have?" If they need to know where we are, we don't mind. We all have cell phones and would be happy to tell them, but this thing of having to take in your boat papers and get them marked up every time you lift anchor is ridiculous, and almost seems designed as a form of harassing yachts. One Trinidadian told me it was, in fact; it was a way of harassing Trinidadians who register their yachts overseas, thus escaping local duties.

Luckily in Tobago, with a bit of planning, you can avoid much of the hassle. There are two ports of clearance: Scarborough and Charlotteville. If you make an itinerary of which ports you will stop in on your way there and when, you can get a coastwise clearance at the same time you check in, which will hold you till you reach the other port of clearance.

The only good news on the officialdom front (and it is good news) is that like most other islands you now have 24 hours to leave the country once you are cleared. You no longer have to crawl out of bed at 0400, launch the dinghy to go clear and then return and re-hoist the dinghy for your 0500 start.

Tobago could clearly be a popular yachting destination, and having a specific yacht services business based there is a great first step. But the local government has done absolutely nothing to encourage yachting. Almost the opposite: when they created the Buccoo Marine Park, they stipulated you cannot even navigate in it by dinghy, let alone a yacht. In the meantime they seemingly have unlimited funds to build the world's most advanced and fanciest goat racing stadium, but do not appear to have given a thought to a dock where yachts could take on fuel and water, or maybe even a dock where you could land your dinghy.

*From a sailing family on the south coast of England, Chris Doyle earned a doctorate in psychology before sailing to the Caribbean in 1969 and becoming a resident of Grenada, and a charter and delivery skipper. He is the author of several regional cruising guides. Visit his website at www.sailorsguide.com.*






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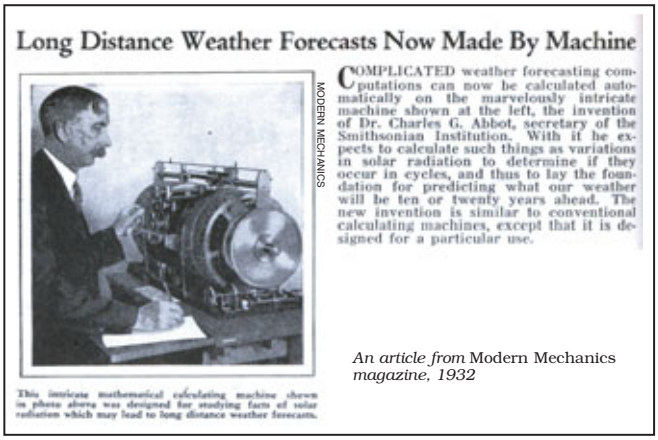


NASA

# Selected On-Line Weather Sources

"Red sky at night..." When was the last time you really looked at the sky during happy hour? For that matter, when was the last time you even tapped the barometer? Yet weather prediction occupies a large part of sailors' attention.

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



Long Distance Weather Forecasts Now Made By Machine

COMPLICATED weather forecasting computations can now be calculated automatically on the marvelously intricate machine shown at the left, the invention of Dr. Charles G. Abbot, secretary of the Smithsonian Institution. With it he expects to calculate such things as variations in solar radiation to determine if they occur in cycles, and thus to lay the foundation for predicting what our weather will be ten or twenty years ahead. The new invention is similar to conventional calculating machines, except that it is designed for a particular use.

MODERN MECHANICS

This intricate mathematical calculating machine shown in photo above was designed for studying facts of solar radiation which may lead to long distance weather forecasts.

*An article from* Modern Mechanics *magazine, 1932*

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

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

**Caribbean National and Island Weather Websites**

- Barbados Weather Radar: www.barbadosweather.org/barbados-weather-radar.php
- Cuba Met Institute: www.met.inf.cu (in Spanish)
- Dominican Republic Met Office: www.onamet.gov.do (in Spanish)
- French West Indies Weather: www.meteo.fr/temps/domtom/Antilles (radar mosaic)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju
- Weather Service of the Netherlands Antilles and Aruba: www.meteo.an

**International/General Weather Websites**

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

**Commercial Marine Weather Service Websites**

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

**Hurricane Information Websites**

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

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

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

Happy weather windows!

## See link on Compass Homepage

# CALENDAR OF EVENTS 2012

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# CALENDAR OF EVENTS 2012



GUY DEAN

# SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

| UTC | AST | STATION & REPORT DESCRIPTION | FREQ | TYPE | MODE |
|---|---|---|---|---|---|
| 0930 | 0530 | Offshore Forecast | A | Voice | USB |
| 1030 | 0630 | Carib. Emergency & Weather Net | 3815 | Voice | LSB/ham |
| 1100 | 0700 | Caribbean Weather (Chris) | 8137 | Voice | USB (Note 1) |
| 1100 | 0700 | Caribbean Maritime Mobile Net | 7250 | Voice | LSB/ham (Note 2) |
| 1100 | 0700 | Bahamas Weather Net | 4003 | Voice | USB |
| 1110 | 0710 | Puerto Rico/VI Weather Net | 3930 | Voice | LSB/ham |
| 1120 | 0720 | C6AGG Carolyn Wardle Weather Net | 3696 | Voice | LSB/ham |
| 1130 | 0730 | Caribbean Weather (Chris) | 4045 | Voice | USB (Note 1) |
| 1200 | 0800 | Coconut Telegraph | 4060 | Voice | USB |
| 1230 | 0830 | Caribbean Weather (Chris) | 8104 | Voice | USB (Note 1) |
| 1300 | 0900 | Caribbean Sea (WLO) | C | Voice | USB |
| 1330 | 0930 | Caribbean Weather (Chris) | 12350 | Voice | USB (Note 1) |
| 1400 | 1000 | Caribbean Weather (Chris) | 6221 | Voice | USB (Note 1) |
| 1530 | 1130 | Offshore Forecast | A | Voice | USB |
| 1800 | 1400 | Caribbean Sea (WLO) | C | Voice | USB |
| 2000 | 1600 | Southbound II (Herb) | 12359 | Voice | USB |
| 2030 | 1630 | Carib. Cocktail & Weather Net | 7086 | Voice | LSB/ham |
| 2130 | 1730 | Offshore Forecast | A | Voice | USB |
| 2235 | 1835 | Caribbean Emergency & Weather Net | 3815 | Voice | LSB/ham |
| 0000 | 2000 | Caribbean Sea (WLO) | C | Voice | USB |
| 0330 | 2330 | Offshore Forecast | A | Voice | USB |

Frequencies (in kHz):
A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.
Caribbean Sea approximately 25 minutes later.
NMG, New Orleans, 4316, 8502,12788.
Caribbean Sea approximately 25 minutes later.
B) 4316, 8502, 12788, 17144.5
C) 4369, 8788, 13110, 17362, 22804.
Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

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

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

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

**SELECTED CRUISERS' VHF NETS**

| | | | |
|---|---|---|---|
| Nassau, Bahamas | 0715 | VHF 14 | |
| St. Martin/Maarten | 0730 | VHF 14 | Monday-Saturday |
| English Harbour | 0900 | VHF 68/06 | Daily |
| Rodney Bay | 0830 | VHF 68 | Monday-Saturday |
| Grenada | 0730 | VHF 68 | Monday-Saturday |
| Chaguaramas | 0800 | VHF 68 | Monday-Sunday |
| Porlamar | 0800 | VHF 72 | Monday-Saturday |
| Puerto La Cruz | 0745 | VHF 72 | as available |

*Thanks to numerous cruisers for this information, which was correct to the best of our knowledge as this issue of* Compass *went to press. With corrections or comments, contact sally@caribbeancompass.com.*










# OUR WINDWARD FRONT ROOMS



*When a boat's cockpit just isn't enough, cruisers repair to alternative 'front rooms' such as the friendly beach bar at Grenada Marine*

*by Jim Hutchins and Ellen Birrell*

The crew of S/V *Boldly Go* likes to go comfortably also.

Aboard our 40-foot sailboat, the cockpit creates a spacious place to eat, visit, read, do small repairs, play games. But spacious is a relative term. More to the point, our lovely living room afloat is just that — afloat.

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

Periodically, we crave solid ground for sedentary, restful purposes. We look for a Front Room.

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

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

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

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

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

*—Continued on next page*




—Continued from previous page

"They pulled out drinks and food they'd brought ashore. Then, without patronizing the marina in any way, the mother approached the marina owner asking for complimentary towels."

Yikes!

Empathizing with business owners and understanding their business model is important; 'ccommodating goes both ways!

We are not claiming our list to be exclusive or comprehensive. It simply represents joy-filled places we've struck upon, about which we've become sentimental. Sometimes, so enamored do we become of certain hangouts that we let one of the six criteria slide.

Some places would have stayed on our Front Room list but they quit carrying our favorite menu item, or their wait staff was too talkative or obtrusive, or the mosquitoes became annoying too much of the time. Things can change. Good ice cream and happy employees can return as fast as the mosquitoes leave. So, we modify our list from time to time.

Here is the tiny list that remains dear.

Our Windward Front Room List, from north to south:

**Mango Bay, Le Marin, Martinique**

Quiet and comfy, with strong WiFi and delicious French plated meals. Mango Bay's salads and ice cream are *magnifique*! A French restaurant that plays non-stop British and US '60s and '70s soft rock is welcome for Jim's non-French-speaking



CHRIS DOYLE

*Quiet and comfy Mango Bay overlooks the docks at Martinique's premier yachting hub, Le Marin*

ears, and they play it softly. Whether you speak French or not, servers are friendly and the overall atmosphere conducive to WiFi-related work or drafting things out on the broad wooden tables that make up their WiFi Mostly Snacking section.

**Jambe de Bois, Pigeon Island, St. Lucia**

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

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



CHRIS DOYLE

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

**The Reef, Vieux Fort, St. Lucia**

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

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

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

**The Gingerbread, Admiralty Bay, Bequia**

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

—Continued on next page




UPCOMING 2012 CARIBBEAN SAILINGS

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

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—Continued from previous page

**L'Aquarium, Union Island**

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



CHRIS DOYLE

*L'Aquarium restaurant provides a Skype-friendly sanctuary looking out over Clifton Harbour, Union Island*

**The Slipway, Tyrrel Bay, Carriacou**

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



Jim sat with architectural guru Don Hanson from *Marsvinet* as he explained how he designed the Slipway building for commercial boat building and repair 20 years earlier. In 2010, it was converted to a restaurant and bar, retaining its maritime presence and showcasing a lathe, saw and other machining tools.

Daniela plays eclectic jazz, pop and other relaxing tunes at volumes that allow conversation and tranquility. The charming presence of the owner permeates. Her lyrical Italian, interspersed with French or whatever language you'd like to converse in, wafts through this open-air sanctuary.

**Whisper Cove Marina, Clarke's Court Bay, Grenada**

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

**Le Phare Bleu Marina, Phare Bleu Bay, Grenada**

Crisp, clean, comfy, *avant-garde* décor and furnishings create a peppy yet relaxed atmosphere. With healthy foods from their mini-market that include fresh baguettes, veggies and cheese, during non-meal hours we purchase a few drinks from the bar



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

and, *voilá*, we're in Front Room heaven. The chef here is innovative and, with any abundance of freedom chips, we gladly buy meals for the privilege of hanging out in the bar or poolside.

**Grenada Marine, St. David's, Grenada**

If you take your boat into St. David's Bay, it is sometimes so rolly you'll see why you have particular incentive to spend some time ashore. And, you won't be disappointed. Removed from cities or suburbia, take a hike to the next bay, La Sagesse, and return to this Front Room, endorphins flowing, ready for R&R.

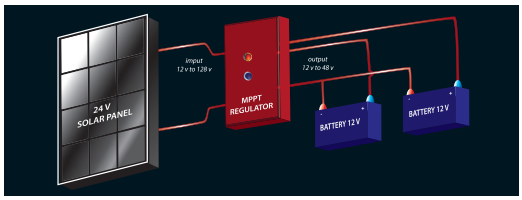
Not only is the setting quaint, intimate and special, the people of Grenada Marine like Jason, Raquel and others are friendly and 'ccommodating. Serving a hamburger and fries, they are even willing to give Ellen raw veggies to go with. "I'm always after that!"

The wooden decks are quiet with a steady breeze and the most reliable WiFi we've found in the Windwards. Heck, if you haul out here, you've got an easy walk to your Front Room each morning.

Not all harbors or even all islands have a Front Room — or at least we haven't found them. Your cruising experience will ignite thoughts of Front Rooms that you have grown to love. Do share if you know some, like we're sharing with you now.


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# ROAD TRIP TO GRENVILLE, GRENADA

*by Mark Denebeim*

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

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



*Goodies in Grenville: 'I promised Theresa I would make her homemade candy famous'*

Most of the men were either hanging out in the bars with names such as "Wel Fed" (not a typo) and "For A Few Dollars More", or sitting along the roadside in their "NY" caps and droopy pants tugging on joints of ganja.

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

I couldn't help myself, so I asked the vendor, "So you want to change the women of the world one girl at a time; but what if you win your battle and all women dress and act exactly like you want them to? Wouldn't that be a pretty boring and lifeless world?" Without hesitation, she replied, "That'll be two dollars for the bananas, please."

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



*Saturday scene outside the Anglican church*

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

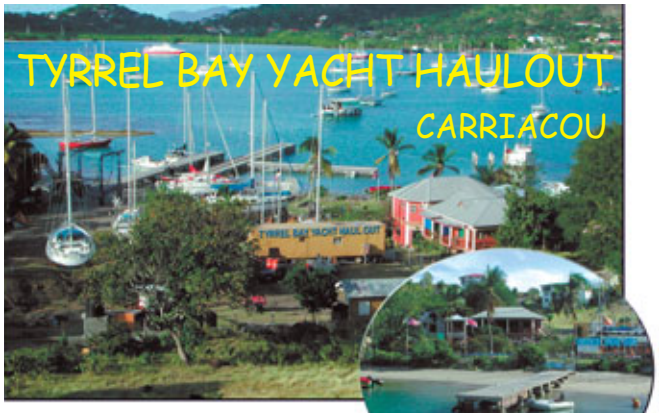
Brightly colored bras and panties were hung from the ceilings in many booths and other beauty supplies and products were readily available throughout the market. There is a pretty Anglican church along the waterfront and several grill-masters offering pigs' tails and scrawny chicken legs for EC$7 throughout town and along the way there. Many of the town's roadside gutters had heavy metal grates over them, a rarity among Caribbean streets.

Returning to Clarke's Court Bay, I took the curvy hillside road towards the Seven Sisters Falls and Grand Etang Lake. Here you can walk through the bush and enjoy awesome lake views or walk about 20 minutes to the falls and take a swim. There are usually trinket vendors at the parking area and monkeys come down from the mountain to greet tourists, looking for treats. (While walking towards Grand Etang, bring some bananas and they will thank you!) Just past the Grand Etang House, the mountain peaks at an elevation of 1,910 feet. There you can get a picturesque view of St. George's from the area the locals simply call "1910".

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

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

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

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

**Rule #1: Thou Shalt Define Thy Caribbean Cruise**

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

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

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

# The Seven Deadly Sins of Caribbean Cruising

*by Frank Virgintino*

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

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

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

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

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

You must have the boat set up to work well in the Caribbean. It must have good



*Be organized. Your dinghy must be ready to use quickly and must work properly*

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

Your dinghy must be able to be used quickly and must work properly. It must have a workable set of oars, life jackets and a hand-held compass as well as a dinghy anchor. You would not be the first cruising sailor who did not have his dinghy equipped properly and, after the outboard failed, got blown out to sea because of the lack of a hand-held VHF, oars or a dinghy anchor.

You must have extra filters for your main engine because, even if you put fuel into your tanks using an external filter, your fuel tank will condense water and you will have a fuel problem with the engine that can be resolved easily by having a change of filter at hand. Some even have a pre-filter set that can be switched by a lever to a new filter so that they can change to a clean filter underway if necessary. This is a case of very good organization.

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Life jackets and flares must be in good condition along with a VHF radio, as well as easy access to your liferaft, which should be inspected and up to date.

The more organized the boat and its equipment are, the better prepared you will be for Caribbean cruising.

**Rule #4: Thou Shalt Not Underestimate the Caribbean**

Many think that cruising in the Caribbean will be a lark. Fair winds and blue skies. Perhaps in years past they have chartered in the Virgin Islands and sailed Sir Francis Drake Channel. Perhaps they have drawn a conclusion that skippering a boat through the Caribbean does not require much thought.

I have seen weeks where there has been no wind during tradewind season, followed by periods of much too much wind — so much wind in fact that after a few days we felt quite windblown and needed to take shelter. Knowing when to sail and what direction to sail in takes work and effort to plan. Reading the weather prognostics and really understanding what they mean to you and what impact they will have on the days to come on the boat is something that many sailors come up short on. When you are cruising through the Caribbean, all weather becomes local weather unless you are sailing during hurricane season. Local weather is what is happening exactly where I am at a given moment followed by what I think will happen based on an understanding of the factors that produce weather.

Exactly what is a Tropical Wave and what happens while it is passing and after it passes? What effect will it have on your boat if you go from point A to point B? What is a weather window and how do I recognize it? How do I see a squall coming at night? What can I do to ensure that my anchor does not drag? What does it mean to be backwinded in an anchorage and what can I do about it? How much swinging room should I leave? What should I do if someone anchors too close to me (bareboat charter boats have a knack for doing this)?

A successful cruise in the Caribbean requires a realization that the Caribbean cannot be underestimated in any way.

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



SALLY ERDLE

*Finding a place with people you really like will slow you down*

Most people worry about money or the lack of it. The truth is that we have an even scarcer resource to be concerned about, and that is time. You cannot cruise through the Caribbean without sufficient time. There are breakdowns in gear on the boat that will slow you down. Bad weather will slow you down. Sheer fatigue will slow you down. Finding a place that you really like, especially if there are people there with whom you bond easily, will slow you down.

When you sit and plan your Caribbean cruise you must not draw a rhumb line between two destinations and call it a day. Rhumb-line cruising is an admittance that you are trying to rush your way through. Even if you use your motor more than you admit to, there will be many times when you will not be able to sail, even motorsail, the rhumb line.

It all takes time, and in the end it will take much more time than you thought when you planned the trip. Looking at a chart and seeing that it is only 35 nautical miles from your anchorage to the next one, and then thinking that you can easily make that, is a sure way to leave yourself taxed and stressed.

What makes sailors like the Pardeys, Don Street and others so great is that they have the patience and the forethought to allow sufficient time for any trip.

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

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

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

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

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

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

As a result you drop your guard. You forget to haul up the dinghy at night. Or you forget to chain the dinghy and the motor at the dinghy dock; after all, you have docked here for a week and all looks fine. Or you think because you have been anchored in a place for a few days and all is well that all will continue to go well. But you forgot to check the Caribbean Safety and Security Net and did not know that the anchorage you are in has recently suffered a number of break-ins and burglaries. Just when you thought you had the symphony going perfectly, you get back to your boat and find that it has been ransacked. Or worse, you are boarded in the middle of the night and are scared out of your wits. Do not get too comfortable. Remember that you are cruising through a variety of different places and that whether you become a crime statistic or not has a great deal to do with being prepared in every way. Perhaps in this bay you should have taken a marina slip.

Beyond being prepared for the possibility of crime, be prepared for a major wind shift or a big squall coming through in the night. Be sure that you have checked your anchor and know for sure that it is well set and that you have sufficient scope out.

You must be prepared in every way you can think of and be conscious of what that means every moment.

I hope you find these good ideas for New Year's resolutions. Happy Caribbean cruising!

*Frank Virgintino is the author of Free Cruising Guides (www.freecruisingguide.com).*










## The Sickness of the Seas:

# Fight it Right

*by Lena Padukova*

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



TOMAS VRETHAMMAR

*The author takes a dose of her own medicine. Do not attempt this if on watch any time soon!*

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

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

The captain of the boat, a no-nonsense Norwegian, has never been seasick, so he did not suffer much. His petite Spanish wife, however, was extremely sensitive to the slightest wind, or any wave condition above "mirror-like seas". Like a small and fragile bird, she would perch herself on a cockpit seat during the passages, smoking cigarette after cigarette, running below on a regular basis, and coming up each time with an ever more pitiful facial expression. She still wanted to come along and spend time with her beloved husband, she liked traveling and adventure, she was intrigued by the white sands, mangroves and coral reefs of the tropics, but she just never got used to the constant movement and got no sea legs no matter how long the passage.

A bad bout of seasickness has two stages, they say. The first: you feel so sick that you fear you will die. The second: you feel so sick that you fear you might not die after all. Seasickness incapacitates the sufferer, so no efficient work can be expected from that member of the crew. The sufferer gets tired and unfocused, and this can be dangerous. One mistake follows another, and the situation might quickly escalate to a crisis. And even if nothing dramatic happens, it's not so nice for anyone to vomit up their guts non-stop instead of enjoying the beautiful voyage toward the Antilles.

But this time it was different for Lady Seasick. Before the passage, I prepared her with instructions: I was surprised to hear that she had never been informed about the obvious cures for seasickness. To start with, I made sure that she got a snack and a little water before sailing, and repeated that procedure regularly during the passage. At the same time, it's important to remember that sharp food odors should be avoided, so take the spicy chicken curry and the Roquefort cheese off the menu if anyone onboard is prone to seasickness. But anything that is sour, or has lots of ginger in it, is good against the malady, so keep that in mind when planning the day's meals.

Most people are aware that it helps to relieve seasickness to often look at the horizon and actively participate in the steering. But how many can act accordingly when they are immobilized by such unpleasant sensations? It takes a fellow crewmember to coax them, gently or otherwise, to take the helm.

To hold a general conversation also helps. You can keep the seasick sufferer's mind off the unpleasant stuff by asking questions and talking merrily about anything at all except the sickness or other sensitive topics.

To chain-smoke — or smoke at all — won't help the nausea, so my advice is to cut down on that, however impossible that might seem for some people. I also tried giving the lady some seasickness medicine, but owing to the side-effects she sometimes experienced, she refused it. However, she followed the rest of the advice.

The difference was huge. She forgot entirely about seasickness. Even in gale-force winds, she sat down below and wrote in the logbook, plotted out our route on the GPS, baked croissants and sewed a new courtesy flag. She could even read a little, something that normally is the surest recipe for instant seasickness. This effect stayed and she got great sea legs, much longed for after months of ocean passages.

Despite following my own advice, I occasionally have some trouble with seasickness myself. Sometimes, a somewhat rough daysail between the islands can trigger it out of the blue, both for myself and others. One crewmember fell seasick just by sailing the 20-something miles between St. Maarten and Saba in Force 3 to 4, despite having sailed all his life and having experienced much worse conditions without any unwelcome symptoms. Sometimes, you just get unlucky, that's all.

Other times, the seasickness can be a direct consequence of your choices as a skipper; commencing a passage despite warnings of strong winds and bad swell is one example. Being on deck in harsh weather can be all right; watching the waves break against the coasts of distant islands could be marvelous — but being down below and working in the galley can be tough for many. So consider that before challenging the elements.



*A crewmember is cleaning the decks — something that does not need to be done as often when you have seasickness medicine onboard*

Another example of how you can actively control the risk of getting seasick is by choosing the right anchorage. Learn about the normal sea conditions of your selected bay, and make sure you are well-protected from the swells. Sometimes they are listed as "uncomfortable" or "untenable" in guidebooks and chart notes, and one has to respect that if any crew is at all prone to seasickness. The anchorage south of Roseau, Dominica, is one example: on the charts, the place looks quite protected from the swell that is coming from the east, but in fact, the swell rounds the southern coast and reaches Roseau with a stubbornness that is maddening. My monohull rocked so much here that the food would not stay on the plates!

Some anchorages are noted as uncomfortable in particular swell directions, such as northerly swells for places in the lee of the Antilles. If there is no such swell when you arrive, you might drop the hook and get ready for a good night's sleep, then experience a change in the swell overnight. In Carriacou, the case was such just off Hillsborough, so I could not sleep a wink, unfortunately being just too tired to get up and re-anchor at a different location. I was rather seasick in the morning, and after giving Tyrell Bay a try in order to have some undisturbed sleep and not finding any calm spot, I realized that my best bet for not being violently rocked and rolled during my rest was Grenada.

*—Continued on next page*

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—Continued from previous page

I was lucky to be able to move to a better anchorage, but as we all know, sometimes it is not possible. Then, one has to be dealing with the symptoms, not the causes, of the condition. Apart from the advice that I have shared above, there are several other things which I found to work quite well.

One is to wear protection against the strong sun, such as sunglasses and a cap. I definitely try not to go down below if at all possible, which helps a lot. To avoid having to work in the galley, make sure somebody else, who is less prone to seasickness, can do the chores. Or prepare the meals beforehand, and keep them in a thermos, or in a Tupperware box. If you do decide to impress your crew by making a complex meal despite rough seas or an uneasy anchorage, remember that you can make many of the preparations up on deck: peeling the potatoes, slicing the veggies or cleaning the fish. The ever-present tradewinds will refresh you and ease any discomfort.



*Crystallized ginger root — a time-honoured remedy*

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

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

Last but not least, if seasickness is a fact despite all preparations and cures, I neutralize it with a glass of something strong — usually a small glass of wine or Caribbean rum, whatever happens to be closest. The right amount of alcohol seems to knock out the balance organs, and makes the boat's movement much more bearable. Ginger beer or ginger wine can be found in bigger supermarkets on the islands. The ginger-based alcoholic drinks have a double effect, as both ginger and alcohol seem to do you good when seasickness is a fact. Throughout the Windwards, the Jamaican Ginger Wine is sometimes the only affordable bottle for a budget sailor searching through the wine and liquor shelves (with the possible exception of local rums, sometimes with doubtful source and contents). This should of course not be attempted if you are under way, as alcohol and sailing should not be mixed, but if you are not underway (or somebody else can take the helm and the watches), then the cure is extremely good. Just don't overdo it, as you will surely double the symptoms by being hungover as well as seasick.

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

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

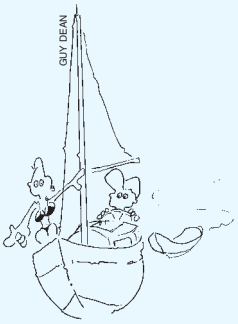
** To make ginger tea, peel a two-inch piece of ginger root and slice it thinly. Bring four cups of water to a boil in a saucepan and add the ginger. Cover it and reduce to a simmer for 15 to 20 minutes. Strain and add honey and lemon to taste.*

## The *Arctic Tern* Scale of Rolling at Anchor

*by Devi Sharp*

If you spend enough time at anchor you are bound to have one of those nights — one of those crazy rolly nights. I remember spending the night in Columbus Bay in southern Trinidad after three weeks up the Macareo River. We agreed to have a potluck on one of the four boats in our group and watch a movie. After three weeks we were all running low on food, but combined we had the makings for a nice feast. Aboard our Island Packet 45, *Arctic Tern*, I still had a red cabbage and a few apples for braised red cabbage, Heather was making lasagna and someone else was making brownies and the meal was sounding very good.

When we anchored in Columbus Bay the wind and tide were laying all four boats in one direction, in harmony, but by the time the cabbage was cooked we started to roll. The wind and tide were no longer aligned and in fact we were starting to roll




almost gunnel to gunnel. As the roll got more extreme each of us called in on the radio to cancel attending the potluck dinner. The cabbage-infused air was positively nauseating. I took seasick meds, lay crosswise on our berth and went to sleep.

The memory of that night and a bit of encouragement from my fellow sufferer Ann inspired me to develop the *Arctic Tern* Scale of Rolling at Anchor.

**1) Rock-a-Bye Baby**: Gentle movement that is comfortable and might even rock you to sleep. Don't leave your wine glass untended.

**2) Pesky**: Periodic rolls that cause unmanned objects to unexpectedly fall onto cabin sole. A pesky roll can wake you up at night, but usually will not keep you awake.

**3) Annoying**: Bottles start clinking. Objects roll off un-fiddled spaces. You tend to lurch and walk into walls. Annoying rolls will wake you and might require minor changes to sleeping arrangements.

**4) Really Bad**: The inside of the boat becomes noisy with stuff rattling and clinking. Unsecured objects become missiles. Sleeping arrangements must be re-arranged from fore-and-aft to athwartships, or bodies need to be chocked. Misery and whining is permitted.

**5) Untenable**: This is a gunnel-to-gunnel roll and if you can go somewhere else you should — either move the boat or leave the boat. Forget about cooking or reading. If you cannot escape just take drugs and go to sleep.

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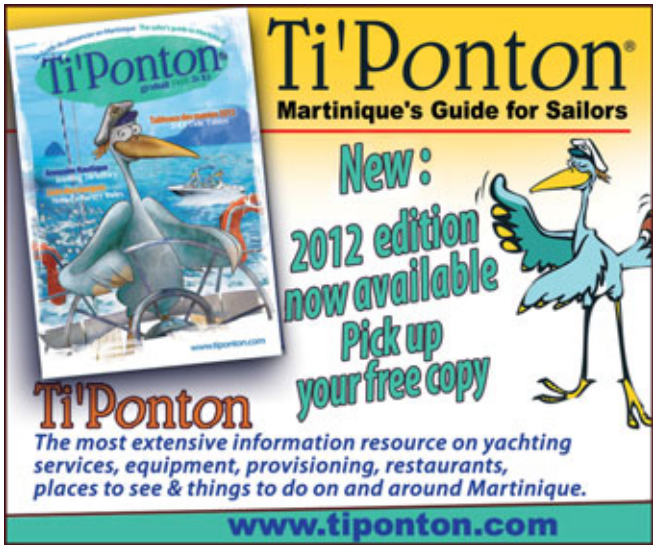



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### Giant Cruising Wordsearch Puzzle

| T | X | C | I | T | S | A | L | P | Z | D | A | E | H | K | L | U | B | P |
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| K | C | O | L | B | R | O | L | L | E | P | O | R | P | O | I | S | E | R |

## Word List

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

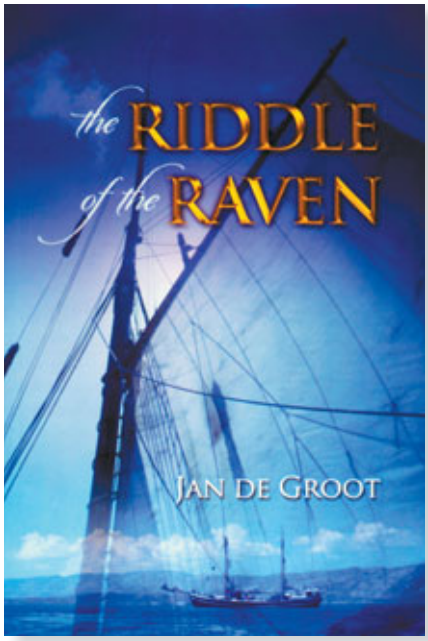
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Batteries
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Bimini
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Boom
Bow
Bucket
Bulkhead
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Calm
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Catamaran
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Chain
Cleat
Cockpit
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Compass
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Deck
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Moor
Oil
Oven
Plastic
Porpoise
Port
Propellor
Pulley
Radar
Raft
Rain
Reef
Rollerfurling
Rope
Rudder
Sail
Schooner
Sheet
Sloop
Spinnaker
Splice
Stanchion
Starboard
Stern
Teak
Telescope
Tiller
Trimaran
Wave
Wheel
Winch
Wind
Windlass
Yawl

*Created by Judy and Aubrey Millard*

BOOK REVIEW BY BOB BERLINGHOF

# A SHIP POSSESSED

***The Riddle of the Raven**, by Jan de Groot, ©2011, Sono Nis Press, wwwsononis.com, ISBN 13 978-1-55039-183-1, paperback, 199 pages.*




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

Jan de Groot is a 79-year-old Dutch seaman and author, known in the Eastern Caribbean as the decade-long owner of the charter yacht *Ring Andersen*, based in Grenada back in the1970s. He now resides in British Columbia and has penned the very amusing *No Shoes Allowed* (which I reviewed for *Compass* many years ago) among other books. He is not, like singlehanders John Caldwell and Tristan Jones, the sort of person to embellish a story, and besides, there were many others on board the *Raven* who witnessed the strange things that occurred.

When the book opens in 1971 de Groot is living in Vancouver (having moved from Holland to Canada in 1957). He has a small sailing school and a yacht, *Anywhere*, which he decides is not big enough for his ambitious new project — organizing government-sponsored trips at sea for juvenile offenders. He wants to try out his theory that rehabilitation can occur through the cooperative teamwork and mundane responsibilities of a crew's life aboard. It appears he gets sponsored, and he takes off to the Bahamas where he finds the "perfect" yacht — the *Raven* — a 140-foot, ketch-rigged Baltic Trader with oak frames, four-inch oak planking outside and three-inch planks inside, built for safety with a heavy load. She is well equipped with radar, RDF, depth sounder, and two-way AM and SSB radio. (These were the days before VHF, GPS, and hand-held devices.) He hopes to break even on the delivery back to Vancouver by selling crew berths for $1,000 each (including airfare). He hires a Dutch captain and has several experienced friends crew without pay. The voyage, through the Panama Canal to Hawaii and back to Vancouver, promises to be an adventure, and it was!

Weird things start happening on board from the start, impossible to explain. But first, two former crewmembers who crossed the Atlantic on the *Raven* balk at the notion of continuing on board, saying that the ship is haunted by a ghost, that things break inexplicably, and that the lights blink for no reason. The author and his reliable crew try to keep this hidden from the paying crew, without luck. De Groot's green crew has several people who, though interviewed beforehand, turn out to be disasters waiting to happen — they think they are on a charter yacht. Some are seasick. So it doesn't help morale when a string of lights in the rigging that only ran on 220-volt shore power suddenly goes on and off underway at night. In the main cabin a carving of a pirate's head, though firmly secured to a bulkhead, seems to swivel at will. Then a woman sights the ghost. He is dressed in clothes worn in Denmark in the 1920s, when the ship was launched. The steering system inexplicably falls apart, obviously tampered with by someone without leaving a trace — it appears that the screws to the steering housing had not been touched in 20 years.

As I read this, my bullshit detector was on high alert. Was it possible that the author was pulling my leg? After all, everyone knows that the publisher of John Caldwell's *Desperate Voyage* told him to spice it up for his readers; maybe de Groot was guilty of stretching the truth? But I read on.

A more cohesive crew of 20 leaves Haiti bound for Jamaica. Thirteen others, among them the seasick and some troublemakers, are given their airfare home and depart. Everyone is happy with this solution. Late that night a second woman is visited by the ghost in her cabin. He appears "illuminated" and wakes her from her sleep. Shortly afterwards the *Raven* hits an uncharted reef near a sparsely populated, uncharted islet. This is very plausible since the British Admiralty charts in 1971 were based on charts nearly 100 years old. What was perhaps odd was the fact that they spotted a local freighter behind them that passed very close by moments before the *Raven* ran hard aground, but did not respond to their calls for help on the radio.

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

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

Yet, on one occasion, her crew told of a "miracle" on board, when the hull filled with water during a Force 9 storm in the Bay of Biscay. Although the decks were awash, the ship neither capsized nor foundered but continued drifting downwind until the storm abated and it was towed to a harbor and pumped dry of more than 200 tons of water. Actress Jean Aubrey was on board, and the crew on deck reported being passed by a mystery "ghost ship" at night while in distress. They could see into the wheelhouse and it was empty. It is very strange stuff, indeed. De Groot did not make it up; the book includes photos of contemporary newspaper reports. There is even the possibility that the wreck of another famous "ghost ship", the *Mary Celeste*, was mistakenly identified as such, but was actually the remains of the *Raven*.

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

*This book is available at bookstores and from www.sononis.com.*

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# JANUARY 2012

**♈ ARIES (21 Mar - 20 Apr)**
Time to gam! You'll be feeling very chatty early in the month and may come upon the solution to a problem you've been dealing with on board, which will work out well for everyone.

**♉ TAURUS (21 Apr - 21 May)**
This month will be one of high creative energy with great attention to detail. Take advantage of this aspect to put together that boat project you've been putting off for so long.

**♊ GEMINI (22 May - 21 Jun)**
Romance will preoccupy the first two weeks of January, but may veer onto a new course after the 14th. You could wallow in the doldrums for a week until your creative breeze starts blowing.

**CANCER ♋ (22 Jun - 23 Jul)**
Communications will be garbled and frustrating from the 8th to the 28th and will put you in irons in business at that time. Perhaps a tactical retreat to someplace with no radio signal and no WiFi is called for.

**♌ LEO (24 Jul - 23 Aug)**
Any rough seas in your love life should smooth out after the 14th and your energies would best be served by focusing on inventive ventures.

**♍ VIRGO (24 Aug - 23 Sep)**
Chart your course for the month and get everything shipshape to get underway before the 24th when the winds of enthusiasm might blow themselves out.

**♎ LIBRA (24 Sep - 23 Oct)**
During the first three weeks you'll seem to be in irons in your attempts to communicate in a productive manner, but economic prospects will keep you on course so don't let verbal problems slow you down.

**♏ SCORPIO (24 Oct - 22 Nov)**
As romance sails away during the first half of the month and finally disappears over the horizon after the 14th, inspiration will come to your assistance. Take advantage of this lift in your spirits and be productive. It will pay off later.

**♐ SAGITTARIUS (23 Nov - 21 Dec)**
Romance will go from being a minor to a major concern after the 14th when Venus moves into Pisces and the seas of love become choppy and directionless. Change your mental course and concentrate on your innovative talents, write letters and e-mails, and pursue financial possibilities.

**♑ CAPRICORN (22 Dec - 20 Jan)**
You will be under full sail in creative communication so make the best of it before the 24th. Hoist any new prospects you've left lingering in their sail bags.

**♒ AQUARIUS (21 Jan - 19 Feb)**
The sails will be full of the winds of romance for the first two weeks. After the wind drops in that area of your life, your social skills will come to your rescue. Keep your spinnaker up and spend time with friends.

**♓ PISCES (20 Feb - 20 Mar)**
The aspect of romance that just sailed away from Aquarius will drop anchor off your stern for the month. A friendly wave from the poop deck may get some happy things started.

# Starry Nights

## Island Poets

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

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

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

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

Hmmmmm...

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

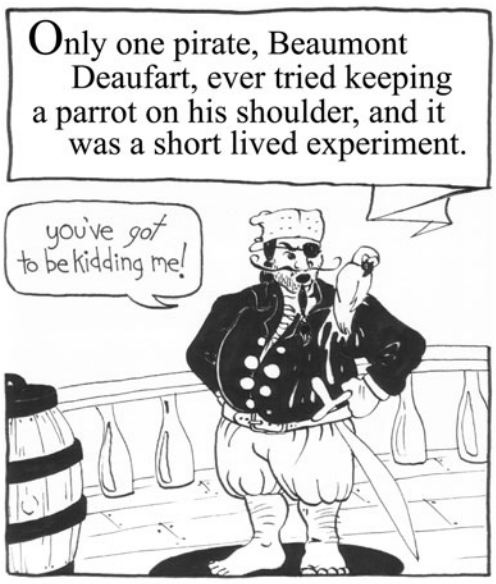
You don the gear, you tug and pull,
While being thrown against the hull,
Reluctantly, you claw your way
To take your watch. I have to say
That at such times, I'd rather be
Anywhere but on the sea!
You face the snarling wave head-on,
Concentrating till it's gone.

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

*— Nan Hatch*



## factoid



*—Continued from page 6 ...Info & Updates*

Our line up for this year includes Zach Prather, singer-guitarist; Joel De Luna, guitarist-singer; Dana Gillespie, singer; Julien Brunetaud, pianist-singer; Paddy Milner, pianist-singer; Lewis Cohen, singer-acoustic guitarist; and Veronica the Ukulele Singer.

The London Blues band consists of Jake Zaitz, guitarist; Mike Paice, saxophonist; Jeff Walker, bassist; Jamie Little, drummer; Enrico Morena, drummer and special guest artiste, singer Felix Dennis.

Add the Mustique Blues Festival to your "don't miss it" list and grab a mooring just off the famous Basil's Bar in Mustique.

*For more information email us at basils@vincysurf.com or telephone (784) 488-8350.*

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

Last year's Bequia Mount Gay Music Fest created a huge buzz in the region's yachting community and the word is out that 2012 will be yet another sensational event with something for music lovers everywhere. The four-day Music Fest kicks off on Thursday the 26th at the Frangipani Hotel, where the fabulous 13-piece Elite Steel Orchestra from St. Vincent will perform from 9:00PM.




***Back in Bequia this month by popular demand will be the legendary saxophonist Arturo Tappin***

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

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

Saturday night is the second big night of the Music Fest at De Reef. The Caribbean's "saxiest" man, virtuoso saxophonist Arturo Tappin, will be one of the highlights of the evening, back in Bequia by popular demand. He will be joined on stage by acclaimed guest vocalists Betty Payne and Niki Nicole.

The evening's lineup will also include Versatile from St. Vincent, Bequia's newest rising star singer-songwriter Amanda Gooding, singer-guitarist Simon Pipe with percussionist Onika and vocalist Indrani, and guitar wizard Scott Zimmerman with his new band Bimstone. Closing out the show will be NEXCYX — the Caribbean's hottest new band who brought the house down last year in Bequia with their signature blend of Rock, Hip Hop and Pop.

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

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

**Sailors' & Landlubbers' Auction in Bequia**

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

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

*For more information visit www.bequiasunshineschool.org.*

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

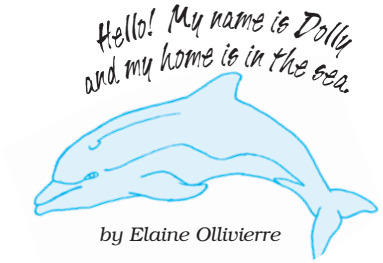
As cruising boats that have been south of the hurricane zone are starting to move north, please remember that the Carriacou Children's Education Fund will gratefully accept any and all contributions: clean, used clothing for adults and children, household goods, treasures of the bilge, and, of course,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

*For more information contact ccefinfo@gmail.com.*

**Welcome Aboard!**

In this issue of *Compass* we welcome new advertisers Ottley Hall Marina and Shipyard of St. Vincent, on page 24; Velox Paint distributed by Curaçao Marine, on page 10; and Imperial Pharmacy of Bequia and Siou Mecanique Service of Martinique in the Market Place section, pages 50 through 53.

Good to have you with us!




*by Elaine Ollivierre*

# DOLLY'S DEEP SECRETS

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

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

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

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

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



NOAA

ELAINE OLLIVIERRE 2012 ©

# The Sky in January 2012

*by Scott Welty*

**The Planets in January**

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

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

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

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

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

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

**Sky Events This Month**

2nd - Moon and Jupiter ride together in Pisces. You can't miss them. (Figure1)



FIGURE 1

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

9th - Full Moon



FIGURE 2

23rd - New Moon

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

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

**Venus - Evening Star**

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

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

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

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


FIGURE 3

*An artist's conception of the robotic rover on Mars*

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

**To Contemplate While Having a Glass of Wine on Deck**

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

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



# No Trick to Great Fare

Tide's Table

*by Ross Mavis*

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

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

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

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

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



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

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

**Vegetable Haystacks**

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

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

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

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


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**Dear *Compass*,**

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

We checked into Santa Marta in early October, and again in Cartagena mid-October, and with the information from the Net in mid-November, I think we have a fairly good handle on the issues.

First, no one we talked to has had any problem with medical and Customs officials in Colombia. In



CONSTANCE ELSON

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

In Cartagena, the only official we met was a Customs agent who came onboard and just checked that the registration number carved into the boat matched the number on his paperwork. He was very polite and then he left.

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

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

In Santa Marta, Dino (csc-stm@hotmail.com) charged US$50 to check in and out; that includes a port captain's zarpe, Customs import for two months, and an Immigration stamp in your passport for two months. Very reasonable. (The marina is now using Dino as their sole agent for all incoming boats and with that privilege he lowered his prices to US$50.) About the only way to check into Santa Marta city is to take a slip at the marina for at least the first night so you have access to Dino. They do not allow dinghy access from the anchorage due to "security".

We just spoke to a boat that came in to Cartagena and wanted to leave quickly and paid US$50. They used Paola Matson at Club Náutico (palexjuro@yahoo.com).

We are planning on staying in Colombia for four months so our cost at Cartagena went up a bit. We used David (jesusarroyo79@yahoo.com), who was recommended by Club de Pesca. We did not have to do anything with Immigration but will have to pay US$60 each for the extension for an extra two months. We paid US$200 for our zarpe and 12 months' importation of the boat into Colombia, and US$50 in and out zarpe/cruising permit. It is hard to compare this with Paola's fee since we did the 12-month importation. David has been very helpful and an excellent agent.

Another agent that many people use in Cartagena is Manfred (manfred.al@gmx.net).

It definitely helps to set up with an agent before you arrive as it just makes the arrival smoother.

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

**Jack and Susan "Fred" Webb**
***S/V Denali Rose***

**Dear *Compass*,**

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

With apologies to Alan Sherman (and all those I might offend) and because we love Grenada so, please



STEPHANIE MARTIN

accept the following bit of doggerel:

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

*Grenada is actually pronounced with a long A, not like the town in Spain for which it was named.

**Lance and Susie**
***S/V Queen Emma***
**www.accidentalcruiser.com**

**Dear *Compass*,**

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

Efforts like Chris's with local authorities are mutually beneficially for the West Indians and for us, the visitors, who are so grateful to now call these waters "home"!

**Ellen Birrell**
***S/V Boldly Go***

**Dear *Compass*,**

I sail every year to les Iles des Saintes, Guadeloupe. This year to my surprise, on arrival I saw the bay covered with buoys.

I found a place near the coast, far from any buoy, and dropped my Delta. A few minutes later along came a guy from "Les Saintes Multiservices". He told me that it was forbidden to anchor anywhere in the whole bay unless all the moorings are already taken. You either pay the high mooring rates or go anchor (for free) in Marigot Bay, which is open to the north-northeast winds, is not safe and is far from town.

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

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

*—Continued on next page*

—Continued from previous page

The best response to this problem is to ignore les Iles des Saintes in order to prevent this cancer from spreading to other islands.

There are many friendly islands without a greedy mentality.

**Please sign me,**
**Sad About the Saintes**

*Editor's note: A schedule of these new mooring fees is available at http://www.doyleguides.com/updatesLee.htm.*

**Dear *Compass*,**

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

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

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

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

Yachtsmen visiting Falmouth Harbour with a view to anchoring now face a very real problem of access ashore in the main commercial area. Whether the intention is to buy groceries, visit the chandlery, bookshop, bars or check in, they are limited to two hours on a 60-foot stretch of dock with no provision whatsoever for tying on. The marina management's suggested alternative is the public dock which is not only very short, but is also adjacent to the main road therefore wide open to all and is decrepit to the point of being dangerous. Their view is that any complaints about the absence of facilities should be addressed to the National Parks Authority who are responsible for the public dock.

In its struggle to meet ever-increasing competition, the Antigua yachting industry deserves better than this ill-conceived and thoughtless move that will inevitably restrict their customers' access to the facilities they offer.

**Christopher Price**
***Yacht Hummingbird***

***Dear Christopher,***

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

***CC***

**Dear *Compass* Readers,**

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

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

**Best regards,**
**Nicoletta Solinas**
**AYC Marina Manager**

*Falmouth Harbour, 28th of November 2011*
*From: Marina Management*
*To: Customers, Friends and Tenants*
*Subject: Dinghy Dock & Garbage Disposal*

*Dear Customers, Friends and Tenants of the AYC Marina,*

*Over the last few years the demand for dinghy dock space in our Marina has consistently increased year by year whereas the actual available space hasn't.*

*We understand that those that visit (or live in) Antigua on their cruising vessels as well as vessels moored in other marinas must have access to a place where they can leave their dinghies while they go ashore about their business and it is unfortunate that we are not able to care for the needs of all those who visit Falmouth Harbour.*

*In order to guarantee enough space to the tenders of the boats that are moored in AYC Marina as well as those who use the dinghy dock to carry out their commercial activities (sailing school, divers, charter boats), the "dinghy pool" will no longer be available for the use of the general public.*

*Only those who register their dinghies with the Marina Office, on a first come first serve basis, upon payment of a daily or monthly fee, will be allowed to use the "dinghy pool".*

*Loading/Unloading space with a limit of 2 hours stay will be available at the East side of the AYC Marina complex by Dockside Liquors (Joyce).*

*Alternatively one may choose to use Falmouth's public dock by the gas station.*

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

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

*Best Regards and Have a Great Season,*
*Marina Management*

**Dear *Compass*,**

Christopher Price's letter to you was copied to me at the Caribbean Marine Association e-mail address and so, I presume, was addressed to me as President of the CMA. However, this is an entirely local issue and, therefore outside my CMA remit. Despite this, as a resident of Antigua involved in the marine industry, I would like to take issue with Mr. Price in support of Antigua Yacht Club Marina.

I suspect *Hummingbird* is one of many yachts anchored in Falmouth Harbour, the owners and crew of which dinghy ashore. Antigua Yacht Club Marina is a private operation that charges substantial sums of money for yachts to moor stern-to or alongside.

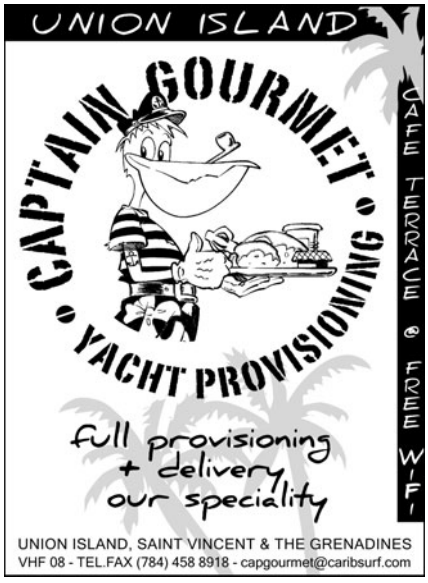
There seems to be an expectation from many yacht owners at anchor that they can use facilities free of charge in Antigua (and I am sure it is true of other Caribbean islands) that they would never be able to use for free in their home countries.

It goes further in Antigua in that some yachts will clear in at Jolly Harbour then sail to English and Falmouth Harbours to anchor thereby avoiding the National Parks and environmental charges that are not applied when clearing in at Jolly Harbour. I could name 30 to 40 yachts currently at anchor that are in some way or another in default. Last year I met a yacht owner, well known to me, in Jolly Harbour Customs and Immigration who had the audacity to take a bus from English Harbour to clear out through Jolly Harbour to avoid paying his dues. He is not alone.

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

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

**Regards,**
**John Duffy**
**Antigua**


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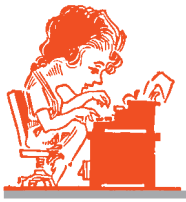
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# Letter of the Month

**Dear *Compass Readers*,**

In his article "Caribbean Voyaging: Coming to the Caribbean from the East Coast", in the October 2011 issue of *Compass*, Frank Virgintino gives some good advice and what I feel is some not so good advice. I feel I am qualified to comment as between 1959 and 1982 (when it became very hard to get a decent wage for a delivery) I did almost 40 trips from the US East Coast to St. Thomas, USVI, or the reverse.

My first article on this topic, "Going South", appeared in the September 1964 issue of *Yachting* (then the number-one yachting magazine in the world). This article has been rewritten and republished about six times since then. In all the articles I urged a Caribbean-bound departure from Morehead City, if draft and overhead clearance would permit traveling the Intracoastal Waterway. If this was not possible I recommended departure from Little Creek at the mouth of the Chesapeake Bay.

If heading south via Bermuda I recommended to check that there are no hurricanes brewing, leave the East Coast in September, leave the boat in Bermuda, then fly back in December and head south.

If sailors had followed the advice given in my articles on going south a lot more sailors would be alive today. (My wife made me give up counting when my 39th friend or acquaintance was lost at sea between the States and the Eastern Caribbean). Following my advice would also have saved the underwriters a lot of money repairing heavy weather damage and paying for boats that were abandoned en route south.

I continually stressed, as does Frank Virgintino, the wisdom of leaving from Morehead City/Beaufort, or from the mouth of the Chesapeake. The trip coastwise from New England or New York to Little Creek or Morehead City is an excellent shakedown for boat and crew. There are plenty of spots to stop to rectify deficiencies in either.

But continuing onward to Hilton Head, you must pass Cape Hatteras. A large number of experienced seamen feel that Hatteras, the graveyard of ships for 400 years, should be passed with the cape 30 miles to your *east* (i.e. you are in the Intracoastal Waterway) or 150 miles to your west (i.e. you are outside the Gulf Stream).

From Cape Henry to Cape Hatteras is 120 miles, and it is another 300 on to Hilton Head. The only all-weather entrance on this entire coast is Charleston, 430 miles from Cape Henry. Considering the instability of weather in the late fall on the East Coast most experienced seamen would advise against the trip from Cape Henry to Hilton Head.

Toward the end of October, the weather on the East Coast becomes very unstable and unpredictable. I well remember my late wife Marilyn and I arriving in South Norwalk, Connecticut on October 16th, 1963 to pick up the 40-foot Casey ketch *Cantellena*. A completely unpredicted storm had dumped eight inches of snow on deck! On October 30th, 2011, an unpredicted blizzard hit the East Coast.

Forget about seven-day or even three-day weather predictions in the late fall. This is not only my personal opinion but it is also the opinion of Bob Rice, the weather "guru" for numerous America's Cup challenges and defenses. About 30 years ago Bob stated approximately as follows: "Come the end of October, weather predictions are good for about 48 hours; mid-November, 36 hours; late November and early December, 24 hours".

In the light of this, expecting to obtain a three-day weather window to allow you to leave from Newport or from Hilton Head and reach the outer limit of the Gulf Stream, three days' sailing, is the height of optimism. Many experienced sailors feel heading from Newport to Bermuda in November or early December is like playing Russian roulette with three shells in the cylinder.

For this reason Frank recommends heading for Bermuda in May or June when the weather is fairly stable — but once in Bermuda what do you do? Continue south into the hurricane area at the beginning of the hurricane season? Nuts! Leave the boat in Bermuda for six months until the end of the hurricane season? You lose your summer sailing on the East Coast and have an expensive caretaker or marina bill.

Frank also recommends heading to Bermuda late October or early November. In the light of the instability of weather in the late fall, I disagree.

Bermuda is in the hurricane box, 12 to 35 degrees north, and hurricanes frequently whistle by Bermuda. But Bermuda is like a man standing on the divider lane in a busy highway. The hurricanes whistle by on both sides but seldom actually hit Bermuda. According to NOAA, Bermuda has only been hit butt-end first by seven hurricanes since 1878. During this time the northeast coast of the States has been hit more often than Bermuda.

If your departure has been delayed until December and your boat is too big to use the Intracoastal Waterway, wait in Little Creek for a break in the weather. Then depart, but make sure your boat and crew are prepared to weather a full gale. Head east-southeast until the butter melts then turn south. At the beginning of the trip, motorsail if necessary to keep your speed up. The important thing is to get across the Gulf Stream as fast as possible. Space does not permit me to tell of the horror stories that have been related to me about being caught in the Gulf Stream when a northwest front has veered around to northeast, blowing against a northeast-running stream.

If your trip south has been delayed until December and you can use the Intracoastal Waterway, head through the Waterway three days to Morehead City. It is an additional three days to Charlestown. Charlestown is NOT a good point of departure direct to St. Thomas as the Gulf Stream is fairly far off shore: it will take you three days to reach and cross the steam. As previously mentioned, given the instability of the weather in December, expecting to get across the Stream before the next blow is the height of optimism.

Rather, head south along the coast *inside* the Gulf Stream 140 miles to the Jacksonville/St. Augustine (Florida) area and stop. Continuing south of this area is not worthwhile, as the Gulf Stream is right up against the shore, running north at two to three knots, and the prevailing wind is southwest. Beating to windward against a two- to three-knot current is like rolling a stone uphill with your nose!

Sit in the Jacksonville/St. Augustine area and follow the advice given to me by the late Capt. Bob Crytzer, USN ret., in 1956: "Wait in Jacksonville or St. Augustine until 24 hours before a norther is predicted. Take off 24 hours before its arrival. Get across the Gulf Stream on the prevailing southwesters. Then, when the norther hits, you are across the stream and you can head due east with eased sheets.

*—Continued on next page*

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Continue heading east as long as you can. As the wind veers trim sheets and keep heading as close to east as possible. You will finally end up beating to windward, but you may reach all the way to St. Thomas on port tack."

This is still true today, 55 years after this advice was given. If you do not make St. Thomas on port tack you may reach the eastern end of Puerto Rico where there are plenty of marinas, or the western end of Puerto Rico where you will find a new marina, Marina Pescadores, in Puerto Real. There is a buoyed channel, 18 feet shoaling to nine feet. With the aid of the marina staff you can organize entrance to Puerto Rican waters without having to take the boat to Mayaguez, a very poor harbor. From Puerto Real you can work your way eastward in short hops taking advantage of the land/sea breeze routine as described in my guide to Puerto Rico and the Spanish, US and British Virgin Islands.

If you are in the Miami/Ft. Lauderdale area and heading for the Eastern Caribbean, cross the Gulf Stream and wait in Freeport, Grand Bahama until a norther comes through. Take off on the face of the norther. For the first 90 miles you will have smooth water as Grand Bahama is to the north of you. Exit the Bahamas via Northeast Providence Channel and head east as described above.

From Turks and Caicos, it is 120 miles to Ocean World Marina, a port of entry for the Dominican Republic a couple of miles west of Puerto Plata. If you are lucky and the wind is east of north or east, it is an easy reach. But from Puerto Plata eastwards to Bahia Rincón, the easternmost anchorage on the north coast of the Dominican Republic, it is 90 miles and the course is east against the prevailing tradewinds.

Read both Frank Virgintino's and Bruce Van Sant's guides, as they seem to have a difference of opinion on this coast. Also make sure you have on board the most detailed DMA charts of the area. But remember these charts were done in the early 1900s — a lead-line survey done from a six-oared launch. They are amazingly accurate but not to WGS 84; eyeball navigation is necessary. Photostats of these charts are available from www.Landsend.com. (Note: All US charts are in the public domain, but the Imray Iolaire charts, and all the government-produced charts of the HO departments of all nations are protected by copyright. It is illegal to photocopy them.)

According to Bruce, working your way eastwards can be done with minimal pain using the land/sea breeze routine well described in his *Gentleman's Guide to Passages South: the Thornless Path to Windward.*

Organize your passage eastward to arrive at Bahia Rincón early in the morning. Head to the southeast corner of the bay. Leave Cayo Levantado to port and eyeball your way southeast anchoring off Galeras. The reef on the north side of the bay will protect you from any swell from the north. Put your head down and get some sleep as Frank reports that in the afternoon, Customs and Immigration will chase you out. But hopefully as the sun goes down, the trades will ease off.

> *"Follow the advice I have been giving for the past 57 years!'*

From Bahia Rincón it is 110 miles across the Mona Passage, course east-southeast almost dead to windward to the west coast of Puerto Rico to Puerto Real and Marina Pescadora. The first 30 miles across the mouth of Bahia Samana is a case of just sticking your head down and plugging away to Cape San Rafael. To ease the pain, sail in the normal fashion but run the engine at 1,000 to 1,200 rpm. This will not really increase your speed, but it means when you hit an odd sea, rather than being stopped you will plug on through. It will also allow you to point higher, decreasing your tacking angle and thus substantially increase your speed made good to windward.

From Cape San Rafael to Cape Engano, 40 miles, favor the shore and hope the land/sea breeze will take effect and the trades will ease off. From Cape Engano to Mona Island the course is approximately southeast, 35 miles. With luck you may be able to lay Mona Island in one tack. If you draw six feet or less and arrive at Mona Island between the hours of 1100 and 1600 and you are good at eyeball navigation you may be able to break the trip and anchor inside the reef. There enjoy a day or so of diving, relaxing on the beach and possibly exploring the caves.

From Mona Island it is just a case of putting your head down and fighting your way due east 40 miles dead to windward to Puerto Real.

I agree with Frank's opinion of Bruce's "thornless path": in light of all this, it seems pretty thorny! But the "thornless" path does have some very good weather information if you decide to take this route.

Frank's idea of accessing the Caribbean via the Windward Passage is excellent if you would like to cruise the south coasts of Haiti, the Dominican Republic or Jamaica (all described in his guides, free on the internet) or the western Caribbean, or you are heading for Panama. Entering the Caribbean Sea via the Windward Passage is not such good routing, though, if you are striving to reach the Eastern Caribbean.

From Ile à Vache, the westernmost anchorage on the south coast of Haiti, to Puerto Real on the west coast of Puerto Rico is 360 miles largely to windward. Even if you take advantage of the land/sea breeze routine it will be a long haul. From Puerto Real to St. Thomas is another 150 miles, again almost all to windward. Thus from Isle à Vache to St. Thomas is 510 miles basically to windward.

Thus, if heading for the Eastern Caribbean follow the advice I have been giving for the past 57 years! If you can use the Intracoastal Waterway, depart from Morehead City/Beaufort. If you cannot use the Waterway depart from Little Creek, head east-southeast until the butter melts, then head south to St. Thomas.

**Sincerely,**

**Don Street**
**Glandore, Ireland**
**www.street-iolaire.com**

## CALENDAR

# JANUARY

| | |
|---|---|
| **1** | Public holiday or "recovery day" in many places (New Year's Day) |
| **2** | Public holiday in Cuba (Victory of Armed Forces Day), Haiti (Founding Fathers' Day), and St. Lucia, St. Vincent & the Grenadines and Grenada (Second New Year's Day) |
| **2** | Grand Parade of Troupes, St. Kitts Carnival. www.stkittsneviscarnival.com |
| **3** | Public holiday in St. Kitts & Nevis, Carnival Last Lap. www.stkittsneviscarnival.com |
| **6** | Public holiday in many places (Three Kings Day) |
| **6 – 7** | Crucian Christmas Festival Parades, St. Croix. www.stcroixtourism.com/christmas_festival.htm |
| **7** | Entre Mer et Lune Race, Martinique. Club Nautique Neptune (CNN), tel (596) 51 73 24, www.clubnautiqueneptune.com |
| **8** | Start of WorldARC 2012-13 in St. Lucia. www.worldcruising.com/worldarc |
| **9** | FULL MOON |
| **9** | Public holiday in Puerto Rico (Eugenio María de Hostos Day) |
| **10 - 29** | St. Barts Music Festival. www.stbartsmusicfestival.org |
| **16** | Public holiday in Puerto Rico and USVI (Martin Luther King Day) |
| **21** | Public holiday in Barbados (Errol Barrow Day) and the Dominican Republic (Our Lady of Altagracia) |
| **21** | Mount Gay Rum Round Barbados Race. www.mountgayrumroundbarbadosrace.com |
| **21** | Around Antigua Race. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com |
| **23** | Public holiday in the Cayman Islands (National Heroes' Day celebrated) |
| **23** | Chinese New Year (Year of the Dragon) |
| **25** | Public holiday in Aruba (G.F. Croes Day) |
| **25 – 29** | Budget Marine Spice Island Billfish Tournament, Grenada. www.sibtgrenada.com |
| **25 – 8 February** | Mustique Blues Festival. www.felixdennis.com/about/mustique-blues-festival |
| **26** | Public holiday in the Dominican Republic (Duarte's Day celebrated) |
| **26 – 28** | Jamaica Jazz and Blues Festival, Montego Bay. http://jamaicajazzandblues.com |
| **26 – 28** | Bonaire International Fishing Tournament. info@itrainsfishesbonaire.com, |
| **26 – 29** | Bequia Mount Gay Music Fest. www.begos.com/bequiamusicfest |
| **27 – 29** | The Superyacht Challenge, Antigua. http://thesuperyachtchallenge.com |
| **27 – 29** | Exponáutica/Boat Show, Ponce, Puerto Rico. germaine.quinones@gmail.com |
| **27 - 31** | Port Louis Grenada Sailing Festival. www.grenadasailingfestival.com |
| **28** | Anguilla Dinghy Regatta |
| **29** | Coupe Feminine Race, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, ycmq@wanadoo.fr |
| **TBA** | Zion Cup Race, Guadeloupe. www.zioncup.org |

# FEBRUARY

| | |
|---|---|
| **2** | World Wetlands Day. www.ramsar.org |
| **3 - 5** | Club Náutico de San Juan International Regatta, Puerto Rico. Club Náutico San Juan (CNSJ), www.nauticodesanjuan.com |
| **4 - 5** | Around Martinique Race. CNN, www.clubnautiqueneptune.com |
| **4 – 5** | Interlux One Design Regatta, St. Maarten. SMYC, www.smyc.com |
| **4 - 6** | Scotiabank Workboat Regatta, Grenada. www.grenadasailingfestival.com |
| **7** | FULL MOON |
| **7** | Public holiday in Grenada (Independence Day) |
| **11 – 12** | Jolly Harbour Valentines Regatta, Antigua. www.jhycantigua.com |
| **12 – 19** | Holetown Festival, Barbados |
| **17 – 19** | Sweethearts of the Caribbean and Classic Yacht Regatta, Tortola. WEYC |
| **18 – 20** | Martinique Carnival Regatta. CNN, www.clubnautiqueneptune.com |
| **19** | Sailor's & Landlubber's Auction, Bequia. www.bequiasunshineschool.org |
| **20** | Start of RORC Caribbean 600, Antigua. www.caribbean600.rorc.org |
| **20** | Public holiday in Puerto Rico and USVI (Presidents' Day) |
| **20 – 21** | Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela, and other places |
| **22** | Public holiday in St. Lucia (Independence Day) |
| **23 – 26** | South Grenada Regatta. www.southgrenadaregatta.com |
| **24 – 25** | Around St. Maarten Multihull Race. www.multihullregatta.com |
| **25 – 3 March** | BVI Kite Jam (kiteboarding). www.bvikitejam.com |

*All information was correct to the best of our knowledge at the time this issue of* Compass *went to press — but plans change, s o 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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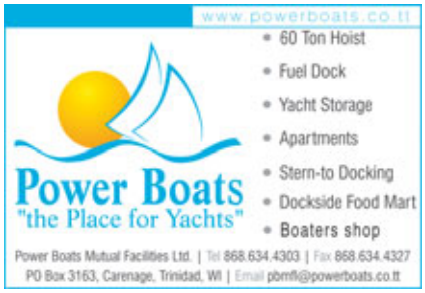
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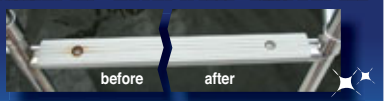

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Miracles Do Happen (and lost dinghies do get found!)

Hangout Hospitality, Rum Shop Style

The BVI Without Busting the Budget

*...and more!*

—*Continued from page 9* - *Business Briefs*

**Spa-ing for Sailors**

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

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

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

Enjoy the rest of your Caribbean cruising, and happy spa-ing!


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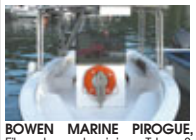
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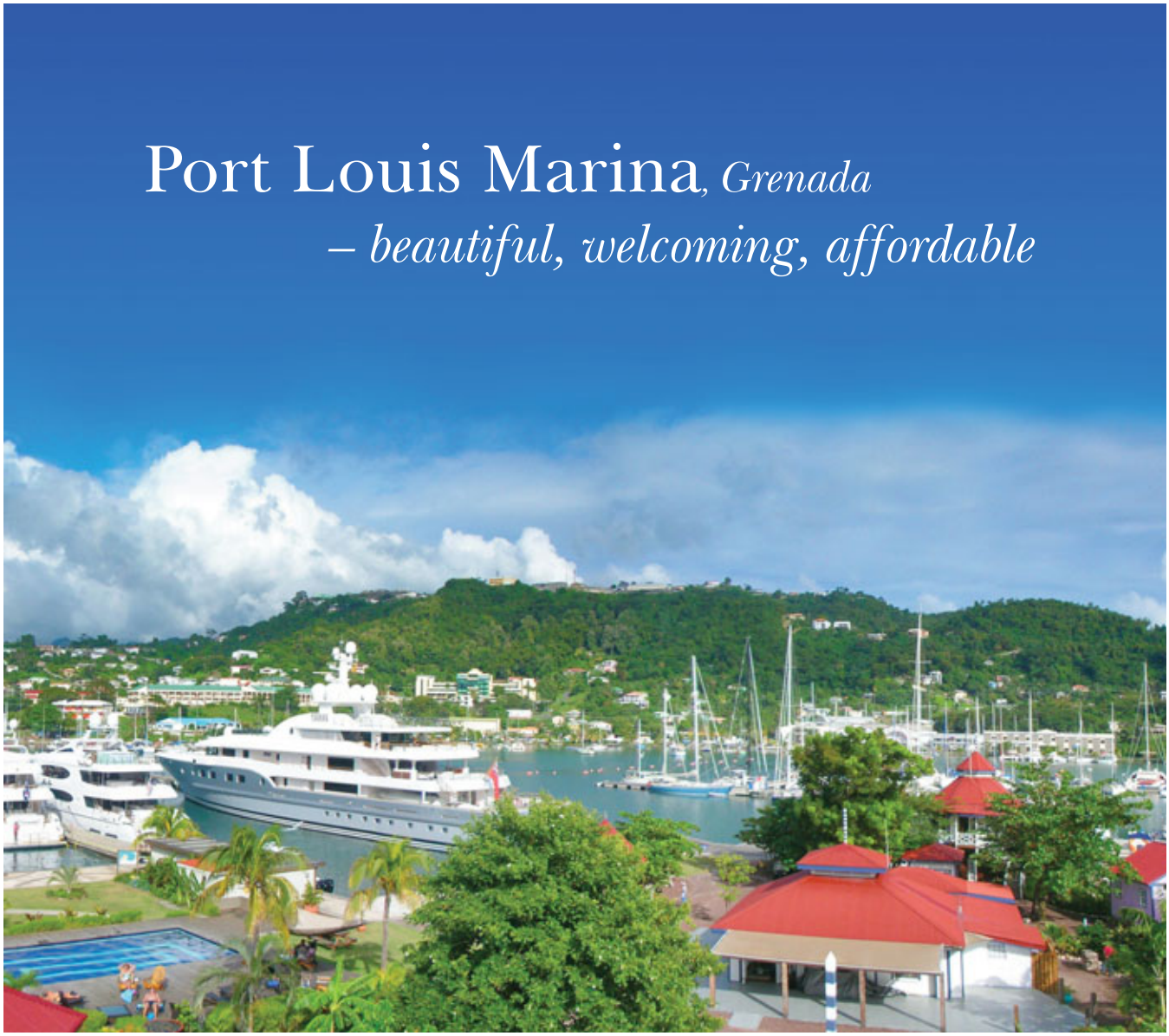


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Back by popular demand for those who have limited space for storing a Dinghy: The hardy 9ft I-27 and 10ft I-32 collapsible Dinghies. Large Hypalon tubes, three separate chambers, generously sized inflatable keel, FRP floor and transom.

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