CARIBBEAN On-line
COMPASS
JANUARY 2013 NO. 208
The Caribbean's Monthly Look at Sea & Shore



ARC 2012

See story on page 19

MAIN PHOTO: YAGUITA / INSET: TIM WRIGHT / WWW.PHOTOACTION.COM



NEW YEAR
NEW GEAR

Amphibian pro by Ocean LED

UNDER WATER LIGHTS



The ultimate solution to marine lighting from Ocean LED extremely powerful, low draw and Tritonium Optical technologies that inhibit growth.

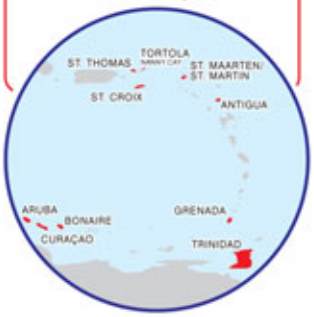
STARTING AT: US$479.03

TRAILER BOAT SERIES



Equally as bright as the Amphibian Classic Series but without the sea growth resistant Tritonium lens. Intended for boats on lifts or trailers. A great value!

STARTING AT: US$129.02



NEW IN STOCK

Raymarine

These stylish, dedicated-function instruments use the same mounting holes as the ST60 making upgrading a breeze. Compatible with existing ST60 instruments and transducers, i70, p70 and p70r color instruments and Auto Pilots.

NEW! i50 INSTRUMENTS



Dedicated Speed, Depth and Tridata for power and sail applications! High performance, outstanding visibility in all lighting conditions and extreme value.

NEW! i60 INSTRUMENTS



The new i60 instruments are designed specifically with sailors in mind, these instruments cover wind and close-hauled wind options in analogue and digital formats.

PROTECTION

LIFEPROOF
LET'S GO!



Water Proof, Dirt Proof, Snow Proof, Shock Proof and fits your iphone and ipad like a skin. Protect your valuables all the time, not just when you are going to the beach. Swim, take photographs and video underwater. Rated to seal out water at a depth of 6.6 feet for 30 minutes.

STARTING AT: US$79.16



Gill

New addition to the Gill collection! This Waterproof Backpack is made from a puncture resistant water-proof fabric, 20 liters of fully waterproof storage with an adjustable roll-top closure.

PRICE: US$133.10

aquapac



Optically-clear LENZFLEX™ lens window, fully functional touch screens, fully submersible, cases to fit most smart phones, tablets and e-readers, cameras, GPS, VHF and more! Seal out water rated to 15' (5m).

STARTING AT: US$15.84

Caribbean Duty Free List Prices. Check your local store for final pricing.

CARIBBEAN CHANDLERIES

BUDGET MARINE

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

The Caribbean's Leading Chandlery

www.budgetmarine.com

CARIBBEAN
COMPASS
The Caribbean's Monthly Look at Sea & Shore
www.caribbeancompass.com

JANUARY 2013 • NUMBER 208


ECO DIVE GRENADA

Getting Down
Grenada's new underwater art ... 11


SANPERE

St. Croix Comeback
Iconic regatta renewed..... 16

Pull It Out!
Events Calendar 2013 poster 27


TROUT

An Island Cruise
... by ship this time! 34

Bees Aboard
Stowaways with stingers..... 38

DEPARTMENTS

Info & Updates 4
Business Briefs 9
Eco News..... 10
Regatta News..... 12
Meridian Passage..... 15
Destinations..... 23
Sailor's Horoscope..... 36
Island Poets..... 36
Cruising Kids' Corner..... 37
The Caribbean Sky..... 40
Book Reviews..... 41
Cooking with Cruisers 44
Readers' Forum..... 45
What's On My Mind..... 48
Calendar of Events..... 49
Caribbean Market Place..... 50
Classified Ads 54
Advertisers' Index..... 54

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

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

Compass Agents by Island:
Antigua: Ad Sales & Distribution - Lucy Tulloch
Tel (268) 720-6868
lucy@thelucy.com

Barbados: Distribution - Doyle Sails
Tel/Fax: (246) 423-4600

Colombia: Distribution - Marina Santa Marta
www.igy-marinasantamarta.com/en

Curaçao: Distribution - Budget Marine Curaçao
curacao@budgetmarine.com Tel: (5999) 462 77 33

Dominica: Ad Sales & Distribution - Hubert J. Winston
Dominica Marine Center, Tel: (767) 448-2705,
info@dominicamarinecenter.com

Grenada/Carriacou/Petite Martinique:
Ad Sales & Distribution - Karen Maaroufi
Cell: (473) 457-2151 Office: (473) 444-3222
compassgrenada@gmail.com

Martinique: Ad Sales & Distribution - Isabelle Prado
Tel: (0596) 596 68 69 71 Mob: + 596 696 74 77 01
isabelle.prado@wanadoo.fr

Panama: Distribution -
Shelter Bay Marina - www.shelterbaymarina.com

Puerto Rico: Ad Sales - Ellen Birrell
(787) 219 4918, ellenbirrell@gmail.com
Distribution - Sunbay Marina, Fajardo
Olga Diaz de Perez, Tel: (787) 863 0313 Fax: (787) 863 5282
sunbaymarina@aol.com

St. Lucia: Ad Sales & Distribution - Maurice Moffat
Tel: (758) 452 0147 Cell: (758) 720-8432
mauricemoffat@hotmail.com

St. Maarten/St. Barths/Guadeloupe:
Ad Sales & Distribution - Stéphane Legendre
Mob: + 590 690 760 100
stellegendre@wanadoo.fr

St. Thomas/USVI: Ad Sales - Ellen Birrell
(787) 219 4918, ellenbirrell@gmail.com
Distribution - Bryan Lezama
Tel: (340) 774 7931, blezama1@earthlink.net

St. Vincent & the Grenadines:
Ad Sales - Shellese Craigg
shellese@caribbeancompass.com Tel: (784) 457-3409
Distribution - Doc Leslie Tel: (784) 529-0970

Tortola/BVI: Ad Sales - Ellen Birrell
(787) 219-4918, ellenbirrell@gmail.com
Distribution - Gladys Jones
Tel: (284) 494-2830 Fax: (284) 494-1584

Trinidad: Sales & Distribution
David Bovell, Tel: (868) 497-1040
davidbovell.ads@gmail.com

Venezuela: Ad Sales - Patty Tomasik
Tel: (58-281) 265-3844 Tel/Fax: (58-281) 265-2448
xanadumarine@hotmail.com

Caribbean Compass welcomes submissions of articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.
We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity.
©2013 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

Cover photo: In a wet and windy Atlantic Rally for Cruisers 2012, the Class 40 Vaquita *won both line and Racing Division honors by playing the conditions right*



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

'The *Caribbean Compass* is our go-to source for information about all things related to boating in the Caribbean. I have torn out several articles and filed them away for future use. I like the reviews of cruising spots that are written by cruisers and give a unique perspective. The listing of SSB nets and the local nets has helped us to keep in touch with our fellow boaters.
'Thanks for keeping us cruisers informed.'
— Joan Palango
Panchita

Click Google Map link below to find the *Caribbean Compass* near you!
http://maps.google.com/maps/ms?t=h&hl=en&ie=UTF8&msa=0&msid=112776612439699037380.000470658db371bf3282d&ll=14.54105,-65.830078&spn=10.196461,14.0625&z=6&source=embed

Info & Updates

Marine Security Initiatives in St. Vincent & the Grenadines

The Ministry of Tourism, Sports and Culture in St. Vincent & the Grenadines has announced that a dedicated patrol boat will be stationed in Bequia from January 2013, which will further enhance the other security measures that are already in place. The SVG Coast Guard will continue to conduct regular patrols throughout St. Vincent and the Grenadines.

Also, through funding received from the Universal Access Fund, the National Telecommunications Regulatory Commission implemented the Global Maritime Distress and Safety System (GMDSS), which is a set of safety procedures, types of equipment and communication protocols used to increase safety and make it easier to rescue distressed vessels and aircraft.

Training programmes for Waterfront Service Providers ("boat boys") were conducted in Tourism Education, Customer Service, First Aid, CPR and Conflict Management for approximately 170 persons.

The group "Action Bequia" provided significant financial support towards restorative work and the lighting of the Belmont Walkway in Bequia. This helps to link the business places in the area and provide additional safety and security to visitors.



Upgrades at Barbados' Inner Basin

Peter Gilkes reports: The Government of Barbados has spent time, money and great effort to upgrade the Inner Basin of the Careenage in historic Bridgetown, and it is now serviceable with the recently installed supply of shore power, water and new and secure moorings and mooring cleats for local and visiting yachts.

Yacht owners can phone Billy Ferguson at (246) 826-9160 to arrange a berth in the area of the Inner Basin, subject to availability. (Space will be short during January, as the yachts taking part in the Classic Transat and the Round the Island Race will then be moored in the Inner Basin.)

Come see how beautiful our City of Bridgetown can be!

Successful First Carriacou Photo Festival

The first Carriacou Photo Festival competition, held November 9th through 11th, attracted nearly 60 entries.



The event was an opportunity for photographers and photography enthusiasts, both local and visiting, to take part in three days of exploration and photography across the island. Photos taken at the festival, or over the previous 12 months, on Carriacou or in its surrounding waters, could be entered into the competition. Prizes were awarded for the winning entries in Junior and Adult Classes, and in "On the Land" and "Below the Sea" categories. Prizes included the use of the winning photographs by the Grenada Board of Tourism in all of their promotional material for Carriacou and Grenada in 2013, plus prizes exceeding EC$5,000 donated by local businesses and enterprises.

The first-prize winner in the Above Water category was Nicole Bonjour, who received a certificate for a weekend for two at the Carriacou Grand View Hotel (see related letter in this month's Readers' Forum, page 45). Second prize went to Diane Martino, who received a certificate for a night for two at the Laurena Hotel, for a picture of dancers at the Maroon Festival. Third place was won by Johanne Dandurand who received a lunch for two at Slipway Restaurant for the image of the release of a leatherback turtle.

In the Under Water category, first prize was won by Martial Flores who received a six-dive package offered by Deefer Diving and Lumbadive PADI Resort. He presented a picture of a grey angelfish taken at Sisters Rocks dive site. There was a tie for second prize between Lyle Jr Bullens, who received a dinner for two at the Lazy Turtle Pizzeria for his lionfish picture, and Diane Martino for a photo of scarlet shrimps taken at the Seaview dive site. Third prize also went to Martial Flores, who won a Dive Adventure with Deefer Diving for a picture of a green moray eel. The Children's first prize in the Under Water category went to Noe Metzinger for a picture of the reef bordering Tyrrel Bay; Noe won a dinner for two at Lambi Queen Restaurant, a T-shirt from Fidel Productions and an artisanal turtle from The Snake Pit L'Esterre Boutique.

The Carriacou Photo Festival Committee thanks all the sponsors and supporters who believed in this first event, and looks forward to another memorable Festival in 2013. Keep your camera handy and shoot pictures of Carriacou — you might be one of the 2013 winners!

For more information visit www.carriacouphotofestival.org.

Eight Bells

As reported in the ISAF (International Sailing Federation) newsletter, Arthur Wullschleger passed away on November 24th after a short illness. He was renowned as an ocean racer, race official and mentor.

—Continued on next page

FIVE YEARS/50,000 MILES GUARANTEED*

*Dacron and Hydra Net Only

DOYLE SAILMAKERS

Barbados
Doyle Offshore Sails
6 Crossroads
St. Philip
Tel: (246) 423 4600
andy@doylecaribbean.com

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boat Works

Martinique
voilerie du marin
30 bid allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Lucia
The Sail Loft, St. Lucia
Rodney Bay

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas



photo: www.yachtshotsbvi.com

Jet Stream, Leopard 45

—Continued from previous page

"Tuna" earned his nickname during the fateful Fastnet Race in 1979, when he ordered his crew to take down the spinnaker. The crew called him "Tuna, Chicken of the Sea". But, they won the race, and Tuna's order may well have saved their lives. Tuna used the nickname with pride for the rest of his life. Tuna managed several successful America's Cup syndicates, and helped countless others as a sponsor and volunteer.



Tuna was first appointed as an International Judge in 1982, and remained active as a judge and umpire until his passing. His IJ status was renewed at the 2012 ISAF Annual Conference in Dublin in early November. He served as a judge in Caribbean regattas including the St. Croix International Regatta, the Rolex International Regatta in St. Thomas, and the BVI Spring Regatta.

Behind the gruff exterior was a heart of gold. Many of ISAF's top race officials can trace their development to advice and mentoring given by Tuna. There are few people in the world who have contributed more to the sport. The sailing community has lost a legend.

Grenada's Newest Yacht Club Announces New Commodore

At its AGM held on November 27th, 2012, the Petit Calivigny Yacht Club (PCYC) elected its new board for the 2013 season. The Club welcomed John Whitsett as Commodore for the next one-year term. John was the first official Club member when the PCYC started up in 2010, and has been an active Committee Member for most of that time. He is a familiar face around Grenada, particularly as owner and captain of the classic schooner *Raindancer*, which is regularly moored at Le Phare Bleu Marina. John replaces Jeanie Parr, who successfully governed the Club as Commodore since its inception. Now serving as Vice Commodore is Dave Royce who formerly held the position of Treasurer.



PCYC Commodore John Whitsett with outgoing Commodore Jeanie Parr

The PCYC was formed by a group of boating enthusiasts to support yachting events and watersports in Grenada, particularly in the Calivigny Bay area. New members are welcome. *For more information visit www.pcycgrenada.com.*

Bequia Yacht Moorings Update

Last month's article by JA Trevelyan touched on the question of whether or not the yacht moorings in Admiralty Bay, Bequia, are "legal" or not. Although we did not obtain the relevant information in time to include with that article, we present it now. Thanks to Bequia's Harbour Master, Johnny Ollivierre, for providing us a copy of the law.

The Port of Bequia (bounded on the seaward side by a line drawn from Belle Point to Old Fort Point) is listed as a port within the meaning of St. Vincent & the Grenadines Port Authority Act, Act 26 of 1987, amended by Act 43 of 1989 and Act 16 of 1991. While not addressing yacht moorings *per se*, the Act states that:

Part VI, 72 (1) c: "The Port Authority may… make regulations with respect to regulating, controlling and prohibiting the doing or omission of any thing, within the boundaries of any port…

Part VI, 72 (1) f: "The Port Authority may… make regulations with respect to the regulation of the mode and place of mooring, anchoring and berthing of ships (defined as 'any vessel propelled by sail or partially propelled by power')…"

Part VI, 72 (1) n: "The Port Authority may… make regulations with respect to the licensing of… persons concerned in, or engaged in and performing, any service or work in connection with the port."

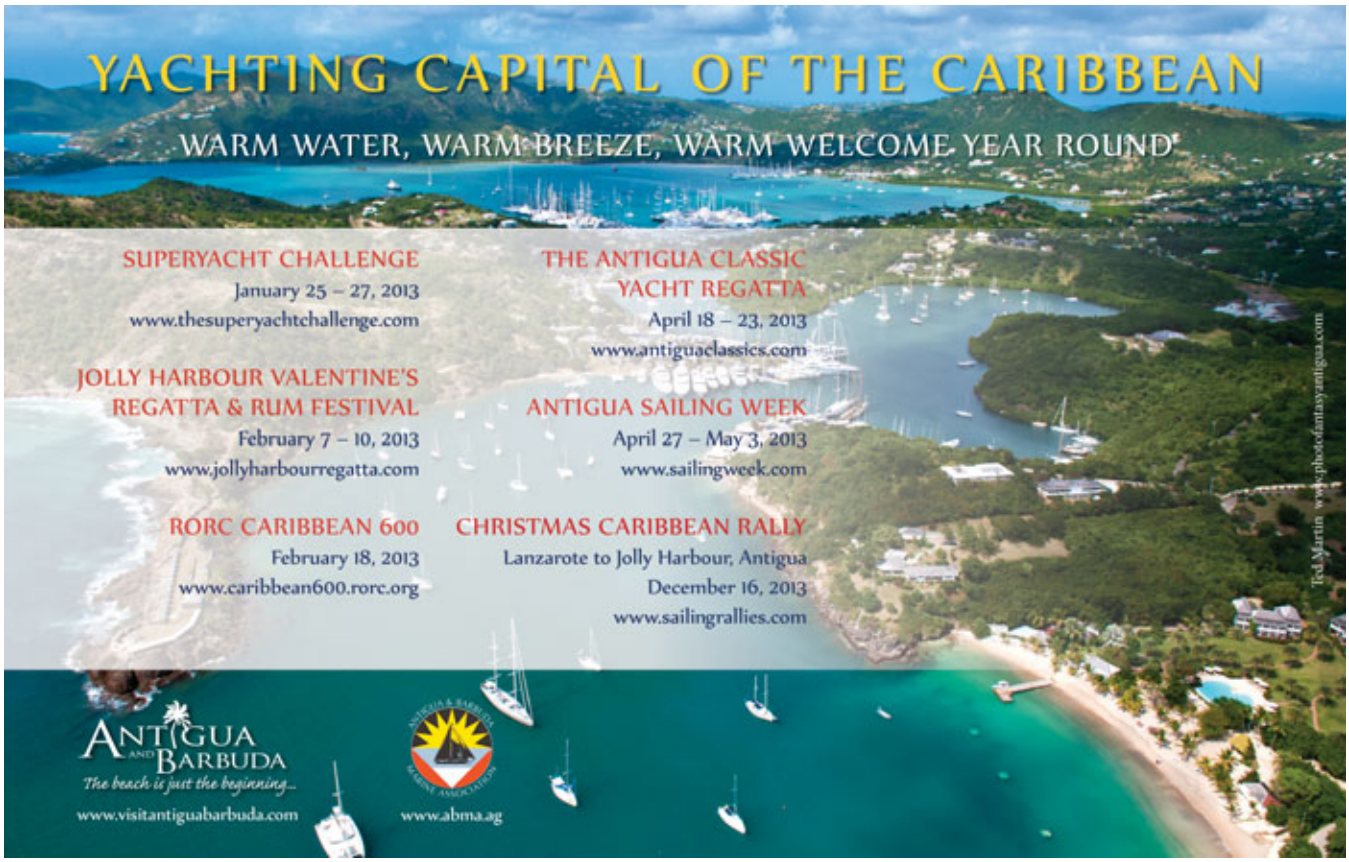
Part VIII, 91 (1) a: "… all lands of the Crown… within the boundaries of the Ports in this Act, including the (sea)bed… are hereby vested in the Port Authority."

In light of the above, it seems clear that the SVG Port Authority has complete control over the seabed in Admiralty Bay, and reserves the legal right to regulate facilities such as moorings and service providers such as mooring operators there. The fact that the Port Authority has as yet neither actively regulated the moorings in Admiralty Bay nor licensed the mooring operators leaves the question of the "legality" of these moorings in a grey area. Suffice to say that currently the yacht moorings in Bequia are generally unregulated and few if any of the mooring operators are licensed, although the Port Authority apparently has the power to do both.

Cruisers' Site-ings

• To complement the printed version of the 2013 *Antigua & Barbuda Marine Guide* there is an on-line edition. The website has also been updated for 2013. The 2013 edition includes a new section on Medical & Emergency and much of the text in other sections has been revised. To access the on-line, flipbook version of the *Antigua & Barbuda Marine Guide*, click on ***http://tinyurl.com/c5qpgjm***. Similar information, in a different format, is available at ***www.antiguamarineguide.com***.

—Continued on next page



—*Continued from previous page*

• 'Kids with Cameras Carriacou' is now on Facebook. Enjoy views of Carriacou seen by the kids at ***www.facebook.com/pages/Kids-With-Cameras-Carriacou***.

Antigua's Tax Policy on Yachts in Transit Clarified

As reported in *Antigua's Yachting Insider Newsletter* of December 20th, 2012: There has been much confusion in the news recently about the Antigua & Barbuda Sales Tax (ABST) legislation as it applies to yachts in transit.

We can now confirm that a letter received by the Commissioner of National Parks and the Chairman of the Antigua Charter Yacht Show on December 13th, 2012 confirms that the 15 percent ABST will NOT be applied to visiting yachts staying in Antigua up to a period of nine months.

Bequia Mount Gay Music Fest this Month

Last year's Bequia Mount Gay Music Fest created a huge buzz in the region's yachting community and the word is out that 2013 — the event's tenth anniversary — will be yet another sensational weekend with something for all music lovers. The four-day Music Fest, January 24th through 27th, kicks off on the Thursday at the Frangipani Hotel, where the 13-piece Elite Steel Orchestra from St. Vincent will perform from 9:00PM.





Jake Zaitz & Mike Paice (left). Dana Gillespie (right) and her London Blues Band will perform in Bequia with guest artistes including Dino Baptiste, Julien Brunetaud, Shemekia Copeland, Todd Sharpville and Veronica Sbergia

On Friday, Dana Gillespie & the London Blues Band and her line-up of special guest artistes from the Mustique Blues Festival will perform in Bequia (thanks to Basil Charles), giving the audience 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.

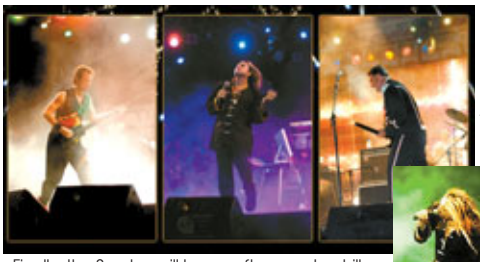
On the Saturday there's a free afternoon of Jazz 'n' Blues at the Bequia Beach Hotel at Friendship Bay, with local and visiting musicians joining in the jam session. The Nj3O Jazz Band will be one of the highlights on this beachside afternoon.

The Saturday night at De Reef is the second big night of the Music Fest. Fans of Caribbean music and partying are in for a rare treat when the legendary SPICE & COMPANY play for the first time in Bequia. Absolutely not to be missed!

The evening's lineup will also include the new Bequia band "Infinity", guitar maestro Toby Armstrong & Band, and the Mount Gay Blues Band with guest performers Scott Zimmerman, Garvie Griffith, Kirk Redman, Jomo Lord and "Ziggy" Walcott. Closing out the show will be the Caribbean's hottest new band, NEXCYX, who brought the house down last year with their signature blend of Rock, Hip-Hop and Pop. Please check the event's website for the final line-up, www.begos.com/bequiamusicfest.



Caribbean's hottest new band, NEXCYX, with their signature blend of Rock, Hip-Hop and Pop



Do want to party? SPICE & COMPANY play for the first time in Bequia. Absolutely not to be missed!



Finally, the Sunday will be an afternoon to chill out at De Reef in Lower Bay to the sounds of Jazz, Blues and Rock by the Denzil Bacchus Blues Band, the Honky Tonics, the Bequia Blues Band, the Country Relatives and many surprise guests, followed by the Mount Gay Rum Finale Party!

For more information see ad on page 26.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Antigua & Barbuda Tourism, on page 5; Joe's Boat Worx of Curaçao, on page 39; and Salona Yachts of Colombia, on page 53. Good to have you with us!

Des solutions globales et fiables pour le transport de vos bateaux

Avril 2013 : nouveau service Martinique-France

Prise en charge du bateau à la marina sur demande, acheminement et chargement à bord au départ, douane export et import, déchargement du bateau à flot à l'arrivée et acheminement, sur demande, à la marina.

Pour l'étude du transport de votre bateau, contactez :

SDV La Rochelle
Tél : +33 (0)5 46 00 90 90 - Fax : +33 (0)5 46 00 90 92
Email : s.macon@sdv.com







Global and Reliable Solutions for Shipping your Boats

April 2013: New Service Martinique-France

Handing over the boat in marina if requested, conveyor and loading on board from water at departure, customs export and import formalities, unloading to water at arrival, conveyor if requested to the marina.

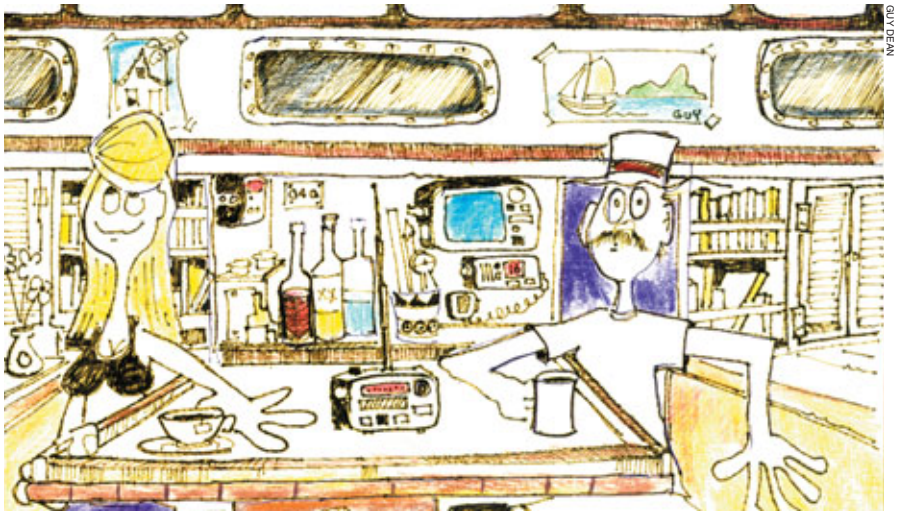
For a transport study of your boat, contact:

SDV La Rochelle
Tel: +33 (0)5 46 00 90 90 - Fax: +33 (0)5 46 00 90 92
Email: s.macon@sdv.com

SDV
Logistics. Imagination.

sdv.com

Bolloré LOGISTICS


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
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 (Note 2)
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: This net now operates during hurricane season only

- 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.

A more complete schedule of eastern North Atlantic and Caribbean cruising nets is available at www.docksideradio.com/east_coast.htm.

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
Bequia	0800	VHF 68	Daily
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.*
We welcome corrections and comments at sally@caribbeancompass.com.



liat CARGO

For all your
Cargo needs

NEW FULL CARGO SERVICE

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

Contact LIAT or your local Cargo Agent for full details

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

Canada 1-877-354-1991
Puerto Rico 1-866-308-6851
Dominican Republic 1-888-751-9201
Netherland Antilles 001-866-308-6839

liatcargo.com




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 and other data sources.

Although SSB radio is still indispensable, 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)
- Curaçao Met Department: www.meteo.an
- Dominican Republic Met Office: www.onamet.gov.do (in Spanish)
- French West Indies Weather: http://outremer.meteofrance.com (in French)
- Martinique Weather Radar: www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC2.html (in French)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- Trinidad & Tobago Weather Radar: www.metoffice.gov.tt/radar
- US National Weather Service (for USVI and Puerto Rico): www.srh.noaa.gov/sju

International/General Weather Websites

- Desperate Sailors: https://www.desperatesailors.com/page/weather/carib_sxm
- 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)
- 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)
- Storm Pulse: www.stormpulse.com (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!

BUSINESS BRIEFS

Trinidad's Tank & Fuel Says, 'De-Oil-It'!

De-Oil-It cleans grease, fuel and oil spills found in and around the marine community better than any other product on the market. The outstanding cleaning and degreasing ability of De-Oil-It is so thorough that when applied correctly, not even a trace of hydrocarbons will remain. Working at the molecular level, De-Oil-It detoxifies petroleum waste allowing bacteria found in the air, water and ground to break it down naturally. There's nothing left to clean up, it requires no disposal, and it is completely safe for the environment.

Below decks, De-Oil-It cleans engines, generators, pumps, engine rooms, bilges and all of the stains and odors associated with petroleum products. When applied correctly, you can actually pump out your oily bilge petroleum-free. Additionally, De-Oil-It helps eliminate the dangerous fuel vapors that can cause boat explosions and fires.

Above decks, De-Oil-It is a great boat wash and teak cleaner. It will remove carbon deposits, scuff marks, fuel stains, wine stains and bugs, leaving the boat with a smooth finish. De-Oil-It will also eliminate fuel and oil stains found on marina docks, driveways and sidewalks.

The best part about De-Oil-It is that after the spill or stain is eliminated, there is no mess to clean up. This is because De-Oil-It keeps cleaning the run-off that goes into the marina water, ground or sewers. In fact, De-Oil-It's run-off will actually eliminate petroleum waste deposits made from past spills or cleaning projects.

De-Oil-It is available in Trinidad at Tank & Fuel.

For more information on Tank & Fuel, see ad on page 7.

Expanded Yacht Brokerage Program at Marina ZarPar

Marina ZarPar in the Dominican Republic have expanded their Yacht Brokerage Program. They now have a full-time broker on site, and all boats that are taken into the program will be listed at Yachtworld.com at no charge. In addition, they provide free storage for all boats that are in the brokerage program.

This is part of an overall program called Boatmax (www.boatmax.com). The Caribbean program is located at Marina ZarPar and the program also has a New York location at City Island (www.minnefordmarina.com).

All inquiries should be referred to Bob Brody, senior Broker, at bobbrody@boatmax.com.

For more information on Marina ZarPar see ad on page 35.

News from Free Cruising Guide

Free Cruising Guide announces the appointment of Amaia Agirre as Marketing Manager. She will be responsible for the development and distribution of additional products to support cruising in the Caribbean. She is an avid sailor and has spent the last decade living aboard and cruising the Caribbean with her husband and two children.

Nathalie Virgintino, Editor of Free Cruising Guide, has announced the release of a quarterly newsletter that will go out to all Free Cruising Guide subscribers who have subscribed to the Caribbean Security Index at the Free Cruising Guide site. The newsletter will report all updates at the FCG site that have been made over the past quarter to help users get the maximum benefit from the site.

Dr. Catherine Hebson, Director of Free Cruising Guide has announced that the site will soon unveil a new program that will allow businesses in the Caribbean to advertise free at the FCG site.

For more information on Free Cruising Guide see ad on page 42.

New Wine & Beverage Shop in Bequia

A new business called Vintages Bequia is located downstairs at the Gingerbread Hotel. This upscale wine and liquor store promises to provide a high level of service, quality wines and liquors, great prices and free delivery to yachts and homes on Bequia. Yachties can send in their order by e-mail and once in Admiralty Bay, their order will be delivered.



As a fully functional liquor store, Vintages will provide an upscale retail outlet for fine wines and liquor for retail and wholesale, and will also import and distribute these products to the Grenadines market — to hotels, restaurants, yachtspeople, homeowners and supermarkets.

With a wide variety of products, this attractive, sophisticated store will offer a carefully selected inventory to suit every taste and budget: from the budget conscious to the discriminating wine connoisseur; from the yacht chef provisioning for yacht charters to the visitor looking for that special Mount Gay Rum souvenir to take home.

For more information see ad on page 21.

'Grenada Grenadines Yachting – We Are Sailing!' to Launch at Toronto Boat Show

The Marine and Yachting Association of Grenada will unveil a new logo and brand to increase awareness and market the tri-island nation's yachting heritage at the Toronto International Boat Show, which runs for ten days beginning January 12th.

Grenada and her sister Grenadines of Carriacou and Petite Martinique offer sheltered anchorages, high quality marina and boatyard facilities, a full range of yacht services, international air links and all the ingredients needed for a perfect Caribbean sailing experience.

"Grenada as a yachting destination is perhaps one of the best kept secrets of the Caribbean and it is time for the secret to be revealed with a new brand identity for this great destination," explains Anita Sutton, President of MAYAG, "Through a major project supported by a grant from CARTFund, administered by the Caribbean Development Bank, we will greatly improve our ability to provide the services yachting visitors require. The project includes measures such as providing formal marine technical training and certification and reinforcing our commitment to security for yachts.

"We are thrilled that we will be launching our new brand at this high-profile show and this has all been made possible with the generous support of CARTFund and The Centre for the Development of Enterprise with major contributions from the marine and yachting industry of Grenada."

The Toronto Boat Show is the largest in Canada and over 77,000 visitors are anticipated.

For more information on Grenada Grenadines Yachting see ad on page 14.







Caribbean Eco-News

Caribbean Marine Mammals a UN Project Priority

Anna Scarlett reports: The protection of marine mammals remains a priority for the United Nations Caribbean Environment Programme (UNCEP) after a recent review of its 2010-2012 work programme. The UNCEP reviewed its existing programmes, including its premier LifeWeb project that focuses on long-term planning for marine mammals such as whales.

The design of a management plan for the Marine Mammal Sanctuary of the Dominican Republic is among the activities of the LifeWeb project to protect humpback whales and their habitats. The sanctuary, first designated in 1986, was extended in 1996 to include Navidad Bank and part of Samana Bay on the Dominican Republic's north coast to protect humpback whale mating, calving and nursery grounds. The now 19,430-square-mile sanctuary accommodates the densest concentration of humpback whales in the North Atlantic.

The LifeWeb project, launched in 2010 with funding from the Spanish Government, aims to assist countries in addressing human threats to marine mammals. The project provides an overview of essential habitats and regional-scale movements for marine mammals in need of improved management. It also provides technical guidance, regional training and learning exchanges on the application of marine spatial planning to trans-boundary management of marine mammals.

The overall goal of the project is to assist implementation of the Convention for Biological Diversity's Programme of Work on Protected Areas through technical support in establishment of comprehensive, effectively managed, and ecologically representative regional systems of marine protected areas in the countries of the Latin America and the Caribbean.

Rising Sea Levels Endanger Island Biodiversity

In a study published in the journal *Ecology and Evolution*, researchers show that rising sea levels produced by the melting of glaciers caused the extinction of most bats in the Caribbean islands, including the Cuban vampire and Puerto Rican flower bats. The article, entitled "Deglaciation explains bat extinction in the Caribbean", shows that the past melting of glaciers drowned vast expanses of low-lying islands.

According to Assistant Professors Liliana M. Dávalos, PhD, Department of Ecology and Evolution, Stony Brook University, New York and Amy L. Russell, PhD, Department of Biology at Grand Valley State University in Michigan, the high extinction rate following deglaciation in the Caribbean has been noted for decades, and rich fossil deposits in the Bahamas and the Greater Antilles attest to a fauna that no longer exists. Among mammals, most terrestrial species were wiped out around the time humans arrived, and many bat populations that existed elsewhere became extinct on one or several islands. The many instances of both extinction and persistence of bats across dozens of islands made it an ideal system for investigating how climate change may shape island fauna.

The researchers used measurement of underwater depth and Geographic Information Systems (GIS) to model the extent to which land would have been exposed in the Caribbean at the peak of the glaciation, when sea levels were 125 meters below their current levels. Combining the record of current and fossil bats with the area for each island, they then used a simple mathematical relationship between the number of species and area of an island to estimate the number of local extinction events that could be explained by the change in area.

Together, they found that most of the species loss in the Bahamas and Greater Antilles could be explained by the loss of area caused by rising sea levels. In the Lesser Antilles the mathematical models pointed out gaps in the fossil record of most islands. The large impact of area loss on species loss held, even after excluding species that may have colonized the islands recently and accounting for coral growth in the Bahamas. "There have been many explanations before as to why so many bat populations collapsed: cave drowning, the arrival of new species, lack of tolerance to the warmer and wetter climate of the Holocene are examples," said Professor Dávalos. "We were expecting area loss to be important in explaining extinction, but not as important as we found. This drives home the point that rising sea levels pose great risks to biodiversity today," Professor Russell said.

St. Thomas's Crown Bay Marina Awarded Blue Flag

Crown Bay Marina in St. Thomas, USVI was awarded the internationally recognized Blue Flag Certification, an environmental award granted by the Foundation for Environmental Education (FEE) that works toward sustainable development for marinas and beaches around the world.



Crown Bay Marina was the first marina in St. Thomas to be awarded the highly respected certification, a significant achievement for the marina and staff.

Jane Wherren, Director of Operations for Crown Bay Marina says, "We are extremely proud to fly the Blue Flag at our marina as it represents our dedication to preserve the natural environment that makes the Virgin Islands a prime destination for our marina guests."

The prestigious award represents compliance with standards in 24 strict criteria dealing with water quality, environmental education and information, safety and important services, and environmental management.

Crown Bay Marina is a full-service marina located near historic Charlotte Amalie, only ten minutes from the international airport.

The Blue Flag program was launched in 1987 by FEE with just ten participating European countries. In 2001, FEE became a global organization, and today the Blue Flag Program has been implemented in 46 countries with 3,650 beaches and marinas.

For more information on the Blue Flag program visit www.blueflag.org.

Environmental Groups Benefit from St.Maarten-St.Martin Classic YC

The St. Maarten-St.Martin Classic Yacht Club announced that the Nature Foundations from both the Dutch and French sides of the island will receive part of the membership fees of the yacht club all year round as donations. Five percent of each membership fee paid to the Club will go to the St. Maarten Nature Foundation and five percent will be donated to the Reserve Naturel de Saint Martin.

Manager Romain Renoux (Reserve Naturel) and Tadzio Bervoets (Nature Foundation) expressed their gratitude to the Classic Yacht Club for their willingness to help the foundations. Both managers will also take a seat on the advisory board of the Classic Regatta organization so that eventual issues with courses and anchoring can be discussed in advance of the upcoming St.Maarten-St.Martin Classic Yacht Regatta the last weekend of March 2013.

The Classic Yacht Club has helped both foundations once a year with money that was collected at auctions and other events during the past Classic Regattas but will now contribute all the time with donating part of the membership fees.

For more information visit www.ClassicYachtClub.com.

New 'Children' at Grenada's Underwater Sculpture Park

by Suzanne Clarke

Vicissitudes, a 28-piece sculpture by artist Jason de Caires Taylor, was unveiled on November 23rd at the LIME Mount Hartman Complex in Grenada. The sculpture would be placed in Grenada's famous underwater sculpture park, located at Moliniere Bay on the island's west coast.

Vicissitudes — the definition of which is "a natural change or mutation visible in nature or in human affairs" — is one of the largest projects launched to date in the continued development of the world's first underwater sculpture park by Grenada Underwater Sculpture Management Inc. (GUSMI). There are 28 figures of children in the piece. The children are mounted in pairs, a boy and a girl on a shared concrete base, creating a sturdy foundation to ensure stability when installed underwater.





ECO DIVE GRENADA, BRENDA, DUNCAN KIRKBY, JASON DE CAIRES TAYLOR

Statues of boys and girls making up the sculpture Vicissitudes on land (below) and then being carefully placed on the seabed in Moliniere Bay

The original Vicissitudes (known as Circle of Children in Grenada) was badly damaged by storm surges. Because it had become a key image used by the media worldwide it was imperative that the statues be replaced with a new sculpture to meet visitor expectations. The original was extremely popular with visitors and this new evolution is expected to be even more so, since it will be shallower and more visible. The statues are in water from three to eight metres deep and are accessible to both divers and snorkelers.

While the sculptures are unusual in their own right, over time they will be transformed by nature into a living reef, as corals, soft sponges and filter-feeding marine life start to cover them. Creating artificial reefs is not new, but using of pieces of artwork is a different and exciting way to give nature a helping hand.

The original "children" will not be discarded but will be separated from their circle and will be relocated within the park as they continue to encourage new marine life. By the time the installation of Vicissitudes is complete there will be 105 separate statues within the park and there are plans already underway and sponsors being sought for new pieces.

Each statue of a child in Vicissitudes has been sponsored by local businesses and individuals. GUSMI thanks the following sponsors for making the project a reality: Aquanauts, Banana Boat Tours/Shadowfax, Best of Grenada Ltd, Brenda S. & R. Duncan Kirkby, Budget Marine, Carib Cats, Clare Morrall, Coyaba Beach Resort, Dive Grenada, Eco Dive & Trek, First Impressions Ltd, Geo F. Huggins & Co (G'da) Ltd, Grenada Board of Tourism, Horizon Yacht Charters, Insurance Consultants Ltd, Island Water World Grenada, LIME, Moorings & Sunsail, Peter de Savary, St. George's University, Sunsation Tours, and True Blue Bay Resort & Villas. GUSMI also thanks those companies and individuals that have given their time and services to support the Underwater Sculpture Park and to help give this particular piece the launch it deserved, including Underwater Solutions Ltd, Le Phare Bleu Marina, Grenada Marine, Marion Suite, Port Louis Marina, The Grenada Bottling Co., Westerhall Rums, Clarke's Court Rum, Grenada Breweries, and Grenada Seafaris Powerboat Adventure.

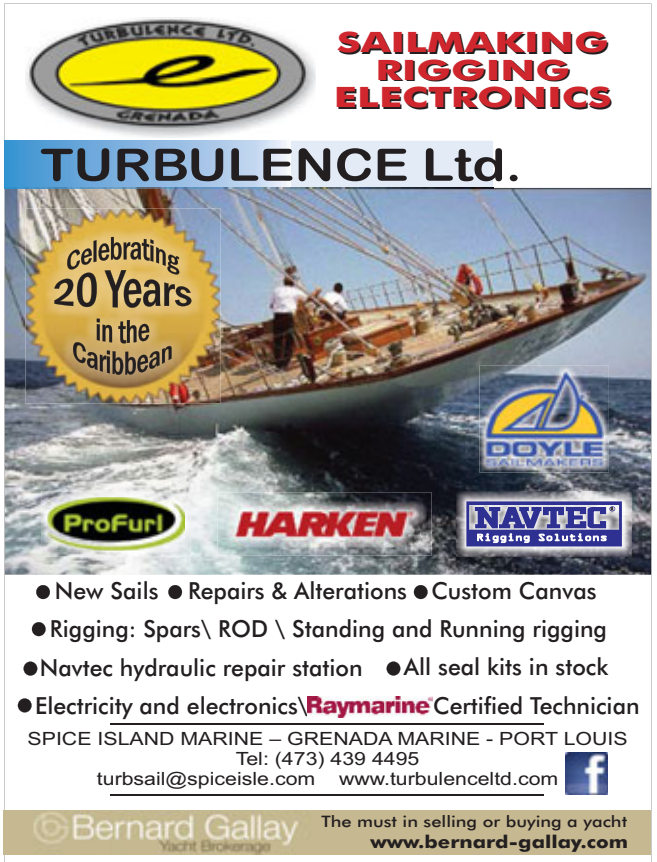
GUSMI chairman Howard Clarke says, "This is a really exciting time for Grenada's Underwater Sculpture Park. In the near future we have another big project which will hopefully be launched in mid-2013, so it's an exciting time for Grenada, too, as this installation will create press coverage for the island both locally and internationally."

The Underwater Sculpture Park was highlighted recently in *National Geographic* magazine, which features the Underwater Sculpture Park among the 24 places that they think are the best on the planet, putting it among places like the Grand Canyon, the Great Barrier Reef and Mount Everest; and in *Caribbean Travel and Life* magazine, where the park is listed among 50 must-see snorkeling sites.

The Underwater Sculpture Park lies within the Moliniere/Beausejour Marine Protected Area (MBMPA), the purpose of which is to protect the reef and provide a nursery for juvenile fish that will disperse into the surrounding waters. Park wardens enforce the prohibition of spear and line fishing in the MBMPA. They have also been trained to monitor the reef using internationally accepted methodology. Anchoring is prohibited and the white mooring balls are for non-commercial use (yachts) and the red balls for commercial use (dive and snorkel boats). The cost of a yacht mooring ball for a day is US$10. For those who choose not to moor but still want to visit the MBMPA there is a per-person fee of US$1 for snorkeling and US$2 for scuba diving.

GUSMI is a non-profit organization dedicated to the maintenance and development of the Underwater Sculpture Park. They are actively seeking sponsors and support for ongoing projects. For more information contact Howard at howardclarke900@hotmail.com, visit www.grenadaunderwatersculpture.com, or follow them on Facebook at grenadaunderwatersculpture.

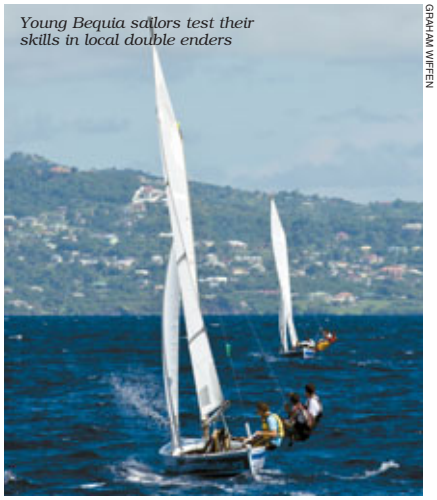




REGATTA NEWS

Bequia Youth Sailors Aspire

Sir Frederick Ballantyne, Governor General of St. Vincent & the Grenadines, and Simon Carey, Regional Manager for TUI Marine for the Windward Islands (Sunsail & Moorings), came out to support and assist in fundraising for the Bequia Youth Sailors over the weekend of November 10th, 2012, during an impromptu Optimist regatta at Young Island. BYS aims to send six young sailors to compete in the 12th Club Náutico de San Juan International Regatta, Puerto Rico in February, and needed to raise EC$40,000 to help fund the trip.



Young Bequia sailors test their skills in local double enders

GRAHAM WIFFEN

Bequia Youth Sailors was started two years ago by Bequia sailor Andy Mitchell and visiting yacht skipper Christian Schrijver, with many local supporters. More than 200 youths have experienced the program so far, with 30 to 40 meeting regularly to learn more about sailing.

Simon Carey says, "It's so important to give the young people such a great opportunity. They're not only learning to sail, but also learning important life skills along with teamwork and having something to aim for. There are great sailors among the current teams, but there is also a lot of untapped talent that needs nurturing. The juniors are put through a training schedule covering many aspects of sailing including sail trim, rigging, wind and tides, and boat handling. Once they show aptitude and enthusiasm, they move on to the local Bequia boats, the 'double enders'. These are much more difficult to sail. Despite this, it seems all of the youngsters want to be part of the double-enders team as quickly as possible.

"With the Laser Class being part of the Olympics in four years' time, we are looking at a path that leads to St. Vincent & the Grenadines being represented. As Bequia is an island with a strong sailing tradition, it would be great to have our first Olympic sailing competitors come from this program."

Both Sunsail and Tradewinds Cruise Club support the Bequia Youth Sailors, with Tradewinds providing monthly income and Sunsail providing new sails, and boats for off-island trips.

For more information visit www.bequiayouthsailors.net.

***Avanti* Takes Tempest Trophy in Caribbean 1500**

The gala prizegiving of the 23rd Annual Caribbean 1500 rally was held at Nanny Cay Marina, Tortola, BVI on November 12th, 2012. Prizes were awarded for the first three places in each class of the Cruising Division, based on corrected time, and also for things like Best Fish Story, Best Diver and Best Bruise!

The Caribbean 1500, a fun rally for cruising yachts, with the option of joining a handicapped racing division, departed Hampton, Virginia on November 3rd, 2012. The start is weather dependent, and this year the fleet departed a day ahead of schedule to ensure a favorable weather window. There are two fleets within the Caribbean 1500: the main fleet sails 1,500 nautical miles to Tortola. The ARC Bahamas fleet sails 975 nautical miles to Green Turtle Cay, Abaco, Bahamas.

The big winners in the Cruising Division were the Shannon 43 ketch *Serenity*, which took Class A, and *Keep It Simple*, a J/42 that took both Class B and the Steve Black Trophy for the Overall. *Baloo,* an Outremer cat, won the Multihull Division.

Yachts in the ARC Bahamas fleet had planned to regroup and wait out the weather in Beaufort, North Carolina, after departing Hampton with the main fleet. *Susie Q* and *Mariannina* elected instead to sail direct, and had following winds and seas for the duration of their passage, with *Mariannina* barely edging out *Susie Q* for line honors. *Irish Rover, T'ai Chi* and *Turbo's Tub* re-grouped in Beaufort and made landfall in the Abacos a few days later.

In the BVI fleet, the Tempest Trophy, awarded to the yacht that best displayed the Spirit of the Rally, was presented by rally veterans Rick and Julie Palm of *Altair*, who explained its origins: "In 1990, a yacht called *Orbiter* lost her rudder west of the Gulf Stream. It was blowing 40 knots in the Stream and another yacht, *Tempest*, stood by for 18 hours until the Coast Guard could come and rescue the crew of *Orbiter*."

The Tempest Trophy has been given each year since then to the yacht that best combines seamanship, enthusiasm, and helping others. This year, the owners of *Avanti* — who lost their crew two days before the start but decided to sail double-handed anyway and not miss the weather window — were given the award. On the second night out, *Avanti*, which has radar aboard, guided *Helia* through a series of squalls just east of the Gulf Stream.

—Continued on next page



—Continued from previous page

"They were amazing," said Rob, the skipper of the family boat *Helia*. "Jeremi (skipper of *Avanti*) just called us up on the radio and said 'Follow me!' and we steered clear of the worst thunderstorms that night."

"You all really helped us," Jeremi said humbly to the crowd after receiving the award. "It's really everyone who makes this event special, we all deserve this award this year."

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

INTAC Sets Round Tortola Monohull Record

In the 43rd annual Peg Legs Round Tortola Race on November 17th, 2012, the Melges 32 *INTAC* set a new monohull record in the Nanny Cay Challenge. Completing the circumnavigation in 3 hours, 57 minutes and 36 seconds, *INTAC* took 17 minutes, 29 seconds off the time set by *Jurakan*, another Melges 32, in the 2009 race.



Start of the Round Tortola Race off Nanny Cay

Skipper Mark Plaxton said, "The crew of Team *INTAC* had a great day participating in the Nanny Cay Round Tortola Race. Several members of the crew took turns driving the boat, doing tactics, trimming sails, and of course we all took turns hiking hard during this long, hard race. Everyone played a critical role in achieving the monohull best elapsed time record and winning the overall first place corrected time prize.

"Round Tortola has always been a favorite race of mine and to have been fortunate enough to be part of a winning team for the tenth time and beat the monohull record with such an awesome group of guys was a real treat. Thanks to Nanny Cay, the RBVIYC, race officers Bob Phillips and Judy Petz, and all the other volunteers for their hard work in hosting and running a great event that has stood the test of time for 43 years as an awesome race and very fun event."

Sixteen yachts competed in the 36-mile race, including IC24s that took over six hours to complete the course; one did not finish. Starting in Sir Francis Drake Channel off Nanny Cay on a beat and then heading anti-clockwise around Tortola, the fleet turned the corner at Great Camanoe and headed on a downward run to West End where, after a quick wiggle through Soper's Hole, it was a beat back to the finish line off Nanny Cay.

Northeast Caribbean's Course de L'Alliance 2012

The Course de l'Alliance Regatta was originally designed to be an alliance between the four 'hot spots' of sailing in the northeast Caribbean: St. Maarten, Saint Martin, St. Barths and Anguilla. Each of these locations has its own sailing association or yacht club: Sint Maarten Yacht Club, Marina Fort Louis, St. Barth's Yacht Club and the Anguilla Sailing Association. The Marina Fort Louis and the Sint Maarten Yacht Club are sponsors of this event, along with Budget Marine, Windward Island Bank, Siapoc, MP Yachting and Saint Martin Yacht Charters. The Sint Maarten Yacht Club is the organizing body.

Over the past nine years La Course de l'Alliance has become very popular. Any boat can compete as long as they are fast enough to sail from St Barths to Anguilla within the time limit. Nineteen boats entered the 2012 event, which started on November 23rd.

Race One was from Simpson Bay, St. Maarten to Gustavia, St. Barths. The next day, the fleet had the option to either go north or south of St. Maarten on the way to Road Bay, Anguilla. Bobby Velasquez aboard *L'Esperance* decided to gamble on the southerly course, only to regret it, as Frits Bus with his *Coors Light* crew were already on their third drink when Bobby dropped anchor in Road Bay.



The night out in Anguilla meant that a lot of sailors had a slow start on the Sunday morning, so Miller put in a downwind start to make life easier. The finish of the regatta was in Simpson Bay.

Frits Bus came first in Racing Class aboard the Melges 24 *Coors Light*. The Jeanneau Selection *Bel Aurora*, skippered by Skipper Roger Petit, won Cruising Class. Multihull Class was won by Erick Clement on the Trimaran Open 40 *Dauphine Telecom*.

The dates for this year are November 22nd through 24th. For more information visit www.coursedelalliance.com.

—Continued on next page





—*Continued from previous page*

Colombia's Santa Marta Regatta 'Superb'

Marina Santa Marta, a developing IGY marina located in the center of the historic city of Santa Marta, Colombia, held its inaugural regatta on November



25th, 2012. With superb organization and over-the-top prizes, the new regatta attracted 17 sailing yachts to compete in near-gale conditions.

The competition had three classes: catamarans (all entered were over 40 feet), monohulls under 40 feet, and monohulls over 40 feet. The first boat across the finish line, leaving all others out of sight, was *Sonamara*, a 57-foot Pinta Pastorale catamaran, expertly captained by Kai Nolting. *Sonamara* consistently sailed faster, and pointed higher, than even the fastest monohulls. Marina manager Mauricio Cucalon awarded Kai, his first mate Alina Chavez, and their child Colin, a free month in the marina.

The second boat across the finish line was *Lion King*, a 50-foot Hanse. For winning the Over 40 Foot Class, Tatiana Torres of Hotel Tayronaka presented skipper Hienricus Franciscus and his first mate Joanna Louisa two days' all expenses paid stay in that luxury hotel. Tatiana awarded an identical prize in the Under 40 Foot Class to singlehander Michael Jerorn de Wit, who magnificently piloted his 37-foot *Salona* through the high seas and strong winds.

Nor were the losers slighted. Every participant in the race received a 50-percent credit off its next month's dockage fee.

The awards ceremony saw every attendee receive at least one door prize, generally a bottle of rum. Particularly fortunate were the raffle winners, including William Sims on *Odern* and Ian Johnstone on *Chaotic Harmony*, who each won two round-trip LAN tickets to anyplace in South America, or to Miami; and Eric Hodes on *Sinan*, who won a handheld marine VHF radio. Other door prizes included cases of beer, ponchos, hats, and shirts. Live DJ music followed the award presentations.

Everyone applauded the exceptional effort and characteristic hospitality of the marina staff including the knowledgeable and friendly dockhands under dockmaster John Rojas. Among the principal sponsors were Marina Internacional de Santa Marta, LAN Airlines, Taironaka Hotel, Bavaria, Fabrica de Licores de Antioquia, and Nautiagro.

For more information on Marina Santa Marta see ad on page 33.

St. Lucia's Inaugural Mango Bowl a Hit

Christy Recaii reports: For a few years now the sailing-mad island of St. Lucia has had no signature regatta, yet a regatta is a festival of sailing! This lack was



emphatically corrected during the weekend of December 1st and 2nd, 2012, when the IGY/First Citizens Mango Bowl Regatta became the annual premier sailing event that had been missing.

Organized by the St. Lucia Yacht Club, the Mango Bowl Regatta made its debut in "champagne sailing conditions", timed right before the ARC arrivals, with a total of 27 entries from Caribbean islands including Trinidad, Antigua, St. Martin, Barbados, Martinique and, of course, St. Lucia. The response on this scale for an inaugural regatta proved very encouraging for the future. There were four classes: Racing, Cruising, Catamaran and One Design (J/24 together with Surprise Class). A spectator boat provided panoramic views smack in the middle of the sailing action.

Among its other members, the St. Lucia Yacht Club credits its sailing captain, Edgar Roe, with being instrumental in rallying competitors and sponsors. The planning started in June 2012, with IGY (Island Global Yachting) and First Citizens having come on board as gold sponsors. Silver sponsors included Mount Gay Rum, which has become synonymous with regattas throughout the Caribbean.

In perhaps the most exciting competition of the regatta, the J/24 and Surprise Class series comprised three sets of three 30-minute races over the two days. By far, the talk of this first Mango Bowl was *Blonde Attitude*, which won the J/24 Class on points and came third in the combined one-design class on handicap. This five-lady crew — all of them blonde — consisted of three experienced sailors and two less experienced ones. Beth Lygoe has become a household name in St. Lucia for her turn at the 2012 Olympics, Nicky Souter comes from Australian match racing, and Stephanie Devaux-Lovell has come up through the St. Lucia Youth Sailing Team. Jo Boxall and Alex Foster rounded out the team. About a week before the regatta started the ladies decided they would participate, borrowed the J/24, got it rigged and ready to go. Beth hinted at their team spirit: "You don't win a regatta sailing by yourself!"

Other Class winners were — Catamaran: *Libby Lou* of St. Lucia, skippered by Bruce Wohlfield; Cruising: *Savvy* of Grenada, skippered by Danny Donelan; Racing: *Hallucine* of Martinique, skippered by Regis Guillemot; Surprise (on points): *GFA Caraibes* of Martinique, skippered by Nicolas Gillet; Combined J24 & Surprise (on Handicap): *GFA Caraibes*.

—*Continued on next page*



—Continued from previous page

With strong support, a great turnout, racing excitement and generous sponsorship, the Mango Bowl Regatta has earned its place as the premier regatta on St. Lucia's sailing calendar.

Come 'Sail de Spice' in Grenada Sailing Week!

Open to both racing and cruising yachts, Grenada Sailing Week Camper & Nicholsons Race Series will take place from January 31st through February 5th on "the Spice Island". At the November 22nd, 2012 press conference publicizing the recently formed event, Board Chairman Marc de Caul said, "The Grenada Sailing Week Action Group intends to turn this sailing event into the biggest the Southern Caribbean has ever seen!"



BOB GRIESER

Building on work done by the Grenada Sailing Festival, former organizers of this keelboat regatta, and drawing on the knowledge of experienced sailors, the Grenada Sailing Week, a non-profit organization run by volunteers, will add its own bit of magic to four days of competitive racing, one lay day and six nights of entertainment. International and Caribbean sailors are being informed of the regatta through print media, a Facebook page, and a website: www.grenadasailingweek.com. Members of the public will be made welcome at the themed events taking place at the Victory Bar and Restaurant every evening.

Main and Race Day sponsor Camper & Nicholsons will greatly enhance the event. Marina Manager Danny Donelan says, "Port Louis Marina looks forward to hosting the event, and looking after returning and new visiting yachtsmen." Additional sponsors include Mount Gay Rum, Seahawk Paints, Island Water World, The Moorings, and Turbulence Rigging, Sails & Canvas. Organization is well in hand to ensure hot racing off the Grenada coast. International racing standards will be upheld with an international protest jury judge, a Caribbean Sailing Association measurer and experienced Race Officer James Benoit. Internationally renowned Tim Wright will be official photographer on the water.

For more information see ad on page 46.

South Grenada Regatta for February

The South Grenada Regatta 2013, to be held February 20th through 24th, has announced winners of the SGR T-shirt Design Contest. Charles Livonne received prize money of EC$1,500 plus four "hot off the press" T-shirts. The winning design was selected through a voting process by the Regatta's Gold Sponsors. T-shirts are now on sale at Le Phare Bleu Marina's mini-market.

More information on the South Grenada Regatta see ad on page 13.

MERIDIAN PASSAGE OF THE MOON

JANUARY & FEBRUARY 2013

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					
January 2013		20	1912	8	1029	
1	0248	21	1959	9	1125	
2	0353	22	2047	10	1218	(new moon)
3	0417	23	2135	11	1309	
4	0506	24	2223	12	1358	
5	0554	25	2311	13	1445	
6	0646	26	2359	14	1532	
7	0741	27	0000	(full moon)	15	1618
8	0840	28	0045	16	1705	
9	0942	29	0132	17	1752	
10	1044	30	0218	18	1840	
11	1146	(new moon)	31	0304	19	1928
12	1245				20	2016
13	1341	**February 2013**			21	2104
14	1433	1	0352		22	2152
15	1522	2	0442		23	2239
16	1608	3	0535		24	2326
17	1654	4	0633		25	0000 (full moon)
18	1740	5	0729		26	0013
19	1825	6	0829		27	0100
		7	0929		28	0149





ELLEN BIRRELL (2)

Above: The crew of Aryeto *— 'Our shared goal: to have fun and to win'. A second place overall in Cruising Class was won, and fun was emphatically had*

Right: Winning skipper in Racing Class, Jack Bishop, rises as the last case of Cruzan rum tips the scale

BACK WITH GUSTO!

by Ellen Birrell

Wavering a bit in recent years, and postponed from its normal February time-slot to November 9th through 11th, 2012, the St. Croix International Regatta is back with gusto! As Terry Merrigan of Gold Coast Yachts put it, "The best party St. Croix Yacht Club has ever thrown!"

He might have been referring to the incredible Saturday night bash with Cruzan Kurt Schindler and Kiki and the Flaming Gypsies, but that can also be said of the entire regatta. Some things get sweeter with age. St. Croix's International Regatta's 20th year was three days brim-filled with racing, fun and festivities.

My husband, Jim, and I arrived in *Boldly Go* at Teague Bay in time for the Thursday night welcome party. We were there to crew and party. As in other windward bays, the bouncy water conveyed its excitement for the regatta ahead.

Each morning, a complimentary breakfast buffet burgeoning with hard-boiled eggs, bagels, cream cheese, and fresh fruits, was further embellished when Norma Jean arrived with trays of homemade turnovers. Competitors were powered up, ready to hit the course.

I joined a diverse crew aboard the Creekmore 30 *Aryeto*. Dedrick Luikens, ER doctor and new owner; Chandra Henderson, local genoa trimmer extraordinaire; David Flaherty, winning International 14 and Etchells skipper in his day, who was recovering from a stroke; young "never-evers" trying their hand at racing for the first time; and I, a dinghy racer, were led by skipper Tony Sanpere, winner of numerous Caribbean and East Coast regattas over the decades. Six boats ranging from a J/24 to a Hunter 386 composed our CSA Cruising class. Jim Kloss's S2 7.9, *Ambivalence*, the only boat in our class flying a spinnaker, was the one to beat.

Our shared goal: to have fun and to win. For trim Tony, being a *winningest* skipper is a heavy burden, though it doesn't seem to weigh him down. At 72, and just recuperated from knee surgery, he pointed to his right shoulder and joked, "See this bicep?" he flexed his right arm, "It was torn from the shoulder. So, this arm doesn't work, and my left elbow doesn't work so well, but my new knees, they are great!" He extended his arms and showed me a deep knee squat. Well, let's call it a *demi-plié*. He was all smiles for the races to come. Still searching and coaxing for additional crew at the Thursday night pre-regatta party: "Bring Jim — we need more rail meat. I want you on foredeck. I'll have the rest of them hiking out like they never have before. Some of them won't want to do it. But, it is necessary. It is one of the differences between who wins and loses." He went on to tell me in great detail the dynamics of flattening the boat and adjusting the weight fore and aft for boat speed. Tony is a man of precision. "I am a great driver and tactician. I could be a professional, but I choose to do this. I love to teach others."

According to George "Moose" Silver of *Bold Venture II*, "St. Croix is the home of trimarans. We are world renowned for building multihulls. With no engines, triamarans began replacing island tourism sloops in the mid-Sixties." A man in love with the magic, he continued, "Once you go trimaran, it is as close to flying as you can get. Why go *through* the water, when you can fly above it?"

—Continued on next page



Caraibe Marine

Martinique FWI - Le Marin Marina

Specialists at your service

RIGGING - ELECTRONIC - ENERGY - JOINERY

Caraibe Marine is a shipchandler in Martinique specialized in equipment for ships, but also in nautical after-sales service, maintenance supplies and installation of devices.

SPECIAL PRICE FOR REFIT

- Wide stock of spare parts
- High level of service
- Experienced professionnal staff
- Civil responsibility
- New equipped workshops
- Label quality

Caraibe Gréement
Caraibe Electronique
Caraibe Energie
Caraibe Menuiserie

contact@caraibe-marine.fr Tel : +596 (0) 596 74 8033 www.caraibe-marine.fr

—*Continued from previous page*

On the Course

Twenty-five boats participated, hailing from Puerto Rico, St. Thomas, the USA, Tortola and St. Croix. Bob Phillips of Doyle Sails, Tortola, headed the race committee. Windward/leeward courses set between the reef-strewn northeast coast of St. Croix and nearby Buck Island with its white sand beaches and marine park made the first two days' races scenic as well as exciting. The CSA Cruising and Multihull



ELLEN SANPERE (2)

Windward/leeward courses were scenic as well as exciting

Classes were treated to a cruising course on the Sunday, which took us west to Christiansted Harbor.

Some unique things happened, according to Ellen Sanpere of the race committee: "It was our first-ever successful kiteboard start after many attempts. Even the dolphins came out and brought their children. Two Holmbergs graced the race course — CSA President Peter on *Bad Girl*, and brother John on *Puppy Too*."

Mother Nature cooperated. Starting with moderate easterly winds on the Friday, she puffed more powerfully on the Saturday, and threw in her fiercest current. *Ambivalence*'s tactician, John Kloss, who'd flown down from the Great Lakes, said, "In all my years of racing, I've never experienced such strong current anywhere!" By the Sunday, the wind had backed to the north, finishing with a finale of brisk north-easterly wind.

NOT Your Ordinary Prizegiving

The prizegiving was a love-fest for St. Croix's "Saint" Nicholas, as St. Croix Yacht Club's commodore Charles Fischer called him. "Would everyone who has ever sailed with Nick Castruccio come forward?" Fischer beckoned, and a crush of men, women and children pressed in against the stage. The large number of kids crewing on keelboats, especially *Paladin*, *Bad Girl* and *Annick II*, is Castruccio's legacy.

Castruccio, founder and promoter, originated the regatta in 1992. He and Rob Armstrong secured Mumm's Champagne as key sponsor. Born as "Mumm's Cup International Regatta", 69 boats competed, and Peter Holmberg/*Team Heineken*, the overall winner, received his weight in champagne.

The first two years, Castruccio helped run the race committee and made sure the regatta ran smoothly. For the past decade, Frederiksted Community Boating, a non-profit youth sailing program on the west end of the island, has been his passion. He encourages local youngsters to get involved and then, when they outgrow Optimists, keeps them engaged by inviting them to join him in larger yacht racing adventures.

There was also special admiration and thanks given to Karen Stanton and Julie San Martin, who successfully revived the 2012 regatta after it was cancelled in February.

Continuing, Fischer said, "We're in the business of developing junior sailors. They are the future of the sport." He began by awarding the first-place trophy to *Bad Girl's* crew of youth sailors, skipper Jack Bishop, and the tactician, world champion and CSA President Peter Holmberg. Talk about great mentorship! The J/100, provided by the Armstrong family, was followed by Paul Davison on *Magnificent 7* and Morgan Dale on *Boogaloo*. The Armstrongs also provided a luxurious power cat for the race committee's signal boat.

In the CSA Cruising class, with a string of five bullets, *Ambivalence* took first. *Areyto* was second, and Dave Tomlinson's *El Shaddai II* was third.

With three multihulls competing, Llewellyn Westerman won decisively, with seven bullets, on his Mongoose 37 trimaran *Charis+*, built by his competitor George "Moose" Silver. "They tell me I'm too old to keep winning," Westerman quipped, gripping his artistic (Junie Bomba) conch shell trophy. Silver's newest tri, *Bold Venture II*, took second, and Joe San Martin's *Piglet* took third.

The youthful crew of Peter Stanton's *19ini* swept the tightly raced Rhodes 19 class. Peter won his weight in Cruzan Rum, as did Jack Bishop. (Classes with seven or more boats were rewarded with the skipper's weight in rum.) Beecher Higby on *AVA* took second. Daughter of the regatta's honoree, Cecy Castruccio, took third on *Rhode Hard Barb*.



St. Croix Yacht Club stalwarts Charles Fischer, Julie St. Martin, Nick Castruccio and Karen Stanton

In a roar of applause, competitors shouted, "Let's network and get the word out for next year. Let's get back up to 60 boats again!"

The St. Croix International Regatta: perfect venue, great racing, fabulous volunteers, and fantastic camaraderie. It was sweet the 20th time around.

For full results visit www.yachtscoring.com.

St. Croix International Regatta 2012 Winners

CSA Racing (8 Boats)
1) *Bad Girl*, J/100, Jack Bishop, USA - 17
2) *Magnificent 7*, J/27, Paul Davis, St. Thomas, USVI - 21
3) *Boogaloo*, Melges 24, Morgan Dale, St. Croix, USVI - 22

CSA Cruising (6 Boats)
1) *Ambivalence*, S2 7.9, James Kloss, St. Croix, USVI - 9
2) *Aryeto*, Creekmore 30, Dedrick Luikens, St. Croix, USVI - 14
3) *El Shaddai II*, J/24, Dave Tomlinson, New Hampshire, USA - 20

Multihulls (3 Boats)
1) *Charis+*, Trimaran 37, Llewellyn Westerman, St. Croix, USVI - 7
2) *Bold Venture II*, Mongoose 25, George Silver, St. Croix, USVI - 14
3) *Piglet*, Teegull 2300, Joseph San Martin, St. Croix, USVI - 18

Rhodes 19 (One Design - 7 Boats)
1) *19ini*, Peter Stanton, St. Croix, USVI - 12
2) *AVA*, Beecher Higby, St. Croix, USVI - *31*
3) *Rhode Hard Barb*, Cecy Castruccio, St. Croix, USVI - 32



St. Lucia's 7th Annual Flotilla — In True ARC Spirit!

by Christy Recaii

When the Atlantic Rally for Cruisers left Las Palmas de Gran Canaria on November 25th, 2012, in addition to the celebrations held there, there was a whole other celebration held miles away in the fleet's destination, St. Lucia. The local celebration is none other than the ARC Flotilla. Now in its seventh year, the ARC Flotilla saw the largest turn out to date with a record of 58 vessels participating in what has become an exciting and fun sailing event that attracts everyone from veteran sailors to junior sailors (who used the event to sharpen their skills), leisure cruisers, spectators, organizers and sponsors of the event, press and photographers.

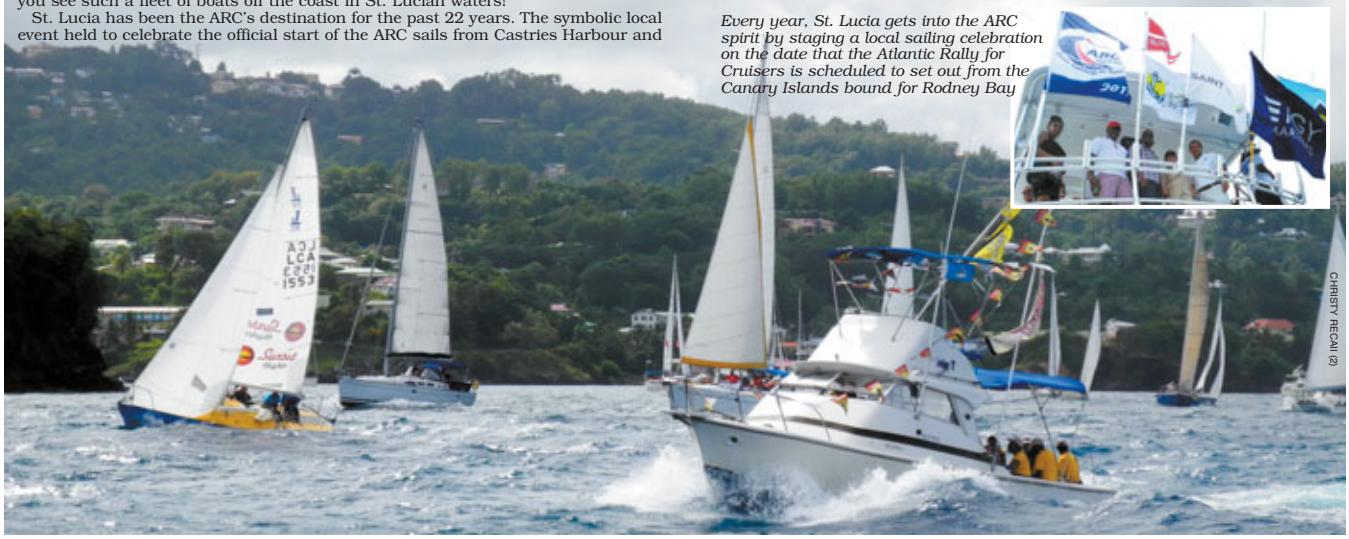
Regardless of their reason for participating, everyone agrees that it's not every day you see such a fleet of boats off the coast in St. Lucian waters!

St. Lucia has been the ARC's destination for the past 22 years. The symbolic local event held to celebrate the official start of the ARC sails from Castries Harbour and ends at the IGY Rodney Bay Marina. The yachts pull into the Harbour between 9:30 and 10:00AM and at the sound of the cannon form a fleet led by mother yacht *Reel Extreme*, a Viking 65.

Without a doubt this event captures the spirit of the ARC. Whether it is flags being hoisted, the camaraderie of sailing with friends, the drinks being passed around, one thing is sure: it geared St. Lucia up for the arrival of 227 vessels of the 27th Atlantic Rally for Cruisers.

The ARC Flotilla is held in collaboration with the Saint Lucia Tourist Board, the Government of St. Lucia, St. Lucia Yacht Club, IGY Rodney Bay Marina and the Marine Industries Association of St. Lucia, with main sponsors including Digicel and Heineken. To further increase participation, a challenge was posed to gather a hundred vessels for the 8th Annual ARC Flotilla this year!

Christy Recaii is a journalist based in St. Lucia who has a passion for sailing. She is a Hunter College graduate with a BA in Media Studies. You can find her either on the water or the docks seeking out the next marine scoop! She can be contacted at sailingonthebrain@gmail.com.



CHRISTY RECAII (2)

Every year, St. Lucia gets into the ARC spirit by staging a local sailing celebration on the date that the Atlantic Rally for Cruisers is scheduled to set out from the Canary Islands bound for Rodney Bay



IT'S ABOUT TIME

by Sally Erdle

For only the second time since 1989, skippers in the annual Atlantic Rally for Cruisers were offered a choice of departure dates.

The Atlantic Rally for Cruisers, popularly known as the ARC, every year brings together more than 200 yachts from around the world to sail across the Atlantic Ocean from a start in the Canary Islands to a Caribbean finish line in St. Lucia. First run in 1986, it has become the world's largest transocean sailing event.

A low-pressure system was predicted to bring southerly winds of 25 to 35 knots or more at the scheduled November 25th start of the ARC's 2012 edition. Such conditions portended a challenging first night at sea, especially for crews that included small children or inexperienced passagemakers.

Take Your Time

While the 27 boats in the event's RORC Racing Division started on the 25th, Cruising Division skippers were offered a choice: the original start date or a rescheduled start on November 27th. Seven of the larger Cruising Division boats took the



'We made it to the Caribbean!' The multinational crew of Arctic Queen, *a Lagoon 560 from Croatia, exults on their arrival in St. Lucia*

start on the 25th, while skippers of the remaining 193 boats — mostly cruisers carrying family and friends — gladly elected to wait and depart in somewhat more comfortable conditions.

Despite the delayed start, this 27th running was one of the fastest ARCs ever. The crossing from Las Palmas to Rodney Bay, a distance of 2,700 nautical miles, is a passage that usually takes most of the yachts between 18 and 21 days. This time, with winds often over 20 knots, more than 100 of the 227-strong fleet finished with an elapsed time of less than 16 days. Andrew Bishop, Managing Director of the event's organizing body, World Cruising Club, says, "Boats were arriving in St. Lucia on or before dates that would have been expected if they'd started on time."

Boats sailing in ARC 2012, ranging from Oliver Kinchin's 9.7-metre Rival 32, *Troskala*, to the Frers-designed 28-metre (91'10") *Bristolian* (ex-*Mari Cha II*), brought 1,269 people safely across the Atlantic. The "average" ARC 2012 boat was built in 2001, is 15.12m long (49'7"), and sailed with five crew. Nearly a fifth of this year's fleet had been built within 24 months of the start, and the boisterous weather on the crossing gave many



Above: *Forget 'sailing south till the butter melts'. The Austrian Class 40* Vaquita *grabbed the weather on a radical northern route to take line honors by 20 hours and win Racing Overall*
Below: Norwegian skipper Åge Kristensen maintained a relaxed attitude to the crossing; a defunct mainsail was not considered a deal-breaker



new boats, along with the fleet's novice sailors, a vigorous shakedown cruise. Andrew advises: "You have to be prepared for rough weather. Even the Cruising Division can get competitive, but you shouldn't take the competitive element too seriously. Damage can be prevented by taking more precautions, such as reefing for the night if there's a chance of squalls."

Making Good Time

Eight boats retired, mainly due to mechanical problems. Norwegian skipper Åge Kristensen's 2004 Dufour 40, *Frilaens III*, was not one of them. Despite their mainsail being damaged beyond use only 15 hours after the start, Åge and his five-man crew — the oldest crew in the rally, with an average age of over 65 — continued on. At least one of the crew, RYA Yachtmaster Gert Kunzendorf, had prior trans-atlantic experience.

—Continued on next page



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

—Continued from previous page

Projecting the cool self-confidence that comes with long sailing experience, Åge says, "We thought, the race is over for us, but let's just go to the Caribbean!" After three or four days of sailing under headsails alone in 18 to 25 knots of wind, "we



Above: Aboard the Jeanneau 52 Great Escapes, *the multinational crew including Gregorio, David, skipper Emily and first mate Stephen had high praise for a rolling watch system*

Below: Landfall feast on the barbie! Skipper Mack rocks arrival breakfast aboard the Beneteau Oceanis 58 Laissez-faire



realized we were still in the race." Despite encountering light airs toward the end, they finished in less than 18 days.

Never feeling out of the race were Austrian navigator Andreas Hanakamp and the crew aboard Christof Petter's 2007 Akilaria Class 40, *Vaquita*, who proved peerless, flaming across the finish line in 12 days, 1 hour, 37 minutes, some 20 hours ahead of their closest rival, the big Swan *Berenice* — at 80 feet twice as long as *Vaquita*, albeit quite a different design.

Speaking about the timing of a project like *Vaquita's* ARC campaign, Andreas, a former Team Russia Volvo Ocean Race skipper and two-time Olympic sailing star, says, "It doesn't start at the start. It's like a space program: you just keep ticking things off, and the start is just another moment." His detailed planning and logistics for ARC 2012 started in the summer; weather studies started a couple of months ahead using ten years' worth of available data to determine routes and "rule out any surprises". Andreas says that in the days immediately prior to the start, "I got *really* immersed in weather data. Some people start looking at the weather at the start of the race, so we were already ahead by maximizing our knowledge of the probabilities."

This knowledge urged *Vaquita* so far north of the rhumb line and most of the fleet that Andreas says, "It was like we were racing the weather, not the opposition. It was very lonely. At one point we had a 100-mile lead but there was a north-to-south separation of more than 600 miles." Making an average speed of more than ten knots, *Vaquita* sailed 3,094 nautical miles over the ground finding the optimum weather conditions, hitting speeds up to 25 knots and using one low "like a slingshot."

It was *Vaquita's* third time sailing the ARC. (In her first, she was called *We Sail for the Whale* and she continues to raise awareness for the Whale and Dolphin Conservation Society; the vaquita is a rare species of porpoise.) The 40-footer's



After weeks at sea, crews found dockside produce vendors a welcome sight and were ready to sample new delights such as soursop and sugarcane

12-day time is impressive compared to the current ARC course record of 11 days, 5 hours, 32 minutes and 30 seconds, set by the 80-foot maxi *Capricorno* in ARC 2006. *Vaquita's* best 24-hour run on this crossing was 329 miles. Andreas says, "I wouldn't be surprised to see a Class 40 make a 400-mile day some day."

Time on Watch

Emily Bower has crossed the Atlantic with the ARC five times. In 2008 and 2009, she did the rally with her husband aboard the Skye 51 *Skyelark*, which takes crews on a charter basis. The business expanded ("The ARC is our easiest charter to sell"), and 2012 was her third ARC as skipper with paying crew aboard the 1999 Jeanneau 52 *Great Escapes*.

On a passage she describes as "wet and windy compared to other crossings", Emily's multinational ARC 2012 crew — David from Scotland, Koori and his son Jan from Norway, Gregorio from the Canary Islands, and Graham and John from the UK — "got on brilliantly". Emily's first mate, Stephen Owen, devised a rolling watch system making the best use of their time. Deck watches consisted of two people, and each person took a two-hour stint, but every hour one person on the watch would be replaced. This system ensured continuity, omitting the need to completely brief an entirely new watch, plus it provided social variation and lessened the annoyance factor if a crewmember took their time getting ready to come on watch — there would be a person on deck who wasn't yet ready to go below.

Family Time

Members of three generations of one family experienced ARC 2012 aboard the Jeanneau Sun Odyssey *Talulah Ruby II*. Michelle Braddock sailed with her parents, Paul and Andy Atkinson, her two younger children, Monique (age 10) and Freddy (13), and two family friends, Jason and Ronn.

—Continued on next page

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

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

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

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

—Continued from previous page

Paul and Andy, the boat's owners and World ARC 2008 veterans, are planning another circumnavigation, and this first leg was a chance for some family members to spend time together before a long separation; Michelle's husband, Tila, and their two older teenagers, who had schooling obligations, stayed home in the Canary Islands.

Although Freddy says "It was a bit wobbly," Michelle says the crossing was good: "It's nice to get quality family time." Monique and Freddy did homework, watched films, and enjoyed the fishing — nine dorado and a wahoo were caught. Monique also did a sailing course while underway.

Andy notes that "Onboard we're all a captive audience; you have to be very respectful to each other. The kids were very well behaved. It's a special time at sea; you get to know each other in a different way by working together."

Mother and grandmother would advise other families to do the ARC together, but "do some smaller trips first!"

Clearance Time Saver

A factor that speeded up ARC 2012 arrivals in St. Lucia was a new system developed by the Caribbean Customs Law Enforcement Council (CCLEC) to facilitate the clearance of yachts by allowing yachts to submit their Customs declarations electronically prior to arrival in countries where the system is available. The new SailClear replaces the old ESeaClear system in all of the OECS (Organisation of Eastern Caribbean States) member states except Antigua & Barbuda. ARC 2012 provided a huge trial run of the new SailClear system before the general rollout, which is scheduled for early 2013, and Andrew Bishop says he heard no complaints from ARC 2012 participants.



'Year on year, the IGY Rodney Bay Marina together with the Saint Lucia Tourist Board have been developing ways to mesh ARC participants with the local community'

Customs officer in charge for Rodney Bay, Valentine George, explains that after registering on the website www.SailClear.com, you send your pre-arrival notification electronically to your next port. On arrival, go to Customs, as before, but instead of filling out paper forms by hand, you'll just show your passports and ship's papers to verify the information submitted electronically. On-line fee payment is expected to become available in time. Note that if you were a registered user of ESeaClear, there is no need to reregister on SailClear — your information will be transferred. Check SailClear.com for updates of participating countries starting from this month. Officer George is enthusiastic about the new SailClear system, saying, "St. Lucia Customs at Rodney Bay Marina are hoping to make things seamless, more comfortable and easier for ARC participants and all cruisers."

Fun Time!

Every ARC boat was welcomed on arrival (day or night!) with a basket of local fruit, chilled beers, rum punches and a steel drum serenade. Then it was time for repairs, cleanup and fun. Setting the tone, the Kiwi crew on the Beneteau Oceanis 58 *Laissez-faire*, who — after a brisk ocean crossing, arriving on December 13th and quickly clearing in — celebrated their arrival in true Antipodean style by setting up their stern-mounted "barbie" for a fortifying breakfast of bacon, sausages and grilled tomatoes (and rum punch?). Mack Storey says that after a rolly crossing with winds up to 40 knots, he'll enjoy St. Lucia, then take a leisurely cruise through the Grenadines before continuing onward through Panama to New Zealand.

The schedule of ARC events in St. Lucia required almost as much stamina as the crossing itself. Thanks to the Saint Lucia Tourist Board and IGY Rodney Bay Marina, activities and entertainment were organized that made the action nearly non-stop. Between the gala Welcome Cocktail Party at Bay Gardens Beach Resort on December 12th and the spectacular Prizegiving Ceremony at Gaiety nightclub on December 21st, there were a Fête Kweyol with folk dancers, folk bands and traditional masquerade; a hilarious Crew Olympics staged on the beach in front of the St. Lucia Yacht Club; a tree planting outing to the east side of the island; an evening catamaran cruise to the fishing village of Anse la Raye; cooking demonstrations; a Farmers' Market with fresh tropical produce; an ARC Kids versus SLYC Kids sailing rally; the marina manager's cocktail party, a lecture on "Cruising the Caribbean" by Chris Doyle; a costume party at Pigeon Island National Landmark; and nightly live music ranging from karaoke to jazz to a battle of the steel bands and more.

Rodney Bay Marina's general manager, Edwin Chavez, tells *Compass*, "Year on year, the IGY Rodney Bay Marina together with the Saint Lucia Tourist Board have been developing ways to mesh ARC participants with the local community. The entertainment and activities in the marina see a happy mix of visiting sailors and people from the local community. We've seen a pattern since the marina was refurbished in 2008 of annually adding new services or facilities — it's part of IGY's commitment to a more customer-friendly experience. The new Farmers' Market, where everyone can buy super-fresh produce and chat with the farmers that grew it, has been a huge success. We also want boat owners to know that we not only provide a warm initial welcome, but we also have all of the amenities to make St. Lucia your long-term Caribbean base of operations."



With a week still to go before the prizegiving, Rodney Bay docks were full to bursting in one of the fastest ARCs ever

St. Lucia: Always Yachting Time

"The ARC event starts off the yachting season for St. Lucia," says Hon. Lorne Theophilus, the island nation's Minister of Tourism, "and through incentives and linkages to events such as the Jazz Festival (April 30 to May 12, 2013), Carnival in July, and October Fest, St. Lucia now enjoys impressive yacht arrivals year round. We are also in the process of re-introducing a national water-based event that will feature an international yacht regatta to further strengthen this positioning.

"The yachting sector is very important to St. Lucia's tourism product. The Government has noted the growth of this sector and as a result the Ministry of Tourism is implementing an aggressive work plan. The yachting sector is critical in creating linkages to land-based tourism and all other sectors within the economy: agriculture, villas, construction and ancillary services. St. Lucia is the only island with a Maritime Consultant based within the Ministry of Tourism who deals with all aspects of yachting. Also, a documentary has recently been produced by the Ministry to inform persons of opportunities for career development and investment in the yachting sector.

"Through the recent changes in legislation and our incentives regimes for the yachting sector, the Ministry of Tourism and the Saint Lucia Tourist Board have positioned St. Lucia as a yachting-friendly destination. We extend a welcome to all who sail the Caribbean and can confirm to all yachtspersons that St. Lucia is an excellent island for sailing, with wonderful bays and unique coastal ambiance.

"When God made St. Lucia he said, 'Come, let there be yachts!'"

For more information on the ARC visit www.worldcruising.com/arc.

Thanks to the Saint Lucia Tourist Board, the Palm Haven Hotel, LIAT Airlines, and World Cruising Club for making our coverage of ARC 2012 so enjoyable.

VB
VINTAGES
BEQUIA
WINE • SPIRITS • BEER • WATER

Visit our elegant new VINTAGES *Liquor Store*
Wide Selection of Fine Imported Wines
for all Tastes and Budgets
Spirits, Beers, Bottled Water, Soft Drinks

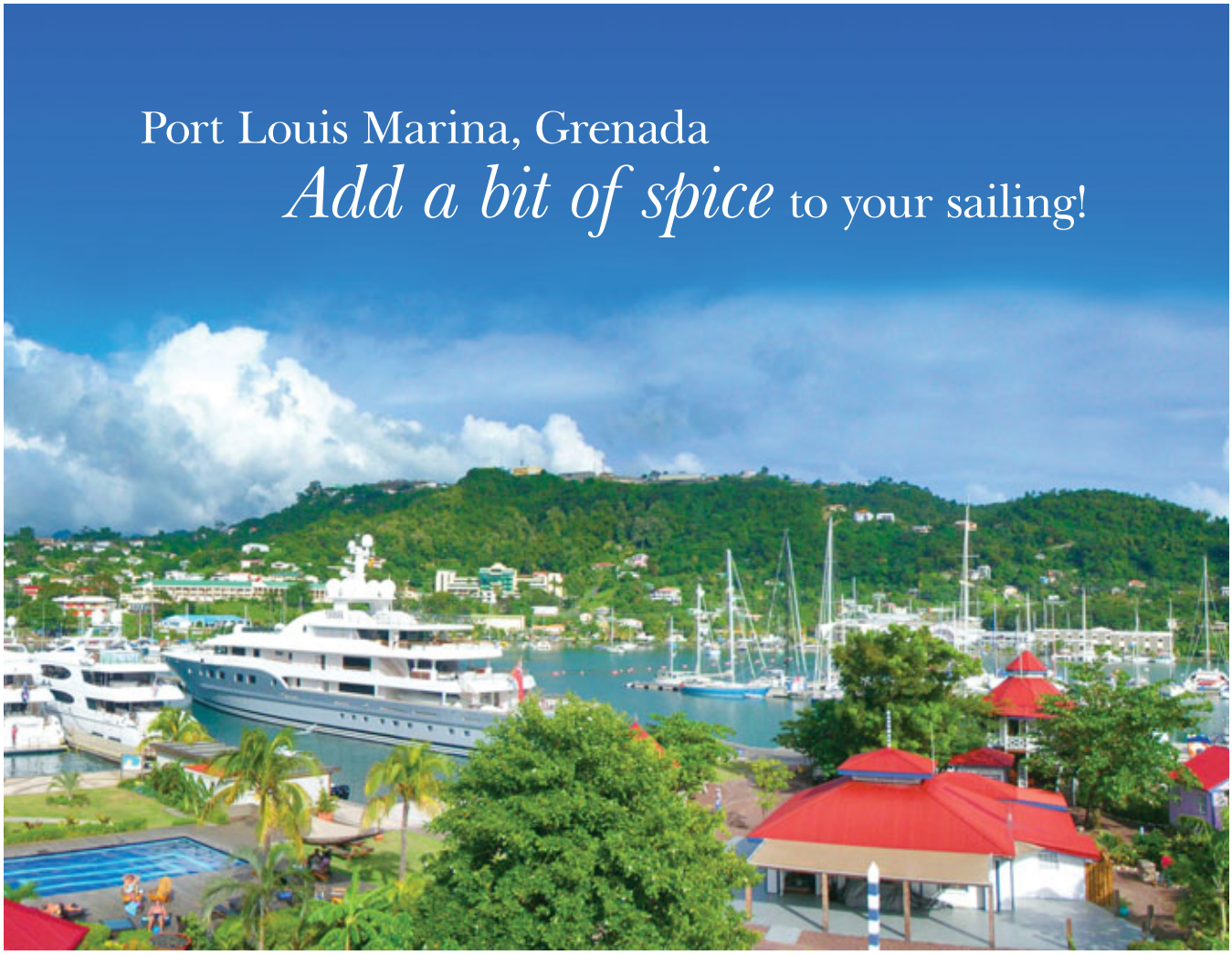
Free Delivery to Homes and Yachts • Retail and Wholesale

Exclusive MOUNT GAY RUM BARBADOS **Distributor for the Grenadines**

Open Mon-Sat 8AM to 6PM, Sun 9AM to noon | Located downstairs Gingerbread Hotel on the Belmont Walkway
Tel: (784) 533-0502 Email: vintagesbequia@live.com

Port Louis Marina, Grenada

Add a bit of spice to your sailing!



Known popularly as 'the spice island', Grenada is one of the most unspoilt cruising destinations in the Caribbean, where you and your friends will enjoy a genuine warm welcome from the engaging and fun-loving islanders.

Here you will find secluded coves, scintillating beaches, breathtaking diving, nature reserves and a host of sporting activities ashore and afloat. Everything about Grenada is vibrant – from the crystal clear waters that surround it, to the colours of the roofs in the historic capital, and of course the rhythms and aromas that exemplify the local lifestyle.

At Port Louis Marina you will experience one of the best appointed, full-service marinas in the region. Providing the international standards and quality you would associate with Camper & Nicholsons Marinas, Port Louis retains a quintessential Grenadian flavour.

Call Danny Donelan on +1 (473) 435 7431
or email danny.donelan@cnportlouismarina.com

- Water and electricity
- Free broadband internet
- 24-hour security
- Haul-out and technical facilities nearby
- Bar, restaurant and swimming pool on-site
- Berthing assistance
- Only five miles from the international airport

New Season Rates – 1 Dec to 31 May 2013

LOA in feet	Daily $/ft/day	Weekly $/ft/day	Monthly $/ft/day
up to 32	$0.86	$0.77	$0.73
up to 40	$1.08	$0.97	$0.92
up to 50	$1.19	$1.07	$1.01
up to 60	$1.30	$1.17	$1.11
up to 65	$1.46	$1.31	$1.24
up to 75	$1.51	$1.36	$1.29
up to 80	$1.84	$1.65	$1.56
up to 100	$1.89	$1.70	$1.61

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote.
Multihulls are charged at 1.5 times the standard rate.

port louis marina
GRENADA WEST INDIES

2013 Grenada Sailing Week

Grenada Sailing Week, Camper & Nicholsons Race Series
Thursday 31st January to Tuesday 5th February 2013
Contact us for details and an entry form
www.grenadasailingweek.com

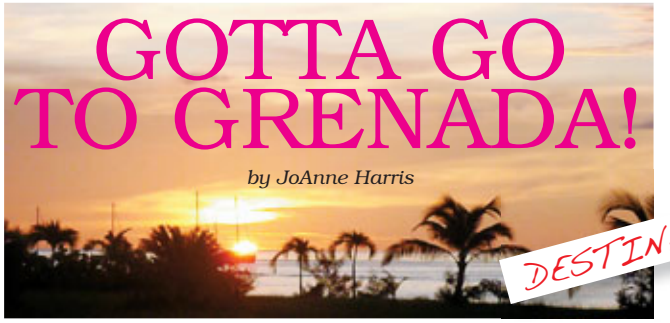
Camper & Nicholsons
YACHTING SINCE 1782
MARINAS

WWW.CNMARINAS.COM/PLM
ABU DHABI | ITALY | MALTA | TURKEY | **WEST INDIES**

GOTTA GO TO GRENADA!

by JoAnne Harris

DESTINATIONS



My husband, Bill, and I have cruised aboard our 53-foot custom trimaran for four years from Clear Lake, Texas. During this adventure, we have sailed to the Bahamas, up the US East Coast and then up and down the Eastern Caribbean. After our many adventures in different countries, we consider ourselves ambassadors for these stunning Caribbean islands.

We spent another great hurricane season here in Grenada and cannot say enough good things about the time we have spent here. With its warm tropical breezes and

Top: A serene sunset over the anchorage outside St. George's Lagoon

Right: Taking part in Grenada Carnival — 'we love the culture!'

Below: Bill and JoAnne investigated Grenada below the surface, too



indigo waters, it is definitely one of the hidden gems of the Caribbean. The delightful sound of a conch horn being blown to announce fresh fish and lobsters have arrived at the fish market is music to our ears. As soon as you arrive in Grenada, your senses fill with the aroma of sweet spices in the air and the great energy from the people.

Grenada is a resilient and independent country comprised of the islands of Petite Martinique, Carriacou, Sandy Island, Ile de Ronde and the main island of Grenada. The island of Grenada is known as "The Isle of Spice", because of the production of the major spices of nutmeg and cinnamon. It is filled with lush rainforests complete with pristine waterfalls and breathtaking flora and fauna.

We love the culture, the great music, the dancing, the food and of course the joyful people. We have participated in countless Hash treks, gone full costume in Carnival and painted in Jouvert, enjoyed numerous island tours, spectacular hikes in the rainforests, countless fills of our shopping bags at the Carenage and open air spice/produce market, beach days at both volcanic and white sand beaches, beautiful architecture, and of course the wonderful history and liming with our many great local and cruiser friends. While visiting here, you can be extremely adventurous and have something planned every day or you can just "lime" on the beach with a tropical cocktail in your hand and enjoy paradise. The Grenadian definition of lime is to hang out and socialize in an informal relaxing environment, especially with friends.

There is also great snorkeling and scuba diving here. We have been on many snorkel and dive trips that have included the amazing underwater sculpture garden, numerous wreck dives and coral gardens full of abundant sea life.

We have had family and friends come visit us at this island, and one couple decided to get married in Grenada aboard our boat, based on our adventures they read about on our blog. They had a beautiful and unique wedding that was presided over by a female bishop. The couple spent their honeymoon aboard with us and sailed around Grenada.



With a fantastic international airport, it is also a great place to leave your boat in safe hands and take the opportunity to travel to other places. We recently took a fabulous trip to South America to see Peru. It was on our bucket list, so we hiked Machu Picchu and visited the many other sacred and beautiful sites.

We have definitely participated in many opportunities to promote Grenada. This season, we were interviewed on the local TV program Daybreak Grenada, promoting Grenada as a popular place for cruisers and also a great place for an adventurous vacation. Furthermore, we did some photo and video footage for the Grenada Board of Tourism for their advertising.

We were recently asked what has been the most memorable experience we have had in Grenada; well, there are so many, but we must say this: "Seeing our friends and family who have traveled the world come to visit Grenada, showing them all Grenada has to offer, and seeing the adventures through their eyes, then hearing them tell us that this was their best vacation ever!"

We hope that this article inspires you to visit this charming Spice Island. Oh yeah, did we mention... "YOU GOTTA GO TO GRENADA!"

Captains JoAnne and Bill Harris both hold 100-ton USCG Master Licenses and sail aboard their 25-year-old S/V Ultra. *After doing day charters in Texas, they decided to cruise full time. They enjoy writing cruising articles for a variety of publications. To follow their sailing adventures visit www.jandbyachtultraadventure.blogspot.com.*

Sunsail Marine Centre

Come rediscover the magic of Saint Vincent…

* Full Service Marina
* Mini Market
* Free WiFi
* A/C Power 110/220
* Fuel Dock
* Showers
* Car Rental
* Dive Centre
* Sail Loft/Canvas Shop
* Beach Bar
* Black Pearl Restaurant
* Prince & Queens Boutique
* Book Exchange
* Laundry
* Mooring Balls

PO Box 133, Blue Lagoon, St. Vincent, West Indies
Tel: 1 784 458 4308 Fax: 1 784 456 8928
sunsailsvg@vincysurf.com www.sunsail.com

…your one stop marine centre in the Grenadines

St. Croix, the Virgins' Forgotten Jewel

by Don Street

St. Croix, 38 miles south of St. Thomas and St. John, is seldom visited by charter yachts and is bypassed by most cruising yachts. This is a mistake. You'll have a cracking sail getting there from the northern Virgins, a great time once there, and a terrific sail back.

To enjoy the Spanish, British and US Virgin Islands, purchase Simon and Nancy Scott's *Cruising Guide to the Virgin Islands*. This guide provides excellent information on bars and restaurants, Customs and Immigration, marinas, the flora, fauna and fishes of the Virgin Islands, and excellent descriptions of the popular anchorages — which you might want to avoid to have peace and quiet.

To then get off the beaten track, purchase my *Street's Guide to Puerto Rico, Spanish, US and British Virgin Islands*. Through the years it has been regularly updated and expanded. It is the only guide that covers all three island groups in one volume and describes and gives piloting directions to *all* the anchorages in the area. Although it hasn't been revised since 2002, rocks do not move or, if moved, they are noted on the Imray-Iolaire charts to the area. For last minute corrections to Imray-Iolaire charts visit www.imray.com.

Through the years my engineless 46-foot heavy displacement *Iolaire* has sailed from the northern Virgins to St. Croix and back more times than I can count. Often we made the 38-mile run, buoy-to-buoy, in about four and a half hours, making speeds of well over eight knots. After 55 years sailing the islands of the Eastern Caribbean, I can say without fear of contradiction that the three best sails in the area — guaranteed hull-speed reaches — are:

- From Pigeon Island, St. Lucia to Cap Salomon, Martinique (26 miles)
- From Privateer Point, Norman Island, BVI to Christiansted, St. Croix (34 miles)
- From Buck Island or Teague Bay, St. Croix to either Norman Island passage (34 miles) or Charlotte Amalie, St. Thomas (38 miles).

Why visit St Croix? Because it is the forgotten jewel of the Eastern Caribbean. I have visited every waterside village, town or city in the area and can categorically state that Christiansted is without doubt the most beautiful town. In 1952 the entire lower end of town was declared a national heritage site. The exterior façade of buildings could not be changed, so the wonderful 18th-century Danish colonial architecture with covered sidewalks has been preserved.



DIANE BUTLER (ALL)

Above: Crowds, what crowds? This is the anchorage at Buck Island
Right: Sugar mills like this one at Estate Whim are standing reminders of St. Croix's past

Christiansted is also the only major town in the entire Eastern Caribbean that has no cruise ships! This makes shopping a pleasure. In other towns most visiting customers are cruise ship passengers that are on the island for only one day, so the salespeople are all high pressure to make the sale that day. In contrast, in St Croix, the salesperson knows the customer is in St Croix for a week or more. It is low-pressure salesmanship: "Think about it and come back tomorrow". As my wife says, sometimes the sale is not completed until the third visit, by which time you are fast friends with the salesperson.

Note that Gallows Bay and Christiansted Harbor are *not* safe to enter for the first time after dark. The bouyage is especially confusing at night. Mooring balls in Christiansted Harbor are private and/or poorly maintained.

Once anchored in the harbor, explore Christiansted. A boardwalk, perfect for an evening stroll, lines the entire waterfront. Wander in town, then pick up tourist brochures and maps and plan your visit. Rent a car and drive the north-side road into the forest to Lawaetz Great House (phone first for seasonal hours [340] 772-1539). Do a tour of the house and gardens, and then drive on to St. Croix's second city, Fredricksted.



Fifteen years ago when I visited Fredricksted it was rather run down but more recently I was most impressed, as the 18th-century Danish architecture on the front and back streets has been restored. Have lunch, and then head back to Christiansted via the center line road. Stop at Estate Whim to tour the restored great house and the machinery that ran the sugar plantation.

When you've thoroughly enjoyed ambling through the streets of Christiansted and driving around the island, get an anchoring permit at the National Park Service at Fort Christianvaern, the big yellow fort at the east end of Christiansted, and sail out to Buck Island, a small, uninhabited island about a mile and a half (2.4 km) off the northeast coast. The US Government first established it as a protected area in 1948, with the intention of preserving "one of the finest marine gardens in the Caribbean Sea." Hop into the dinghy and go snorkel the underwater trail. Daytrippers do come to Buck Island but not in any great numbers, as many years ago a number of tourboat licenses were issued and the numbers have never been increased.

—Continued on next page

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

—*Continued from previous page*

They arrive at about 1100 hours and depart at 1500, which leaves you with an uncrowded (usually empty) anchorage to relax with your evening sundowner and early morning coffee. There are seldom more than three or four charter boats at Buck Island.

The next day go inside Teague Bay, four miles long and protected by a barrier reef. You can anchor so close to the barrier reef that you can snorkel directly from the boat. The sheltered water is perfect for sailing a dinghy, windsurfing or stand-up paddle boarding. The wind across the reef means it will be cool and bugless. The only boats in the area are about a dozen anchored off the very friendly St. Croix Yacht Club (www.stcroixyc.com), which is open Tuesday through Sunday, with lunch served every day and dinner on Wednesday.

When it is time to head back to the northern Virgins, from either the entrance to Teague Bay or from Buck Island it is a "Nantucket sleigh ride" to either Norman Island passage or to Charlotte Amalie.

Alternately, as will be described in a future issue of *Compass*, instead of heading back to St. Thomas or the British Virgins, head northwest 40 miles to the Spanish Virgins.

Visitors will benefit from checking St. Croix This Week *magazine (www.stcroixthisweek.com) for more island and tourist info, plus special event listings.*

Thanks to Ellen Sanpere for additional information used in this article.



Above: A typical street scene in Christiansted gives glimpses of contemporary life in restored Danish colonial buildings

Right: Smooth sailing inside the reef

Below: Christiansted Harbor with Buck Island in the background





MARINA PORT LA ROYALE - Marigot – 97150 - Saint Martin – F.W.I

MARINA PORT LA ROYALE
SAINT-MARTIN
F.W.I.

- *In the center of Marigot, surrounded by the best restaurants and shops in town*
- *90 dock spaces and 48 buoys*
- *Hurricane protected*
- *Saint Martin customs clearances at marina office*



Tel : + 590 590 872 043 • Fax: + 590 590 875 595 • semregine1@wanadoo.fr • www.marina-port-la-royale.com • VHF: 16/12

10th Anniversary
BEQUIA
January 24 - 27 2013
MUSIC FEST
SINCE 1703 MOUNT GAY RUM BARBADOS
Bequia Tourism Association

SINCE 1703 MOUNT GAY RUM BARBADOS
Bequia Beach Hotel
Basil's Bar Mustique
KARIB CABLE
DE REEF Bequia
Hairoun
the frangipani
Hold Your Own
Quik-Print
liat
LIME
COMPASS Publishing Ltd.
Bequia Express
ADELPHI AIR
ADMIRALTY TRANSPORT
CROSS COUNTRY RADIO
St Vincent and the Grenadines
L'Auberge des Grenadines
NICE RADIO
SVG AIR
CRS MUSIC MEDIA

Thur Jan 24th - 9.00pm @ FRANGIPANI HOTEL:
13-PIECE ELITE STEEL ORCHESTRA
Fri Jan 25th - 8.30pm@ DE REEF:
THE MUSTIQUE BLUES FESTIVAL IN BEQUIA
Sat Jan 26th - 12 noon @ BEQUIA BEACH HOTEL:
JAZZ 'N' BLUES JAM BY THE BEACH feat. Nj3O • Stan & Cora
Jan & Louis • "Patches" Knights • Jim Coleman & guest musicians
Sat Jan 26th - 8.30pm @ DE REEF:
SPICE & COMPANY • NEXCYX • THE TOBY ARMSTRONG BAND
MOUNT GAY BLUES BAND REUNION • INFINITY
Sun Jan 27th - 12 noon @ DE REEF:
Denzil Bacchus • The Country Relatives • Bequia Blues Band
Honky Tonics • Guest Appearances
MOUNT GAY RUM GRAND FINALE • SURPRISE GUESTS
Please check our website regularly for the final line-up!
www.begos.com/bequiamusicfest musicfest@begos.com Tel: (784) 458 3286

OTTLEY HALL
MARINA & SHIPYARD





St. Vincent
& the Grenadines

Phone:
784-457-2178
784-456-2640

Fax:
784-456-1302

VHF Channel 16

email:
ottleyhall
@gmail.com

SHIPYARD REPAIR SERVICES
- Covered drydock
- Drydock facilities up to 65M & 1000 tonne
- 40 tonne travel lift
- Woodwork & metal work
- Sand blasting
- Welding, painting, fiberglass
- Electrical, refrigeration & mechanical repairs

MARINA SERVICES
- 22 berths for yachts from 22M- 65M
- Electricity & water
- Shower & toilet

Our Introduction to Cruz Bay

by John Rowland

My wife, Nancy, and I always read the cruising guide before we go into an anchorage or mooring field unfamiliar to us. In late November of 2005, we sailed to St. John, USVI for the first time. The only place to check in at St. John was Cruz Bay. Cruz Bay is "mooring ball only", with a limited number available. The recommendation in the cruising guide was to bypass Cruz Bay, head a mile or two down the beach and anchor in Caneel Bay then dinghy back to town. Cruz Bay is small and crowded; the moorings tend to be full and a bit of a hassle.

Armed with this information and our incurable optimism, we motored *Silver Seas* into Cruz Bay to see if we could "get lucky" and find an open mooring ball. As we came down the channel, we spotted an empty ball at the back of the field, toward the reef that protects the bay. We proceeded toward the ball slowly. As we got near, the water seemed to be getting shallow at an alarmingly increasing rate. I noticed there was no painter on the ball just as Nancy called out a concern about the depth, about half a second before we felt the keel bury itself into the silt on the bottom. Adventure on!

We tried to back *Silver Seas* boat off, without any result. We tried fore-and-aft rocking to loosen her, again without result — well, maybe a negative result. We began to think about other measures, such as attaching the dinghy to the main halyard to lay the boat over a bit to get her loose, but the crowded mooring field on one side and the reef on the other didn't give us much room for such an approach.

Then the local dinghies started to show up. Within minutes we had three local guys there in dinghies to help push us off. I left Nancy to the wheel and hopped into our dinghy and we began to push. Grudgingly we moved *Silver Seas*, inches at a time. By now we had gathered a gallery on shore to watch the show.

> *'We felt the keel bury itself into the silt on the bottom. Adventure on!'*

Some 15 or 20 minutes into the effort, my balky five-horse outboard quit. Repeated efforts to restart it failed as the wind tried to push my little soft-bottomed dinghy onto the reef. The jagged edges of coral protruding from the water made me realize I needed to change my strategy. My priority switched from rejoining the effort in freeing *Silver Seas* to keeping myself from being thrown onto the jagged reef!

I pulled the oars from their storage straps. I had never rowed this dinghy before but I was glad my Dad had taught me to row when I was very young. I managed to get the dinghy out of danger and then, although I don't know exactly how or why, when I pulled the cord on the motor, it started. This brought on a round of cheers from the gallery.

I rejoined the effort to get our sloop loose from the bottom. Another ten minutes or so and we still had little success. One of the guys decided to attach a line to the stern and pull while the rest of us pushed. All the while, Nancy was using *Silver Seas'* engine to try to back off the sand bar. The dinghy attempting to pull shifted his position, the line attached to *Silver Seas'* stern went slack and wrapped around the prop shaft while our engine was revving at 2200 rpm. Fortunately, the prop cut the line before anything mechanical broke. I lent the dinghy driver my knife and he went down and removed the line from the prop shaft and we were back to all pushing. We were also putting on a pretty good show.

In another five minutes our efforts were rewarded and *Silver Seas* came free! Now, in the midst of a very crowded mooring field, Nancy needed to use all her considerable skill to maneuver the boat around the moored vessels and back into the channel. Given the relative position of our boat to our neighbors when it came free, there was no time for me to get back aboard and secure the dinghy. Nancy ducked and dodged and threaded her way into the channel as I followed. As she came into the channel, Nancy was greeted by two ferries, one outbound and one inbound. She managed to slip into a gap between them and head for open water, being pursued by me in our little rubber dinghy. We were too busy to check the reaction of the spectators, but it's not hard to imagine.

Having anchored in Caneel Bay, as the guide suggested, and checked in (a topic for another story) we were having lunch the next day in a lovely little restaurant on a second floor balcony overlooking the mooring field. Having a casual conversation with the waiter about St. John, I asked why the mooring ball at the back of the field was empty. He replied, "Not usable. They really should take it out, but it provides a lot of entertainment. You should have seen the circus yesterday when some dumb cruisers tried to take it and got stuck on the sand bar. It was a riot!"

I'm sure he wondered why he didn't get a tip.

Calendar of Events 2013

Click here to download

Calendar of Events 2013

Click here to download

Calendar of Events 2013

Click here to download

Calendar of Events 2013

Click here to download

Cruising by Quadrants, an Introduction

by Frank Virgintino

You have decided to cruise the Caribbean and are making all the plans necessary to prepare for an exciting adventure. In your mind, you see blue skies and white sand beaches with a constant wind that will allow you to sail with little effort from one perfect spot to the next. ¡*Suenos son suenos!*

To successfully cruise the Caribbean you must come to understand what the Caribbean is and what its attributes are. When cruising sailors speak of "The Caribbean" they often are referring to the Lesser Antilles: the island chain that borders the eastern portion of the Caribbean Sea. However, the Caribbean is much larger than that. The Caribbean Sea is over 1,000,000 square miles. The distance as the crow flies from St. Lucia to the western tip of Cuba is over 1,500 nautical miles.

Naming the Parts

Have a look at the map on page 4 of this issue of *Compass* and the map at right.

Some say, "I am going to the West Indies." When we speak of the West Indies we include all of the Caribbean islands, plus the Bahamas and Turks & Caicos Islands, which are not in the Caribbean Sea, and the English-speaking nations of Belize in Central America, and Guyana, in South America.

"The Caribbean" is best described as what is located within the Caribbean Sea. That includes the Greater Antilles, the Lesser Antilles and the countries that border the Caribbean Sea. The name Caribbean comes from the Caribs, a Native American group that was endemic to the region when the Spanish arrived in the late 15th century.

The word Antilles is associated with "Antillia" which is a mythical island believed to be in the Atlantic. The Greater Antilles is comprised of Cuba, Jamaica, the Cayman Islands, Hispaniola (Haiti and the Dominican Republic) and Puerto Rico. They are located to the north and west in the Caribbean Sea.

The Lesser Antilles includes all the islands from the Virgin Islands as far south as Grenada and some even include Trinidad. The distance from the Virgin Islands to Trinidad is approximately 500 nautical miles.

Mainland countries in the Caribbean include Venezuela, Colombia, Panama, Costa Rica, Nicaragua, Honduras, Guatemala, Belize and Mexico.

—*Continued on next page*



'I like to break the Caribbean into 'Quadrants': North, East, Southeast and Southwest. Each has its own peculiarities'



—*Continued from previous page*

Who Lives in the Caribbean?

The Caribbean is home to more than 40,000,000 people. As a result of the insularity of the Caribbean, different areas have evolved very different histories, cultures and identities. The islands were colonized by a number of European nations. Spain, the Netherlands, Great Britain and France all coveted a foothold in the Caribbean largely because of economic motives. Sugar was once the leading crop. The indigenous population was mostly wiped out thanks to a combination of genocide and diseases imported by the Europeans. After the resulting loss of a work force, the Triangle Trade developed.

The Triangle Trade brought slaves from Africa to the "New World" to work as slave labor. They worked on crops, the main one being sugar. Sugar and molasses were transported to Europe, and the resulting revenue was used to acquire more slaves. This trade imported some 12,000,000 West Africans to the New World, about 5,000,000 of whom ended up in the Caribbean.

The slavery period was one of terrible inhumanity, which resulted in a long struggle for freedom. Slavery as an institution was abolished by France first in 1794 and finally in 1848, and by Britain in 1833. Afterwards, as owning colonies in the Caribbean was no longer profitable, the island nations and other countries eventually became independent.

The mark left by the institution of slavery and the damage that it caused continues to this day in many ways. I have heard many comments about slavery. From those who want to dismiss it, you will hear that their "own kind" sold them. There is truth in this statement, but you must ask yourself, "If your own kind sold you" would it be any more just? Visit the Slave Museum in Curaçao as you cruise through the Caribbean. Slavery was and is a complicated phenomenon and no one isolated comment can explain it, dismiss it or reveal the full capacity of its inherent evil.

The majority of Caribbean people are of West African origin. The Caribbean is also one of the most diverse regions of the world, displaying multi-ethnic and multi-linguistic cultures. The result of the confluence of so many cultures is an area that overflows with cultural activity.

English, French, Spanish and Dutch are the official languages of most Caribbean countries but you will also hear Creole, Papiamento and other languages as well. Those who live in the Caribbean are different from one another in many ways but there is one thing they all share: they know how difficult the Caribbean can be and how strong the storms can be. The Native Americans called the storm winds *hurakan* or "devil wind" and you need experience only one of these to understand the intensity of what they meant. Most who live in the Caribbean do not have insurance and many have lost their entire household and life savings because of storms, floods and other weather phenomena. Some have even lost their lives in building collapses and mudslides.

—*Continued on next page*





THE DIFFERENCE IS
WHAT WE DO AND THE WAY WE DO IT.

AMENITIES

- Professional and Courteous Staff
- 282 Fixed Slips
- Wide Concrete Finger Piers
- On-Site Fuel Dock and Diesel Delivered on all Slips except on Dock "A"
- Safety, Cleanliness and Service is our Primary Concern
- Whole Area Patrolled by 24 Hour Security
- Camera Surveillance
- **Official Cruising Station of SSCA**
- Complementary Cable TV and Wi-Fi
- Water and Electricity
- Restrooms and Showers
- Laundry Facilities
- Nearby Ship's Chandlery and Convenience Store
- Near Small Eateries and Upscale Elegant Restaurants such as El Conquistador Hotel and Casino
- US Custom and Immigration Located 1/2 mile Away by Dinghy
- Ample Parking

Join us today and be part of our family.

¡VISIT US! at **Fajardo,**
our webpage www.sunbaymarina.com
or at the Administration Office at the Marina,
open 7 days a week from 8:00 am to 4:00 pm

T: **787.863.0313**
F: **787.863.5282**
E: **sunbaymarina@aol.com**
Parcelas Beltrán, Bo. Sardinera,
Fajardo, Puerto Rico

Latitude 18° 20' 21.37N Longitude 65° 38' 01.82W

Close to: *Isla Palominos • Palominitos • Cayo Icacos • Cayo Lobos*

—*Continued from previous page*

In addition to adverse weather, many other factors make life difficult. Lack of fresh water, land that may not be arable, high unemployment and lack of educational opportunity create an environment that hides beneath blue skies, balmy weather and beautiful beaches. Nonetheless out of all of that adversity, there is wonderful food, incredible music and a *joie de vivre* that is almost unexplainable; you will see it in those wonderful Caribbean smiles.

Weather, Wind and Current

Weather, wind and current are the sacred trinity of cruising boats. Those that do not pay attention to these factors will end up having the forces of nature work against them, instead of for them.

The Caribbean Current is generally west-flowing at about one knot. There are exceptions both as to speed and direction. Currents can exceed five knots and change direction, especially in channels or other areas of restricted water flow. The current tends to be stronger in the Southern Caribbean.

The prevailing winds are called the tradewinds and blow from the east. In the tradewind season, they tend to blow from the northeast while late in the season they usually have a southerly component that ranges from east by southeast to southeast. Early in the tradewind season, when the winds begin again in earnest, they can blow very hard and are called Christmas Winds. However, during this time (December through the end of January) they lack constancy, a fact that many are not acquainted with.

Do not confuse constancy with wind strength. There are times during the early part of the season when the wind can blow like stink for days on end, followed by calms that seem to last forever when the sound of our motor running gets louder by the day.

During the months of July through the end of October, winds can reverse for a brief period and come from the west. At this time low-pressure systems frequently bring clouds and rain. Some of them become storms and a number of the storms become hurricanes.

The best strategy at that time of the year is for your boat to be south of latitude 12°N, as the chance of a hurricane below "12" is extremely remote. If you are cruising through the Caribbean during this time, the safest strategy is usually to head south, as the farther south you are, the safer you will be.

Cruising the Caribbean in Quadrants

There are many ways to cruise the Caribbean and, depending on your timeframe and budget, you will have to figure what is best for you. I like to break the Caribbean into "Quadrants" because the Quadrants each has its own peculiarities which, when understood, can be used to support a given itinerary.

• The North Quadrant is comprised of the Greater Antilles. The south coasts of Cuba, Hispaniola and Puerto Rico, even Jamaica, are much more navigable than their northern counterparts. One can say that the Caribbean Sea is more user-friendly than the Atlantic Ocean, and the south side of those islands have many more anchorages and harbors. This Quadrant is best visited from March through June when the "northers" cease. Northers are weather systems that bring cold temperatures and strong winds out of North America. They can, on occasion, reach as far south as Panama.



Although many tend to think of the East Quadrant as 'the Caribbean', don't forget that there are three more quadrants to be cruised

• The East Quadrant is comprised of the Lesser Antilles (Virgin Islands to Grenada and Trinidad) and is often navigated from north to south. This island chain is best cruised during the early part of the tradewind season, but there are many who cruise them year round.

• The Southeast Quadrant (Venezuela and the ABC Islands) is "outside" the hurricane zone and this area can be cruised right through hurricane season although one must still keep an eye to the weather and take shelter "if a strong one is making up." Shelter can easily be found in the ABC islands of Aruba, Bonaire and Curaçcao. Venezuela has a long and fascinating coast and some wonderful off-lying islands. Unfortunately, crime against cruising boats currently puts Venezuela on my "avoid" list.

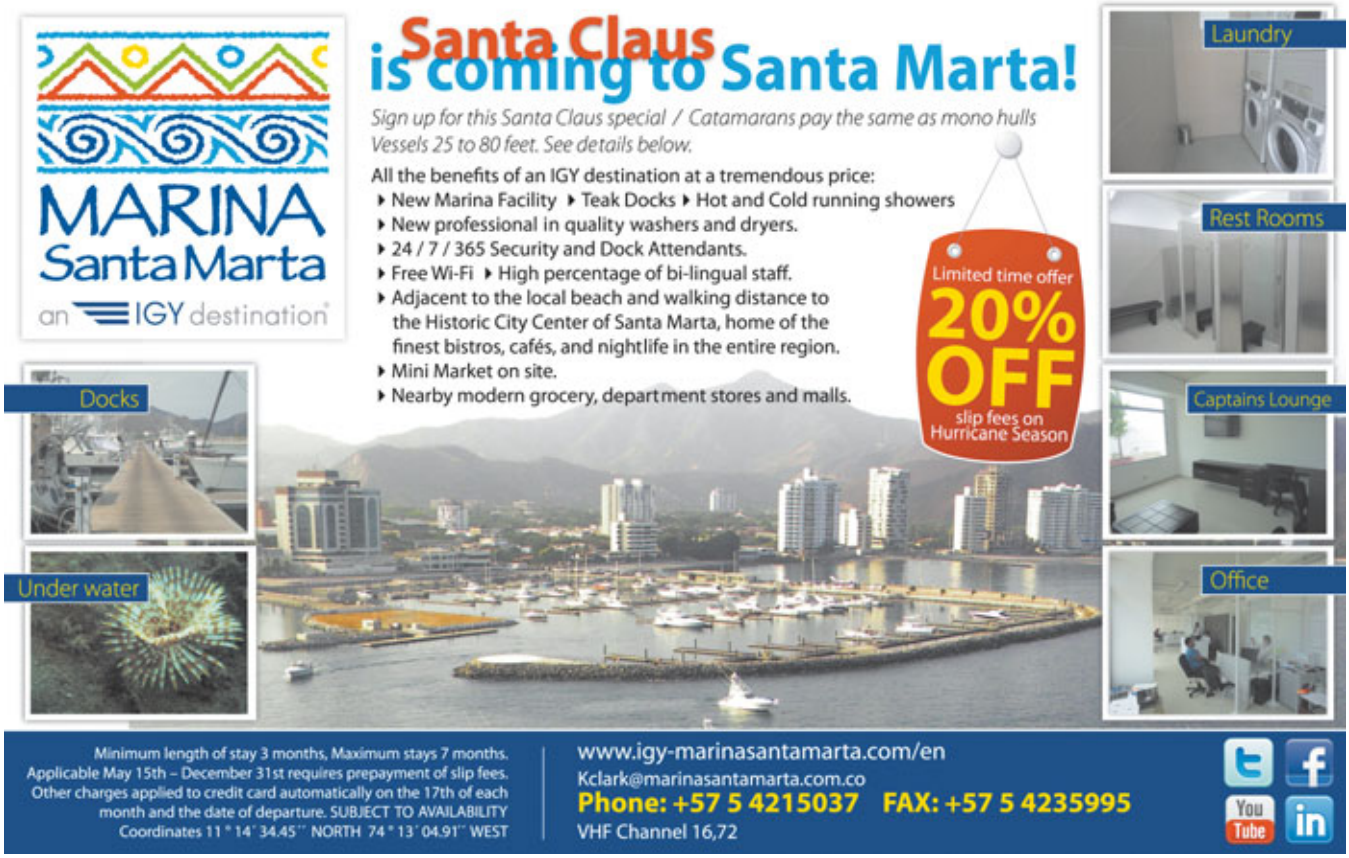
• The Southwest Quadrant is among the most remote and also can be very challenging. The fetch from the Lesser Antilles to an arbitrary point off the coast of Nicaragua is over 1200 nautical miles. As a result, the sea has an opportunity to build and waves of ten to 15 feet and higher are not extraordinary. I refer to part of this Quadrant as The Hole (see circle on the map on page 31 showing all four quadrants), because once you are in it, there is no way out but west and northwest. It is not possible to go back east as the sea, current and wind will be against you and many who have tried have simply given up.

This quadrant includes Colombia and its wonderful islands of San Andreas and Providencia located almost 400 miles to the west off the coast of Honduras. Visiting the city of Cartagena is like finding Europe in the Caribbean. En route through what I refer to as The Hole, you can visit the exotic San Blas Islands of Panama. Once you turn the "corner" of Honduras (with a possible stop at the "Hobbies", a small set of cays at sea level), your route will take you to the Bay Islands of Honduras: Guanaja, Roatan and Utila. Most cruising boats then head for Guatemala to pass hurricane season in the Rio Dulce, a river that time forgot.

The Quadrant would not be complete without heading north through the barrier reef of Belize and then onward to the east coast of Mexico and the wonderful island of Isla Mujeres.

If you are going to cruise the Caribbean — the entire Caribbean — you should make a plan that is based on time and budget as well as weather patterns. Aside from preparing your boat, which is always a good idea, you need also to prepare yourself and your crew. That preparation will involve everything from having a good hat to keep the sun off your head to having repellant to keep the mosquitoes away from your bloodstream. It also requires you to prepare your mind. Read everything you can about where you will be visiting, what it has to offer, and the people you will meet. Lastly, cruise safely and avoid being the victim of crime. Consult www.caribbeansafetyandsecuritynet.com as well as the Caribbean Security Index at www.freecruisingguide.com. Noonsite at www.noonsite is also an excellent resource for information throughout the Caribbean.

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



CARIBBEAN RERUN

by Ralph Trout

THE years keep rolling by and suddenly — yelp! — I feel I'm getting older, but not that old! Aged enough to know the side of the mountain I'm on isn't facing the sunrise anymore. Decades of exotic beautiful places and great anchorages delay the inevitable; keep moving before it catches up.



I wanted to make a cruise, hopefully not the last one, down the chain of islands I'd begun exploring in 1980. Looking back at those great times I now realize I probably arrived 15 years too late for the true fun and frolic of the "real" Caribbean. Nonetheless, the Eighties were hot, filled with admirable and notorious seafaring characters — true sailors steering with sextants from all parts of the globe. Some had great tales of What Once Was, before they were liberated or reduced to a belt-tightening budget. Some were old hippies looking for the last bastion of the Lost Sixties. And glorious boats — aged gaff-rigged schooners, modern maxi racers — adorned the horizons. The Nineties sheared off owing to an influx of tech-stock boaties. And after the millennium, ahoy crime and pirates.

The Caribbean breeds a particular transient. After you spend two years, the system — or lack of — is pretty much understood. Your sense of humor expands or you go mad. If you were relatively successful on these saltwater rocks but the places got too cramped, returning to the "real world" was as simple as reintegration. Or you got busted back to a lifestyle with only a casual, hot-weather wardrobe. Most of my buddies have settled, as I have. Carriacou Dave, Diverman Hank, Rum Ed, Chinese Mark, Wooden Boat Don chose their particular islands 30 years ago. I picked exotic Trinidad and more than a decade blinked past.

I'm still traveling, creating mini-adventures, enjoying the aches while trying to remember the names, but fewer places beckon because of the expense of travel. Most islands have succumbed to expensive energy and empty luxury hotels and condos, but the last traces of what was the Caribbean still exist, so don't be daunted. They are few and must be sought in places like Carriacou, especially Windward. Still, almost every island has a place that conjures relaxation, heritage and tradition. Usually it has something to do with gardens or fish, and sails.

My plan was for three or four to pitch in and buy a boat in Florida. Get a recently surveyed basic sloop with few whistles and bells. Today's navigation and music systems fit easily into a big pocket. Make a leisurely trip down island and sell her in Trinidad, maybe live a "Captain Ron" sequel.

But although boats are relatively inexpensive compared to 30 years ago when we didn't have money, now stateside friends, many retired, had more varied, often creative excuses to abstain from rum, sun and salty fun. Boats could be two for a dollar and my only available sailing companion stared from the mirror. I'd cruised alone, and with paramours, friends and crew, and truthfully I really didn't want to sail solo again.

Fear not — adapt and survive another Caribbean day. The only reasonable choice remaining was the ultimate stinkpot, the maximum anti-environment statement — the cruise ship. In the fall of 2012, in the wake of the *Costa Concordia*, it cost small money to do the island chain on one of these floating resorts. I would be Darwin judging evolution of island development, a.k.a. tourism. Back in the day we'd call cruise ship passengers "newlywed or nearly dead"; now add overfed. For 50-plus dollars a day I traded perhaps a week of various anchorages at each island for seven hectic hours ashore.

—Continued on next page



Above: Exploring a tropical aisle. 'I found some Guavaberry'

Left: Musicians at the museum in Roseau, Dominica. 'Even on a rainy day, which is often, Dominica glistens picturesquely with the genuine Caribbean'

Below: St. Maarten: 'The extremely tasteful expansive beach-lounge waterfront guarantees a tan'





UPCOMING CARIBBEAN SAILINGS

MARCH, 2013: MARTINIQUE → GENOA
APRIL, 2013: ST. THOMAS → NEWPORT → PORT EVERGLADES → PALMA DE MALLORCA
JUNE, 2013: MARTINIQUE → TOULON

BENEFITS OF SHIPPING YOUR YACHT WITH DYT
SAFEST LOADING METHOD—FLOAT ON, FLOAT OFF • LESS WEAR AND TEAR ON YACHT • SAVE ON ENGINE HOURS, MAINTENANCE, AND FUEL COSTS • MAINTAIN RESALE VALUE • LIGHT MAINTENANCE POSSIBLE WHILE YACHT IS UNDERWAY • RELIABLE SET SCHEDULES • IDEAL FOR YACHT OWNERS WITH CHARTER COMMITMENTS • GIVE CREW A VACATION BREAK • ENVIRONMENTALLY FRIENDLY—CUTS ON CARBON EMISSIONS

DOCKWISE YACHT TRANSPORT
WORLD CLASS YACHT LOGISTICS



DYT Martinique: Tel. +596 596 741 507 • E-mail: nadine@dockwise-yt.com
Adress: Port de Plaisance, Boulevard Allegre, 97290 Le Marin
Stop by the office and Nadine will be happy to provide you with an obligation-free quote!

WWW.YACHT-TRANSPORT.COM

—*Continued from previous page*

Please remember, I was returning to friends and haunts, and this was not my first Caribbean go-round.

The first island graced in this penny-pinching onslaught was St. Thomas, part of "America's paradise". I'd spent a lot of formative years there, always demented by the horrendous traffic and its teeth-



Above: Barbados: 'A nice walk along the bay with mostly blue fishing boats'

Right: Carrying on traditional crafts at the market in Castries, St. Lucia

Below: The cranes you often see along Caribbean waterfronts are no longer the long-legged shore birds...



sucking attitude, and soothed by inexpensive Cruzan. It seems there are now so many cars they could cover every inch of road at once, creeping to scenic destinations. The incredible million-dollar views are still there, but kind of shallow, like a postcard. Perhaps there never was a definite St. Thomas identity, like hip St. John or laid-back St. Croix. Maybe St. T always was, even historically, just a place to make money. Havensite, the best bait for cruise tourists, had its entrance road torn up, local pedestrians are still incredibly careless, and KFC and Mickey D provide adequate litter. I found groceries ridiculously expensive, and was told electricity is like gold. The really sad part: Cruzan is now ten dollars a quart!

Ours graced Dominica with its first cruise ship visit of the first ten months of 2012. The passengers were dumped into a rainy Roseau as Portsmouth dock isn't used any longer. Dominica understands its tourism position: the last will come first. Let all the other rocks make their mistakes and the Nature Island will lure them back along with Jack Sparrow. Even on a rainy day, which is often, Dominica glistens picturesquely with the genuine Caribbean. A drive northward along the west coast to Portsmouth on excellent roads with little traffic was a scenic pleasure. Makes you wonder, where did they get these roads absent of any pot holes? Local historian Lennox Honychurch is rebuilding Fort Shirley on Cabrits Point as a future attraction. Makes you feel sorry for the poor British blokes who manned the site centuries ago. When the museum in Roseau was found locked we were told to see the woman outside the bathrooms. She sorted out another lady who gladly unlocked Dominica's past. In her friendliness lies the future.

Barbados was the next stone to fall. Every Bajan is proud of their product. Their island has always been sparkling clean, smiling efficient, and genuinely friendly. They are used to tourism and take it with a shrug, without attitude. This October day seemed to be very slow and only a few taxis were out. When in doubt of what to do, you can always visit a distillery. Mount Gay, supposedly the first rum maker, was within staggering distance from the ship. No hassle, no "Hey ya wanna"; just a nice walk along the bay with mostly blue fishing boats. Again, the almost perfect Caribbean ambiance of a gingerbread bar with the informative chatter of a tour-guide-cum-bottle-pourer. White sand beaches for some, amber liquid for others.

After my seven hours there, St. Lucia still feels segmented to me. Someone lives in those big, big houses, but you never encounter them. A huge airport in the south seems almost abandoned. The yachties north at Rodney Bay, bananas to the east, the scenic Piton peaks with Sandals, Marigot and Doolittle enclaved in the west, while Castries always seems centrally dull. Maybe it is the narrow, always congested streets, the lack of bright natural light in the recently new tourist menagerie, or the mismatched architecture. A Saturday market day should have been hustle and bustle, but it was slow with reasonable prices owing to a dwindling world economy. I did find the traditional St. Lucia boost, a stack of *bois bandé* chips. Fishermen at the dock just outside the cruise complex were frying sardines on a sheet of tin. Tourism doesn't feel as if it is shared. An exquisitely chilled Piton chases those thoughts.



Wow, St. Maarten has revved the engines and the tourism turbine is whirling! I hadn't been back since 1984. Not because of bad memories — in fact all I ever had was good times — but it was just too touristy. When the commercialism got too strong I used to ride the catamaran *The Eagle* to St. Barths. Imagine how long ago that was when St. Barths wasn't commercial! Back then St. Maarten was a product; now it is a new revised, up to the mark, ultra-nouveau creation. Philipsburg is the correct place to "do" the Caribbean version of an adult Disneyland. When in this Rome, there was liquor to be bought. It was a Sunday, but every merchant, every clerk was smiling. The place was spotless, except for an incredibly polluted green watercourse every passenger had to bridge to get to the shopping district. The extremely tasteful expansive beach-lounge waterfront guarantees a tan. Almost-quaint Marigot and hedonistic Orient Bay are still around, with a 2012 version of the Old Seamen's Club. Not a bad seven hours, and I found some Guavaberry.

Not a bad few days, a revival tour of the Caribbean's greatest hits. Happy I did it then and slightly thrilled now. The great aspect is that there are so many interesting facets to every island. They are all beautiful with a dreamy quality. That's why we came. Yet few governments can steer a course where tourism is profitable and not degrading. The Virgins have the views, the BVI has it better with sailboats not cruise ships. Dominica is the romantic jungle that awaits many Indiana Joneses. Barbados' singular brilliant continental style opposes a confused St. Lucia, while St. Maarten carries the cash to the bank.

The mega-stinkpot provided a view of the islands as deep as one could handle. All you had to do was look just beyond the attraction/distraction. Please have another rum punch. It also gave a glimpse of the average international tourist, myself included. Many carried a sort of melancholy, like people milling around after everyone knows the party has finished. Perhaps many were thinking that, just like most of the pants on board, it looks like the world is stretched thin, ready to come apart at the seams.







JANUARY 2013

♈ **ARIES (21 Mar - 20 Apr)**
Communication may be sporadic in the first week but will clear up later in the month. Romance might be in irons around the 12th but conditions will improve if you divert yourself with projects on board and don't get too involved in feeling sorry for yourself.

♉ **TAURUS (21 Apr - 21 May)**
Slow and steady wins the race and if you just stay on the course you are sailing now, your love life will find fresh breezes around the 12th. Try to complete any unfinished boat projects before the 20th.

♊ **GEMINI (22 May - 21 Jun)**
There will be fair breezes and calm seas in your innovative adventures and you'll make positive progress in this area after the 20th.

CANCER ♋ (22 Jun - 23 Jul)
This will be a good month to just concentrate on business or finances, as romance, creativity and communications will all be a slog to windward. Make an inventory of onboard jobs that need doing for future reference when conditions improve.

♌ **LEO (24 Jul - 23 Aug)**
Whichever course you sail will meet with head seas and fluky winds. Be patient and hang on the hook with a good book. Conditions will be more advantageous in February.

♍ **VIRGO (24 Aug - 23 Sep)**
Use the first week to complete creative boat projects and verbal agreements, as romance will keep you distracted after the 9th.

♎ **LIBRA (24 Sep - 23 Oct)**
There will be plenty of wind in your sails where energy and enthusiasm are concerned and any problems with communication and creativity will clear up in the second half of the month.

♏ **SCORPIO (24 Oct - 22 Nov)**
Boat business will be your main focus, so use the first two weeks to secure contracts and terms. Your energy will be in the doldrums after that.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Romance will be losing the wind in its sails after the 9th. Your sense of humor will follow in its wake, but divert yourself with new influences in your social life and good things will sail your way in the end.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Your verbal skills will be a great help to your imagination until the third week and will be assisted by love after the 9th. Take advantage of these positive aspects while they last and you'll chart a good course for success in the New Year.

♒ **AQUARIUS (21 Jan - 19 Feb)**
This is a high-energy month for you; hoist this sail to best advantage through interactions and ingenuity. You will inspire loyalty from crewmembers and make new friends if you maintain your current course.

♓ **PISCES (20 Feb - 20 Mar)**
New prospects in marine business will sail your way in the first week. Take immediate action with these aspects and don't tack until the wind shifts next month.

TRINIDAD — SWEET TOO BAD

Island Poets

All yuh cruisers who like to aks me
Why sail to Trinidad, what's there to see?
Fuh trut here's the reason I lost my heart
To the land of the hummingbird from the start

Petals yellow and pink from the Poui tree
Dotting the hills, dropping into the sea
Flowers of fire, flamboyant trees
Birds and butterflies, a mosaic of leaves

Mop a drop to the market in Port of Spain
Chardon benit, zaboca, ground provision
Portugals, pakchoi and pepper sauce
Pommerac, paw paw and mangoes of course

A belly full of buss up shut
Cripsy cutters and cool coconut
Delicious doubles and daalpourie
I fear my bamsee is no longer chounksy

The rain comes down a bucket-ah-drop
Who cares, when the wining will never stop?
Steelpan, Calypso, Reggae, Soca, Chutney
Jump up and dingolay till dead out and dropsy

Carnival extravaganzas and giant fêtes
Moko jumbies, jab jabs and jammettes
Fancy sailors, midnight robbers in full cry
Extempo, picong and lots of mamaguy

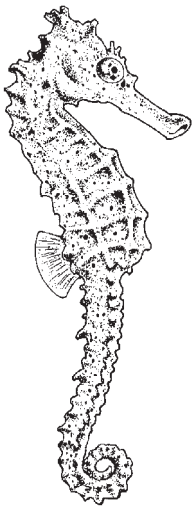
Celebrate Divali, oil deyas filled with light
Make sure your Christmas season is bright
With parang, pastelles and puncha crème
Sorrel and black cake full of rum

Hear me nah and watch me good
I may not be telling it as I should
Take time to explore and I guarantee
You'll enjoy the experience of T&T

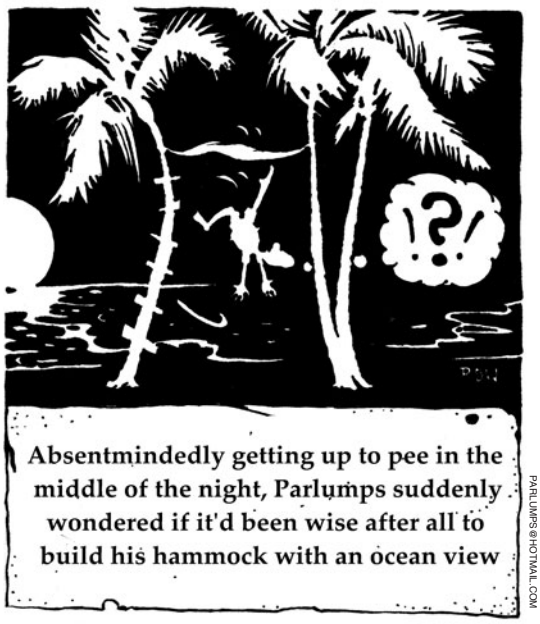
— *Ruth Lund*

(*With thanks to the author of* Côté ci Côté la, a Trinidad and Tobago Dictionary *and apologies to true Trinis in case my word usage is a bit confoffled.)*





parlumps marooned



BEE FRIGHTENED!

by Grace Cheasley, age 8

It all started when I was on the toilet. I heard a buzzing and thought I saw a bee. I jumped up and shouted "Mummy, Mummy I saw a bee!" but she didn't believe me and said "Nonsense." Then she sent me out into the cockpit with some leftover food. I threw it over the side and watched for some fishes. Then I turned around and I saw the scariest thing I had ever seen.

There was a huge swarm of bees, I think about a thousand but I didn't have time to count them. It was black, like a black stormy cloud of bees, like it would start to rain. I was frightened they would swarm around my head and decide my hair was a good place to nest because my hair is long and curly and thick. I screamed!



Having a swarm of bees invade her floating home scared Grace, but 'I like bees now and it got me interested in them'

I rushed inside and we closed all the hatches because we didn't want the bees coming inside the boat. It was very hot. I was still a bit shaken. It was a very big shock to have all those bees swarming around me. The bees were very close to me. I thought I could hear their wings flapping. The noise of the buzzing shut out everything else, it was like it shut off the noise of the sea to me. I was glad we were at sea because if I had been very frightened I could have jumped in the sea.

Mummy was calling people saying we have bees. Someone said we should throw water on them but Mummy thought that was crazy so we didn't do that. Someone else said we should hold a flare and the smoke would scare them away but we didn't do that either. I was glad because I was worried Mummy might get stung. But we had to get off the boat to find a beekeeper.

I'm not saying I am a scaredy-cat but I was still a bit frightened. I didn't know what was happening and I didn't want to go out because we had to walk underneath the bees to get off. They were all on the solar panels and on our boat we have to go under the solar panels to get into the dinghy. I wore trousers and because I was so frightened I put hair bands around the ankles so bees couldn't get in them and sting me.

We didn't find the beekeeper that day so we had to sleep with the bees on the boat. At least the bees had settled down but I still didn't like it. I didn't want to get stung because I didn't want another wound to go with my mosquito bites and I just didn't want to get hurt. When we woke up we went and got the beekeeper. He brought a box with all his gear in. He did what I did with hair bands on my trousers but with Sellotape on his gloves. Mummy had to help him as the Sellotape had to go over his gloves. He took the box and pushed the bees into the box. He explained he would keep the bees in the box and then after a week he would make a hole in the box so they could get out because bees navigate by the sun. At last the bees were gone and I could go outside and play.

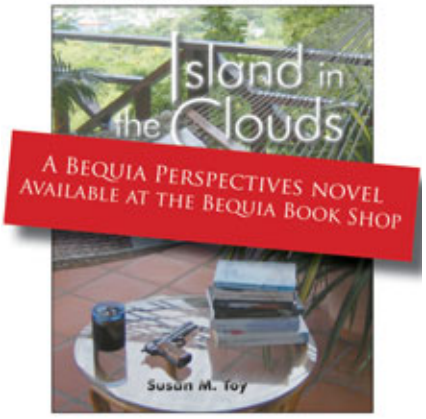
When the bees had gone my Mum got a dead one and we put it under the microscope and we looked at it. The wings were see-through and a bit sparkly. Its eyes were big and they were hairy. The whole body was hairy so it can get the pollen from all the plants to make the honey. I think we must have been looking at a girl bee because the boy bees don't collect pollen.

The boy bees are called drones. Their job is to keep all the bees in the hive happy and to fertilize the queen bee's eggs. When a queen bee is born she flies high up and she releases something to get the drones attracted to her. She flies fast because she only wants the strong drones to catch her so she can have strong babies. The bees talk by dancing. You might have thought they would talk by buzzing but they talk by dance. When a bee finds a new pollen source the bee she flies back to the hive and does the most fantastic dance. She gets really excited so the dance is very fast and energetic.

When we were at my grandma and granddad's house we went to see a lady's bees. I got to go close to the beehives with the lady but I had to wear a bee costume. It's like a boatyard workman's costume when they are fibreglassing and a hat with net over it to keep the bees off your face. I was so happy I got so close to those bees and to learn more about the nature of bees. On the boat the bees were a shock but there it was nice to be with someone who knew lots about bees.

I like bees now I am over the shock and it really started me on bees and got me interested in them. And I love honey!

A Caribbean getaway ...
with a little mystery on the side.



A Bequia Novel – eBook available
http://bit.ly/LvBu1j

Marine Insurance

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

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

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

Boat Insurance
Any Craft, Any Use, Any Age, Anywhere!

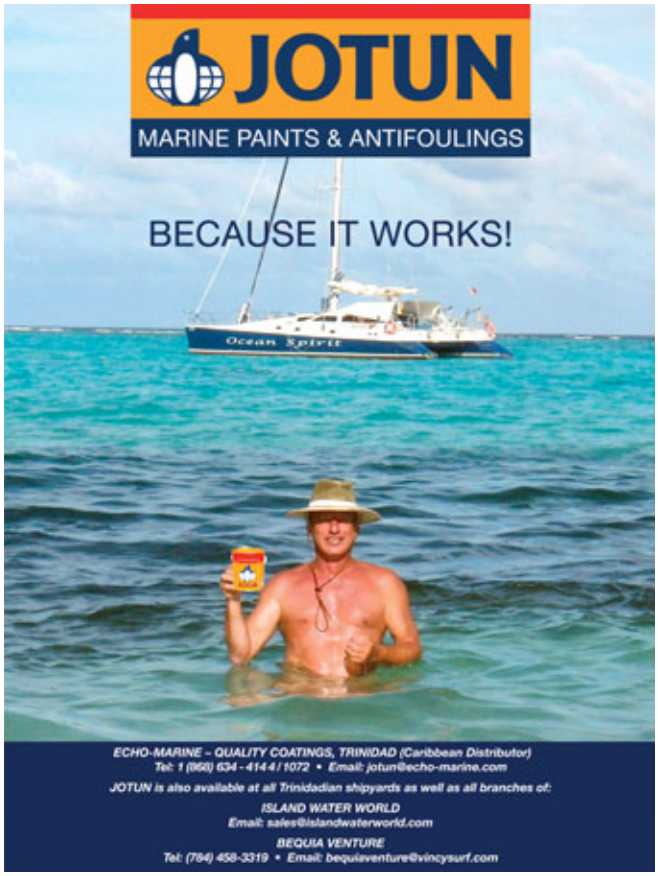
- Survey Not Normally Required
- Any Boat - Any Use
- Personal Belongings
- Equipment Cover
- No Claims Discounts



Edward William

WEB: www.edwardwilliam.com
E-MAIL: info@edwardwilliam.com





Bees Aboard? Buzz Off!

by Tanya Power-Stevens

"Mummy, there's a bee in the bathroom." "I don't think so darling, we don't get bees on the boat." Famous last words!

About ten minutes later, I heard one of those screams any parent knows needs an urgent response. I rushed to the cockpit where Grace was standing in the middle of a swarm of bees. Quite literally, thousands of them were in the cockpit. The space around her was black with bees, their buzzing audible. She was totally surrounded and visibly frightened.

I grabbed her in and shut the companionway hatch. Then I ran round and shut all the other hatches. If bees were going to stay on *Oumâ*, the very last thing I wanted was for them to be inside with Grace, her three-year old brother and me.

So we three stood in the companionway, our faces pressed to the glass watching and sweating in the oppressive heat of a closed boat in the height of the Caribbean summer. The swarming slowly subsided as the bees seemed to congregate under the solar panels. Cautiously, I stepped out to look.

Sure enough, the bees had clustered under the solar panel in and around an open aluminium tube that is our jury-rig davit. Now I faced a new dilemma. It was a great relief the swarming was over but the bees hadn't left. What was I to do now, with small children aboard, husband away and a bee colony setting up home?

I tried the radio. I put out a general announcement asking if anyone could offer



any help but unfortunately it was early afternoon and no one answered. So, I phoned a couple of friends trying to get some advice. The first I got was to hose the bees down. I decided against this. We were at anchor so I had a restricted water supply with limited water pressure and only a short cockpit shower hose, which would have required my standing very close to the bees.

Besides that, bees are a fundamental part of our eco-system and I didn't want to hurt them, especially given all the fears of their decline with Colony Collapse Disorder plaguing the American bee population. Furthermore, although we had only been St. Martin a few months, I didn't recall having seen any beehives.

There is no beekeeping association listed on the island, Dutch or French side, so I called the one in Antigua. In retrospect, the man I spoke with gave me the best advice I got: I just couldn't comprehend it as good advice at the time nor follow it through. This is what he told me. Get a cardboard box and a soft brush, and brush the bees into the box, tape it up and release it on land. Firstly, the positioning of the cluster required a precarious balancing act for me to reach it and secondly, well, it just sounded suicidal.

Next I called the Cruiser's Net controller. Mike, font of local information, told me about a guy in a boatyard he heard kept bees. With no contact details we had to go and find the beekeeper, but to get off the boat we had to walk under the solar panels, which meant walking under the bees. Grace was not impressed, she was still shaken, but in a great show of pragmatism, she dressed in long trousers and then put hair bands around her ankles. Gingerly we departed *Oumâ* and for the first time, looking from the stern we got a good view of the cluster; a humming, throbbing mass of bees.

The beekeeper Mike had told us about was not at the boatyard and according to his colleagues he had given all his bees away because he had developed an allergy to bee stings (a common occurrence for beekeepers). Thankfully he called me later that evening and put me in touch with the person he had given his hives to. I finally got hold of Al, a hobbyist beekeeper, who agreed to come and take our cluster away.

We picked Al up from shore early the next morning, a half-meter square cardboard box under his arm with his white beekeeper's suit and hat stuffed inside it. On board, he suited up and asked for a soft brush with which he basically brushed the colony off the solar panel and into the box. Al continued to hold the box beside the cluster with the lid mostly closed while a few bees flew in and out. When he was happy the queen and the majority of the cluster was in the box he taped it up and then used a bug spray on the area the cluster had settled to deter any return.

We were bee free and Al had a new colony to add to the three hives he already had in his back garden. He also explained that where the colony had settled they wouldn't have stayed. Although there were some initial hexagonal wax markings on the solar panel frame, Al said if we had just waited, the colony would have moved off on its own accord in another day or so to find a more viable home. The area was too exposed and hardly close to lush vegetation to provide a food source.

We dropped Al and the bees, safely contained in the box, back to shore. All we were left with were a few stragglers and a mass of decapitated bees on top of the solar panel, under the wind generator. Bees are generally too smart to fly into a wind generator but perhaps they were really tired by the time they reached *Oumâ*?

—Continued on next page

—*Continued from previous page*

I thought I would retrieve a head and body so we could look at it under the microscope and nearly befell the same fate and earned myself a Darwin Award. With a small Tupperware and tweezers in hand, I was so focused on a new home school project that I forgot my seamanship skills. The loud whir of the blades as the wind generator suddenly changed direction quickly brought me to my senses. I kept my head, thankfully, and retrieved a sample bee for a science lesson.

We have since become bee lovers as well as honey lovers on *Oumâ*. In fact, should we become landlubbers again I think I would quite like to keep bees myself.

What To Do If a Bee Swarm Descends on Your Boat



Stay calm! Get inside the boat and close all hatches. Wait until the swarm comes to rest and the colony has clustered then assess the situation.

Most eco-friendly and humane, not to mention safest for you, is to remove the cluster without hurting it. If you can find a local bee-keeping association they should be able to help.



Dress for Success

If you have to deal with the bees yourself first protect yourself. Try some of the following that you are likely to have on the boat that can be used as protective clothing:

Wet weather gear. Gloves (dive gloves, wet weather gloves or heavy-duty gloves used for scraping the hull). Tape them at the wrists. A wetsuit. A dive mask. (Do not use the snorkel though in case you end up breathing in a bee.) A hat or a hood. If you have some mosquito netting place it over a hat, especially a wide-brimmed one, and tape down on the shoulders.

Brush and Box

Once you are wearing your protective clothing you can do the following:

Use a large soft brush to gently knock the colony into a big cardboard box.

Once the queen is in the box, the others will follow. You won't be able to see the queen but she is usually in the centre of a new cluster so try and sweep the cluster into the box in one movement.

Partially close the box and continue to hold it near the place the bees had clustered. This will give those bees that flew off when you used the brush, time to join the queen in the box.

Tape the box closed and put it aside.

You may use a bug spray for flying insects to spray the area to deter the bees' return as Al did, but generally beekeepers do not recommend this; bees should leave on their own.

If you can, find someone to receive the bees: a local farm or hobbyist beekeeper (they might even give you a jar of honey in return!). The bees can live in the box without having to leave it for a few days but it is better to get them to a new home as soon as possible.

If you can't find a recipient for the bees, remove the box to a bee-friendly area, woodland or simply a big tree. Pierce a tiny hole in one bottom corner of the box and leave it. The hole needs to be big enough to let in light. The bees will gradually make the hole bigger themselves so they can exit the box.

The best time to do this is early or late in the day as bees navigate by light so are less active at dusk and dawn.

A warning – do not be tempted to use a smoke flare. Smoking bees should always be a gentle thing and beekeepers who have experimented with scented smoke for example have found it irritates the bees. In short, get it wrong and you will only aggravate the bees.

How to Respond to a Bee Sting

Remove the barb of the sting. Using a blunt instrument, gently stroke the area to push the barb out. Do not try to dig it out as the sting mechanism will work its way deeper and the sac will release more poison.

Check the victim does not feel faint or have difficulty breathing. If either of these occurs get emergency help IMMEDIATELY.

A normal reaction is reddening and swelling of the area – both can last several days but this is normal. Topical antihistamine cream can help itching and aspirin can help with swelling or pain.

Bee Facts

A migratory swarm of bees is unlikely to attack; they are too busy moving to their new location. In addition, their honey stomachs are full so they would find it difficult for their bodies to sting you. Stand still (shout for Mum if you are young!) and let them pass. Remain calm and little harm should befall you.

Despite the bad rap Africanized bees get, bees rarely attack unless provoked. Again stand still or drop to the ground, as bees usually want to group high up. Of course, if they do actually attack you on the boat, you can always jump in the water.

Bees nest in dark places, holes in tree trunks and the like; they do not generally stick around in exposed areas. Neither do they nest far away from a food source, so a boat at anchor is rarely a long-term viable spot for a beehive.

I want to thank Stingo, Mike and Al for their help. Also Margaret Ginman, General Secretary of the UK Bee Farmers' Association who commented on this article.





The Sky in January 2013

by Scott Welty

The Planets in January 2013
MERCURY - Rising before the Sun but sliding east as the month wears on.
VENUS - Similar to Mercury but rising an hour or so earlier.
EARTH - Hoping this is the year that EVERYONE notices that I'm burning up!
MARS - Sets at about 1730 all month just after the Sun.
JUPITER - Rising after noon and setting after midnight all month. Riding in Taurus.
SATURN - Rising around midnight backing to 2200 and riding in Libra

Sky Events This Month
4th - Earth at Perihelion (see below)
7th - 10th Saturn, Venus and the Moon make nice grouping in the morning sky (see Figure 1)
10th - Moon and Venus rise together
11th - New Moon
13th - Mars and crescent moon set together (see Figure 2)
21st - Moon and Jupiter piggyback through the sky and right with the Pleiades
26th - Full Moon

Happy New Year!

Astronomically that means that the Earth has completed its 4,540,294,884th lap around the Sun (actually 4.54 billion +/- 1%). If you could watch the Earth from high above the solar system it would be relatively easy to note when it had returned to a starting point. But how do you make that same observation when you're riding on the Earth, as we are? What might you see to tell you that you'd completed a lap?

Fortunately for us, the Earth is tilted in its orbit. The North Pole does not point perpendicular to the plane of the orbit. It points to the North Star, doesn't it! So, as we go around we see the Sun low in the sky in the winter and high in the sky in the summer. We can mark a year, then, as when the Sun returns to the same north-south point in the sky at say, noon. As noted here often, during the year the high point is the summer solstice and the low point is the winter solstice. The halfway points are the equinoxes.

The other thing about the Earth's orbit, though, is that it's not a circle but rather an ellipse. That puts us closer to the Sun at some points and farther at others. Our closest approach, called perihelion, happens on January 4th. You'll not notice anything because we're only slightly closer then than we will be six months later. The difference is only about one percent. If you took careful photos of the Sun in January and again in July you'd note the Sun looked a little bigger in January. That's it.

Being in the Tropics

Many cruisers come from crazy places like 'Canada' or 'England' — places pretty far north. One of the allures of cruising is seeing things that you can't see at home. Things like palm trees, barnacles, green flashes, and tropical fish. But there are new things to see in the sky as well. One of my favorite tropical sky things is the bright star Canopus — the brightest star in the Carina constellation (see Figure 3). The constellation itself is of some interest to us mariners as the word *carina* is Latin for keel as this constellation represents the keel of the ship *Argo Navis* used by Jason and the Argonauts in search of the Golden Fleece. (Sadly, when he found it they didn't have it in his size.) Carina and its brightest star, Canopus, are pretty well below the horizon until you get to about latitude 30 to 35 degrees. Now that you're in the Tropics you find that Canopus is the second brightest star in your sky (after Sirius). In fact Canopus and Sirius transit together as you can see in the Figure.

Canopus is a giant star, being 65 times the size of our Sun and 15,000 times brighter. It's only 300 light years away, which is close, and that's why it's so bright. The fun thing to look at is how sparkly it is. While we can see it in the Caribbean it is still pretty low in the sky. This means there is a LOT of air for the light to come through. As the light comes through all that atmosphere, the ever-changing air densities cause the light to bend and take a wiggly path to our eyes. Look at Canopus through your Steiners for a very pretty little light show. By the way, planets don't twinkle because any twinkling is within the disk of the planet. Stars on the other hand are so far away that they are essentially points of light for us.

To Contemplate While Having a Glass of Wine on Deck

So, Happy Birthday, Earth! Still youngish at 4.54 billion years. People have been around in our present form for maybe 100,000 years, which is 0.0022 percent of the age of the Earth. Yeah… we just got here!

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



FIGURE 1
Showing the moon relative to Saturn and Venus (they actually move slightly as well) between January 7th and 10th at 0400 hours

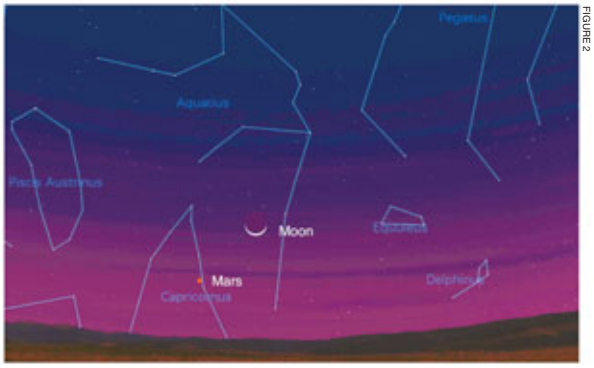


FIGURE 2
January 13th, 1645 hours. Mars and crescent moon setting together

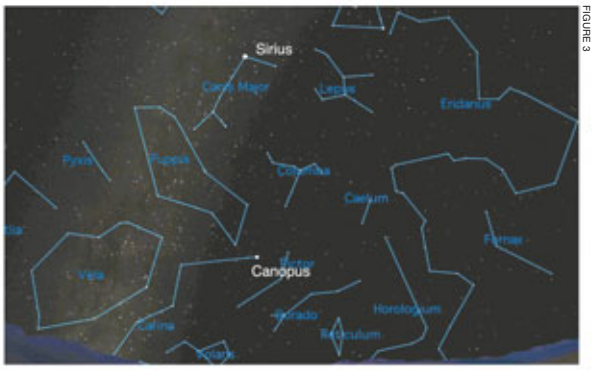


FIGURE 3
January 13th, 2100 hours. Looking south to Sirius and Canopus



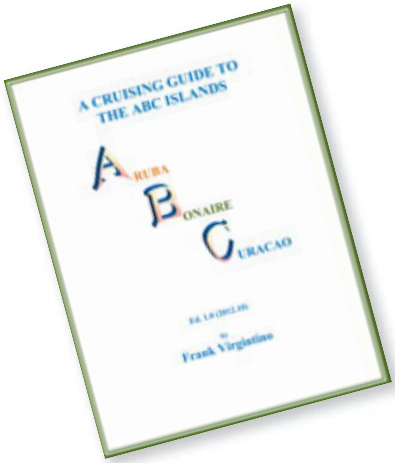
BOOK REVIEW

Learning Your ABCs

***A Cruising Guide to the ABC Islands: Aruba, Bonaire and Curaçao**, by Frank Virgintino ©2012. Free Cruising Guides. Downloadable pdf file, 120 pages, color photos and charts.*

Remember the last time you read a cruising guide to the ABC islands? Well, that's the point — there hasn't been one for years. The *Gotto Go Cruising Guide to The ABC Islands* by D. Waterson and D. van der Reijden was published in 2006. Chris Doyle included only Bonaire together with Venezuela in one guide, also last printed in 2006. William T. Stone and Anne M. Hays devoted a chapter to all three islands in their *A Cruising Guide to the Caribbean* (a revised version of the classic "Hart and Stone"), published in 1991. Don Street's *Cruising Guide to the Eastern Caribbean: Venezuela and the ABC Islands* was written in 1989. Yet all three islands, individually and collectively, have much to interest the cruiser as destinations in their own right, as well as being conveniently located on the heavily traveled Lesser Antilles-to-Panama route.

Frank Virgintino, author of Free Cruising Guides, has filled a need for a compendium of information for cruisers about what have become popularly known as the ABC islands. It's odd that an up-to-date cruising guide dedicated to this group has been so long in coming, because, as he points out, they are "just about in the middle of everywhere" — 420 nautical miles from Grenada to the east, 435 nautical miles from Cartagena to the southwest, and 355 nautical miles from the Dominican Republic to the north. It's a wonder that anyone cruising the Caribbean for very long could miss them, and Virgintino says that you shouldn't!



Chapters cover approaches to the islands, Customs and Immigration regulations, language, ports, anchorages, facilities and services. Wind and weather are discussed; although high winds are common there, the islands are below the hurricane belt (Virgintino notes that the last hurricane to hit the ABCs was in 1877).

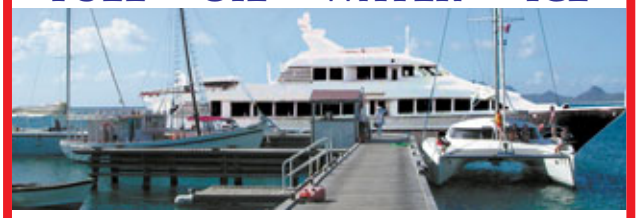
In the process of writing this guide, the author visited each of the harbors and towns described. All of the information in the guide is a result of his personal research and knowledge of the ABCs; none of it was garnered secondhand. While the content of *A Cruising Guide to the ABC Islands: Aruba, Bonaire and Curaçao* is eminently useful, thorough and more than timely, the visual presentation suffers from some aesthetically clashing type fonts, a functional but uninspiring layout and the inconsistent quality of photos and other images. Having a professional graphic artist redesign this book would make it a real "wow". But that's just a quibble — for this much reliable free information, who's complaining?

Virgintino states, "The ABC islands are unique and distinct and should not be missed or rushed through." This very welcome addition to the Caribbean cruisers' bookshelf will introduce you to each island's individual characteristics and encourage you to slow down and savor each one.

This book is available at www.freecruisingguide.com.



Tel: 481.3200 • Fax: 481.3202
Corner Of All Saints & American Roads
DAEWOO Panasonic SONY SHARP Serta COSCO BLACK&DECKER Oster

B & C FUELS ENTERPRISE
Petite Martinique
The best fuel dock in the Grenadines for:
FUEL • OIL • WATER • ICE

Cheapest prices in the Grenadines
Unobstructed dock in calm water
16-18 feet of water alongside
Suitable for Large Power Yachts
Easily approached from Carriacou, Union I., Palm I. & PSV
Contact: Glenn Clement or Reynold Belmar
Tel/Fax: (473) 443-9110 email: bandcfuels@gmail.com


BEQUIA MARINA
Open 7 days 8:00am - 6:00pm or later!
Look for the Big Blue Building
Water & Dockage available - new Services coming soon!
Electric: 110V 30Amp • 240V 50Amp • 3 Phase 100Amp, 50 Hz
Bequia Marina, Port Elizabeth, Bequia
St. Vincent & the Grenadines
VHF 68 • Phone: (784) 496 5531

GRENADINES SAILS
& CANVAS • BEQUIA

Services provided:
NEW SAILS
SAIL REPAIRS
U/V COVERS
& FOAM LUFFS
BIMINI, DODGERS
& AWNINGS
DINGHY COVERS
UPHOLSTERY
TRAMPOLINES
STACKPACKS &
LAZY JACK SYSTEMS
NORTH SAILS
REPRESENTATIVE
Located opposite G.Y.E. (northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

Basil's Bar Mustique

EST since 1976

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek and today lives up to that tradition. Recently renovated, the new face of Basil's Bar in Mustique is all that and more: offering fresh seafood, lobster in season, steaks and the best beefburger in the Caribbean. Equipped with WIFI, you can enjoy sunset cocktails and catch up on the web. Breakfast service begins at 8:00am. Lunch 11:00am - 6pm, and Dinner 7:30 until late. Come to Basil's for cocktails anytime and plan to attend the Wednesday Night Jump Up and BBQ. Basil's Bar is home of the only Blues Festival in the Caribbean. The Mustique Blues Festival takes place from January 23 - February 6, 2013. Call (784) 488-8350 or VHF 68.

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

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

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

Visitors to St Vincent are invited to:

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

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

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

WE SHIP AROUND THE WORLD!

FREE CRUISING GUIDES

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



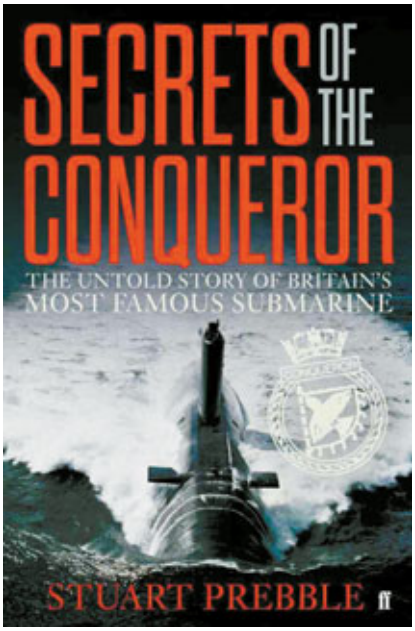
www.freecruisingguide.com

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

BOOK REVIEW BY CHRIS DOYLE

Submarines, Spying and a Sinking: What a Charter Company Guy Knew

Secrets of the Conqueror: The Untold Story of Britain's Most Famous Submarine, *by Stuart Prebble. Faber and Faber ©2012. Hardback, 288 pages, includes photos and maps. ISBN: 9780571290321*



Remember the Cold War? For those of us who grew up in that era, it always loomed darkly on the horizon. The US and USSR stood facing each other, both armed with enough nukes to destroy the world.

Since land missiles could be identified, targeted and destroyed, the weapon of final reckoning was the nuclear submarine capable of firing nuclear missiles from anywhere at sea. Both superpowers had them, and an enormous effort was put into trying to keep track of the opposing side's assets.

At first the USA was well ahead, but suddenly the Soviets more than caught up. Their submarines would surprise US and British subs way too often for comfort. Had they been sold out by espionage? Had the Soviets developed a more advanced technology?

A daring plan called Operation Barmaid was developed around 1980 to steal a towed array of sonar equipment from the Soviets, but it needed to be done without starting a world war. If the operation went wrong, the political fallout would be much worse if the Americans got caught than the British, which may have been a major factor in selecting the British nuclear submarine *Conqueror* as the main protagonist. Between them, the British and Americans secretly designed and built a giant cable cutter capable of slicing through three-inch steel cable and leaving the edges frayed as if chafed. This could be bolted onto the front of the submarine, which would have to come up right underneath the towing vessel in the acoustic blind spot created by its prop.

A couple of test runs on targets were undertaken without any cutting, but before the mission could be completed Argentina's military dictator Leopoldo Galtieri invaded the Falkland Islands in 1982, and most British naval assets, including the *Conqueror*, were ordered south. It was, in a way, an exercise in futility. The Falklands are British, with only about 3,000 inhabitants. They are windswept, the weather is awful, and storms are regular. Before the invasion, Galtieri had done some sabre rattling, and had the British conservative government under Thatcher really been concerned, they could have put some warships in the area. They didn't. At the time it seemed that they might have been looking for some way to divest themselves of this outpost. The Thatcher government was unpopular and Galtieri's invasion proved an opportunity for the Iron Lady. She wasted no time sending a huge task force to the other end of the world.

On board the *Conqueror* was Narendra Sethia, a young British naval officer of Indian heritage (he's usually called Seth). I first met Seth in St. Lucia along with his buddy, Bones, the two of them having just sailed across the Atlantic. I vaguely remember an alcoholic evening on my boat that might have involved the collapse of a table, and certainly involved many beers and lots of hilarity.

Seth was soon working with Ted Bull in a small charter company called Trade Wind Yacht Charters. I was delighted that he was, because I did business with Trade Wind Yacht Charters, and Seth's arrival suddenly meant their accounting systems were up-to-date, well organized, and efficient. A drink with Seth is always an entertaining experience; he tells excellent stories. So it was over a series of drinks and years that I heard bits of the story now told in this book as it unfolded.

While serving on *Conqueror*, Seth kept a diary, which is not strictly kosher according to navy regs, but he did it openly in front of the other officers. In the Caribbean, and out of the navy, Seth started working on a memoir of his time in the navy. Another *Conqueror* crewmember, Simon O'Keeffe, happened to visit St. Lucia and, since Simon's father, Timothy, was a publisher, Seth asked Simon to show his original diary to his father to see if it might be the basis of a book. It would of course all have to be cleared by the navy. Simon took the diary.

Part of Seth's diary covered the pivotal event of the war, the sinking of the Argentinian cruiser *General Belgrano*. Before the *Belgrano* was sunk, a negotiated settlement seemed likely. However, a negotiated settlement would not be the patriotic victory Thatcher badly needed to restore her ratings in the polls. Once the *Belgrano* went down war was inevitable. England won and Thatcher's popularity soared into the stratosphere. Never mind that 907 people died, Thatcher won the election. But questions were still being asked, in particular by the British Member of Parliament Tam Dalyell.

—Continued on next page

—Continued from previous page

He nagged her like a bad conscience. Why was the *Belgrano* sunk? What course was it on? Was it really a threat? The truth (revealed in this book, but not public knowledge at the time) was that at the time she was sunk, the *Belgrano* was steaming away from the Falklands on orders to return home, orders that had been intercepted and understood by the British. It was impossible to make a case that she would cause immediate danger, or even that the sinking was legal under international law. When questioned, Thatcher told anything but the truth.

I imagine it must be more than a little galling to have done your duty, helped sink a ship, killing over 300 people, only to find out that it was all to further the political ends of the prime minister, rather than being for the good of your nation. O'Keeffe, without permission from Seth, allowed Tam Dalyell to copy the diary. Seth, peacefully living in the Caribbean, did not know he was about to become the centre of a storm. It was not long before extracts from Seth's diary were published and the whole thing became a sensation. Shortly after this, the Defence Secretary announced that the logbook from the *Conqueror* had gone missing.

The only possible beneficiary from the disappearance of the log was the British Government. But at this point a strange character called Morley turned up and started telling people he knew that Seth had stolen the logbook. Stuart Prebble, the author of this book, discovered that Seth was in St. Lucia and headed out to find him. He persuaded Seth to return to the UK, be interviewed, and try to save his name.

The missing logbook became a major sensation in the British press and in a bizarre episode, which makes you wonder about the workings of government, two Scotland Yard detectives were sent to St. Lucia to interview Seth, apparently in order to mislead the press into believing that Seth stole the logbook, and that they had recovered it. Their ruse worked. *The Mail on Sunday* ran the headlines "Conqueror Log Seized" and identified Seth as the thief. Other newspapers followed suit.

From a government perspective, it proved a spectacular diversion. Seth was furious because he was, in the eyes of the world and his shipmates, a thief. Having served faithfully as an officer of the navy, he had been used as a pawn in a devious game of dirty politics. Yet what could he do? It was illegal under English law for a lawyer to take a case on commission. The whole legal system was stacked to favor the party with the deepest pockets. Seth was in the Caribbean, he had very little money, and to fight the case he had to hire and pay a lawyer. His only asset was working in the charter trade and being able to offer some time afloat in the sun. It seemed he did not stand a chance. Stuart Prebble, among other good friends, advised him against it. But when you are that badly maligned, you have to fight. Seth was lucky to find an excellent lawyer who believed in him and, against all odds, he took *The Mail on Sunday* to court and won. He was awarded significant damages and vindicated. Several other papers negotiated smaller settlements. Seth has remained in the Caribbean and now lives in St. Vincent where he is a managing director of Barefoot Yachts.

But this was not the end of the story. For Stuart Prebble, something did not fit. By the time the logbook went missing, nearly all the details of the *Belgrano* sinking were known from Seth's diary. Was there another reason for the disappearance of the log: the top secret mission, known as Operation Barmaid, which took the *Conqueror* close to or into Soviet territory to steal Soviet acoustic equipment?

Secrets of the Conqueror reads like a mystery story. Because of the secret nature of the Barmaid, it is only now, 30 years later, this story can be told, and it has improved with time and perspective. Stuart weaves many disparate and complex threads into a readable and exciting narrative. You follow the Falkland's war in a nuclear sub, including a harrowing escape from an Exocet missile by means of the closest thing to a panic button you are likely to find on a nuclear vessel. You take the same submarine-eye view of missions into the Mediterranean and near Soviet waters. In search of how acoustic expertise may have been stolen, Stuart explores the era of Cold War spying. He reveals corruption and lying in high places, and follows a trial in which the government tries to ruin and imprison Bernard Ingham, a civil servant, because he would not be part of the cover-up.

The book also covers Seth's youth from school to his voyage to St. Lucia with Bones in a small boat. Stuart's attention to detail is meticulous. For those fascinated with maritime history, *Secrets of the Conqueror* is a rare find — a sub-sea true-life thriller with a unique Caribbean connection.

This book is available at www.amazon.com.



info@marigotbeachclub.com www.marigotbeachclub.com

GOOD GUIDES ARE TIMELESS

Until Don Street wrote his first guide in 1964, the guide he used was Norie and Wilson's "Sailing Directions to the West Indies", published in 1867.



Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

In 1980 Street said in print that if anyone could come up with an anchorage safe for a boat that draws seven feet that he has not covered in the guide he would buy the drinks. Thirty-two years have gone by and he has never had to buy drinks.

Real sailors in the Windwards, Leewards and Virgin Islands circle in Street's Guide the anchorages that are **NOT** described in the other popular guides. Do the same and you will have quiet anchorages.

HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking & securing for a storm

Street's Guides are available at Island Water World and Johnson Marine Hardware in St. Lucia, Sully Magras in St. Barts, and Blue Water Books & Charts in Fort Lauderdale, or contact channelsales@authorsolutions.com

COCOA COTTAGE

Well established
6 room **Eco-Lodge**
& adventure tour company
FOR SALE in Dominica,
the Nature Island
of the Caribbean

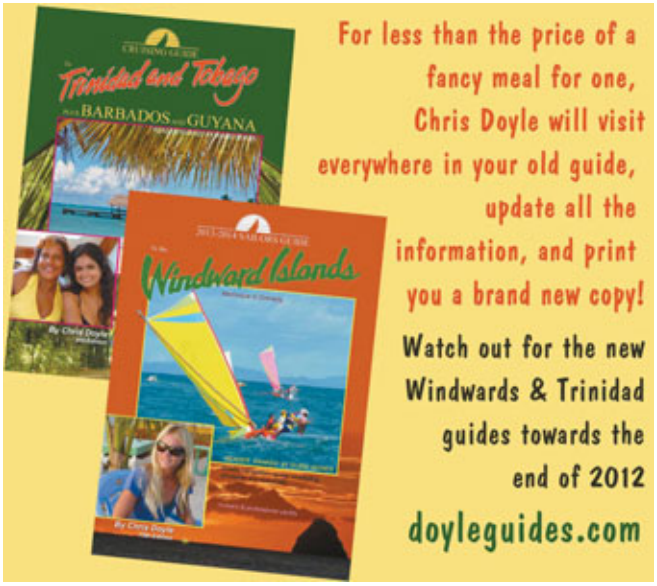
Two adjacent properties/businesses can be sold together or separately. Please inquire for price.



www.cocoacottages.com
www.extremedominica.com

For inquiries please call: 767-295-7272

Extreme Dominica Canyoning & Adventure Tours



Whitchurch IGA
Portsmouth & Roseau
Supercentre & Wholesale



Wide variety of Grocery Products at the Best Prices
Fine Wines
Bakery & Deli
Liquor & Beer
Fresh Pork, Chicken and USDA Beef
Tobacco
Ice
Port Agency/Shore Excursion Services



DHL WESTERN UNION

Picard | Portsmouth | Dominica tel (767) 445 3100 fax (767) 445 3110 whitchurch.portsmouth@whitchurch.com
Old Street | Roseau | Dominica tel (767) 255 1135 | 255 1136 fax (767) 448 5787 iga@whitchurch.com

Gourmet Food Supermarket & whole sale
The best supplier of chilled, frozen and canned food from all around the world



Gourmet Food is my key to success in the kitchen
Christian Fredriksson, Chef, Sweden



We offer an excellent selection of imported cheese, exotic meats, salami, turkey, prosciutto, juices, etc. Seafood, shrimp, prawns, smoked & fresh salmon, fish, lamb, steaks, frozen bread such as baguettes, petit pain, multi grain breads, croissants, etc.

Provisioning for yacht charters, large or small orders for restaurants, hotels, villas or simply to enjoy at home are accepted.

WE ARE SITUATED IN CALLIAQUA, ST.VINCENT
or you can call us at
Tel: 456-2983 or Fax: 456-2987
gourmetfood@vincysurf.com

ALSO IN BEQUIA
Tel: 458-3485
Ocar, Downstairs Coco's



COREA'S FOODSTORE
MUSTIQUE



Your #1 Choice for Provisioning in the Grenadines
Fine Wine, Cheeses, Fresh Fruits, Vegetables & Choice Meats
Monday-Saturday: 8am to 12pm & 3pm to 6pm
Sunday & Public Holidays: 9am to 11am

SERVING AT SEA BY SHIRLEY HALL

Hearty but Healthy Galley Treats

Everyone loves to be able to offer unique, exquisitely tasty food when entertaining guests, whether with a crowd at the potluck or just watching the sunset with a few friends aboard.

Appetizers vary around the world, as do their names. The Spanish say *tapas*, the French say *hors d'oeuvres*, Hawaiians call theirs *pupus*, and in Trinidad we say "cutters". All are delicious, especially when coupled with cocktails.

Nothing says these tasty bites have to be difficult, messy, or unhealthy. All too often a case of the munchies is satisfied by some prefabricated, high-calorie, starchy snack-in-a-bag. With a bit of planning and a little effort you can enjoy healthy treats. None of the recipes below require excessive kitchen skills or equipment.

Before you start the day's walkabout in the market, write your ingredient list and make your last stop at the best veggie vendor. Bring your backpack and be careful not to bruise the produce!



Pak Choy Tuna Rolls

1 Tablespoon yellow mustard
1 Tablespoon mayonnaise
1 bunch pak choy
1 Tablespoon oil
1 small onion, chopped fine
1 clove garlic, minced
1 pound fresh tuna (or two cans tuna in water)
1 tomato, chopped small
1 sweet bell pepper, chopped fine
1 teaspoon ginger soy sauce
salt to taste

Mix mustard and mayonnaise and set aside.

Wash the pak choy well. Separate the largest pak choy leaves and carefully steam slightly (for less than a minute) to soften. Use tongs to handle hot leaves safely. Let cool.

In a frying pan heat oil on medium heat; add onion and garlic. Separate tuna into small pieces or flakes and add to pan with tomato and sweet pepper. Smaller pak choy leaves may be chopped small and also stir-fried. Cook, stirring, until tuna is cooked. Remove from heat and allow to cool slightly.

Put a spoonful of the cooked mixture onto the center of each steamed pak choy leaf. Wrap as cigars and secure with a visible toothpick. Serve either warm or chilled with the mayo-mustard sauce. These may be either an appetizer or a main course, depending on size.



Fried Eggplant Bigani

1 medium eggplant
1 teaspoon salt
1 Cup flour
1 teaspoon baking powder
2 teaspoon Italian seasoning
2 eggs, beaten
1/2 Cup milk
1 Tablespoon vegetable oil for frying

Slice eggplant into rounds about a half-inch thick, or into strips. Place in a large bowl, cover with water and sprinkle with salt. Let soak one hour, and then drain and pat dry with paper towels.

In a bowl combine flour, salt, baking powder and Italian seasoning. Add beaten egg and milk. Beat until smooth.

In a deep frying pan, heat oil over medium heat. Dip dry eggplant pieces in batter, and fry until golden brown. Drain on paper and serve hot.



Curried Green 'Figs'

No, these aren't the sweet, seed-filled Mediterranean fruit. In the Caribbean, we call a certain type of bananas "figs".

One hand (about two pounds) green bananas
1 Tablespoon vegetable oil
1/2 Tablespoon curry powder
1/2 medium onion, chopped small
3 cloves garlic, minced
1 Cup water
3 leaves *chadon bene*, chopped very small
1/2 teaspoon ground cumin (*jeera*)
salt and pepper to taste

Peel green bananas and cut into half-inch pieces. In a frying pan, heat oil and add curry powder, onion, and garlic. Add three Tablespoons water to this mixture. When it starts to expand, add the banana slices and salt. Stir until the banana pieces are coated with the curry. When it starts to stick to the frying pan add the remaining water and stir.

Reduce heat, cover, and let simmer with occasional stirring for 20 minutes. Uncover, add *chadon bene* and cumin, and stir. Cook for five more minutes. Cover and let sit for another five minutes or longer to absorb the flavor.

Serve with crackers, hard bread, or roast "bakes" (West Indian biscuits), or simply skewered with toothpicks.

Nutrition note: Compared to apples, bananas have less water, 50 percent more food energy, four times the protein, half the fat, twice the carbohydrate, almost three times the phosphorus, nearly five times the vitamin A and iron, and at least twice the other vitamins and minerals.



THE DEHYDRATION PROBLEM

Dear *Compass*,

Reading Chris Doyle's article on "Cruisers' Health" in the November *Caribbean Compass* on PSA testing and prostate cancer, it reminded me of the concern I had years ago about being in the middle of nowhere and having health issues. How would I find help? What would I do? Fortunately, these thoughts are gone. Not because I have stopped cruising but because I have learned the truth about maintaining good health, which I would like to share with you. I have been studying medicine for more than half of my life.

As we get older, we expect our health to deteriorate. Unfortunately, young cruisers are having health problems as well. We know that we are not being told the whole truth when it comes to disease and good health, but it is more than that. We are being lied to. For example, the PSA test is deceiving because it is a test that confirms a specific inflammatory antigen that can be caused by other cells and not just the prostate. It detects inflammation and not the cancer. In Europe, it is no longer utilized.

We are more or less aware of the strong influence the food we eat has on our health. We are being warned not to drink too much alcohol and to avoid smoking, to hydrate and exercise. Advice that processed food is toxic and that carbonated drinks, juices and tea do not hydrate are seldom heard. On the contrary, health professionals advocate that coffee, red wine and whiskey when consumed in moderation are good for us. This is false.

A boat develops a hole on the starboard side of the deck. When it rains, water enters the boat and accumulates in the starboard bilge. The boat lists to starboard. We did not see the hole or the water but what is bothering us is the listing to the right. This is the symptom. So, we call an expert to help. The expert says that the boat is out of balance and takes some rocks and places them on the port deck. Hurrah! The problem is solved. Now the rain comes and we add some more rocks. This time some rocks roll over and damage part of the deck (secondary effect). No problem, we substitute rocks with sand bags. Every time it rains, we keep adding stuff on the deck and the boat becomes increasingly sluggish and unstable, until one day it sinks.

In medicine, we do the same. Instead of rocks and sand, we use medicinal remedies or supplements, but we do not address the real cause of the disease. So what is the real cause of disease, you may ask? There are many diseases and that's why we may think that there must be many underlying causes. The most common problem with our health is actually caused by cellular dehydration.

Essential components for hydration are water, sea salt and electric energy. Sea salt is the electrolyte that runs the cellular osmotic pump. The electric energy is produced by our heart and ordered by our brain via neurons to supply cells. When under stress, the brain itself uses a great deal of the electric energy. This interferes with the supply required for the rest of the body's cellular activity. Different types of cancers are related to different types of stress. Dr. Ryke Geerd Hamer proved this.

We can help the body cure itself of any kind of disease including cancer by supplying it with water, sea salt and electric energy utilizing Dr. Robert Beck's pulser. I've used this method over the last eight years and there has been no disease the body did not overcome, including having no dental caries. My motto is: "No surgery, no drugs, no supplements and, most importantly, no misled doctors."

Dr. Darko Velcek
S/V Dora

DOMINICA SHOULD BE EMULATED

Dear *Compass* Readers,

I strongly disagree with last month's letter by Frank Virgintino, author of freecruisingguide.com, calling for a cruisers' boycott of Dominica because of the incident described by the yacht skipper "DNA" in November's Readers' Forum. Far from punishing Dominica we should reward it. Dominica has one of the easiest and best yacht-clearance procedures in the Eastern Caribbean with an automatic two-week in-and-out clearance and no need for a second visit to clear out. Whenever I have visited Dominica the officials have always been very friendly and courteous. I wish all Caribbean countries would model their regulations on Dominica's.

I would note, however, that if Customs officers are going to dock other people's boats, they should do it competently. Damaging someone's yacht unnecessarily is really inexcusable and the cost of repair should have been deducted from the fine. If an officer cannot dock a yacht he should direct the captain to do it.

Frank's idea that DNA should not have been treated like a law-breaker because DNA did not "intend" to break the law is bullshit. While non-professional captains cannot be expected to know every little regulation in each country, every yacht skipper has an obligation to understand at least the rudiments of international travel before he navigates into another country (which, in the Eastern Caribbean, can be quite frequently). This includes hoisting the yellow flag before arrival, arriving at a port of entry, and clearing in. Cruising guides generally give the basic procedures.

Another letter-writer, Mark Lilholdt, seems to think the EU is a paragon of easy regulations. Earlier this year I drove from England to France; both are in the EU. I had to equip the car with headlight deflectors, a big yellow jacket and a roadside warning sign in case of breakdown, a GB plate and a Breathalyzer. If I had not, I could have been fined. Would "not intending to commit a crime" have made any difference? Absolutely not! How did I know about these requirements? I asked people who had done the trip before and looked it up online; that was my minimal obligation.

Instead of complaining about his treatment by Customs officials, DNA might acknowledge that he has just received an education, even if it came at a cost. In general, Eastern Caribbean officials are somewhat more tolerant than those of many other nations; as Sally pointed out, a skipper and passenger committing a similar Immigration infraction in the US Virgin Islands did serous jail time. I also recall an incident in Jolly Harbour, Antigua, where a skipper found the Customs office closed and went into the adjoining restaurant to have a meal while he waited for it to reopen — and was heavily fined for doing so ($8,000 if I remember correctly). Having been in this business for many years I can find many "fine stories" from many different countries. Most I find to be outrageous, but this Dominica incident, not at all. If it saves DNA getting in much worse trouble in the future, the experience might even be beneficial to him.

Mark Lilholdt claims that, "the heavy-handedness of Dominica's authorities isn't news. It's not news that sailors, going south or north, seek to sail in international waters when passing Dominica." To me it is hardly "heavy handedness" to have a two-week in-and-out clearance easily obtained in a single simple visit to Customs. I see lots of French boats when I am in Dominica, so clearly his countrymen do not all feel like Mark. Yes Mark, the EU does have regulations, and had a Dominican skipper tried to do what DNA did — dropping off foreign nationals and sailing away without clearing in — in Guadeloupe, he would have been in trouble. Guadeloupe itself has, in the past, been pretty heavy handed. Once, many, many years ago, an American charter yacht was fined US$20,000 for picking up charters in Martinique and dropping them in Guadeloupe, a technical crime (this law is not even applied any more) that was much harder to understand than not clearing in.

I suggest cruisers try visiting Dominica for yourselves and see how you are received. If you follow the basic regulations I think you will be delighted.

Sincerely,
Chris Doyle
Ti Kanot

20TH IMPRESSION IN CARRIACOU

To 'Just Passing Through Carriacou',

I would like to take up your challenge (see last month's Readers' Forum) and tell you differently about Immigration in Carriacou.

I have been cruising in the Southern Caribbean for eight years. In the last two years I have cleared Immigration in Carriacou no fewer than twenty-two (22) times. At no time have I been treated with other than courtesy and professionalism. I actually look forward to seeing my friends at the office. On many of my visits I have had occasion to wait my turn. Several times those in front of me had some sort of problem, ranging from language to documents. At every turn the gentleman in the office made every effort to assist in a calm and friendly manner.

I must take umbrage to one making a complaint without specifics or backup information.

I am sure there is only one such office in Carriacou.

Steve Shull
S/V Certitude

—Continued on next page



The Food Fair

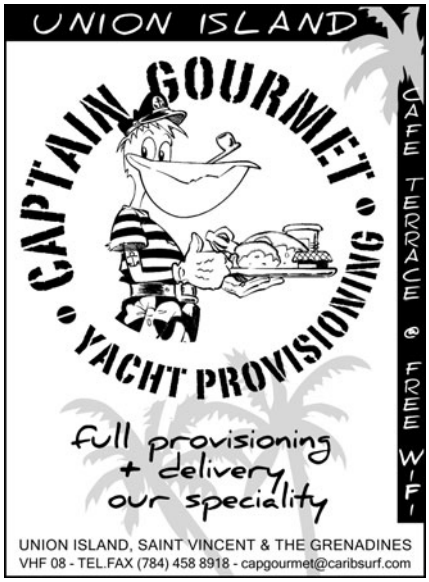
Stock Up

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

Hubbard's

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

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



Read in Next Month's *Compass*:

Antigua Charter Show Shows Off!

Cruising the Offbeat Virgins

Old Dinghies Sail On

...and much more!

DIESEL OUTFITTERS N.V.
Marine Engineers
New address:
Bobby's Marina Airport, Airport Road 32,St. Maarten N. A.
Accessible by dinghy
Perkins JOHN DEERE
AUTHORISED DEALERSHIP AND WARRANTY WORK
Parts, Sales and Service
Overhauls, Repairs and Service to all Diesel Engines
Marine and Industrial Generators
Servicing all Gearboxes
Fuel Injector Service
Suppliers of Donaldson Filters
Cel: + 1721 556 4967
Fax: + 1721 545 2889

McIntyre Bros. Ltd.
TRUE BLUE, ST. GEORGE'S, GRENADA W.I.
YAMAHA
Parts - Repairs - Service
Outboard Engines 2HP-250HP
Duty-Free Engines for Yachts
TOURS & CRUISES - CAR & JEEP RENTAL
Caribbean HORIZONS
PHONE: (473) 444 3944/1555
FAX: (473) 444 2899
email: macford@spiceisle.com

ATL RANGE EXTENDER
FUEL BLADDERS
Space Saving DESIGN
PROUDLY MADE IN Ramsey, NJ USA
The SAFEST Way to Travel FARTHER!
> Available in 7 Convenient Sizes
50, 100, 150, 200, 250, 300 & 500 Gal.
> Gasoline and Diesel Compatible
Simply Unfold & Fill with Std. Nozzle
+1-201-825-1400
boatbladders.com
atl@atlinc.com
Always In Stock! ORDER NOW!
ATL

—*Continued from previous page*

PHOTO FINISH!

Dear *Compass*,

YES! I won! A weekend for two at the Carriacou Grand View Hotel! I won the first prize in the "Above the Water" category in the 2012 Carriacou Photo Festival. And it is from the balcony of our "prize" room that I write to you of this adventure. Our sailboat, *Anegada*, is staying at anchor in Tyrrel Bay while we



take advantage of king-size beds, air conditioning, freshwater showers, a swimming pool, WiFi, a restaurant and a warm welcome from Shirley and her team!

The idea of the Carriacou Photo Festival was launched by a workgroup looking for a means to promote the island. It is supported by the Grenada Board of Tourism and by the numerous companies that offered prizes. The winning photos will be used for a one-year period by the Grenada Board of Tourism to advertise Carriacou.

The festival took place on three days, from November 9th through 11th, with four categories: above the water, under the water, adults, and children under 15 years. The top three winners in each category received vouchers for dives, meals or hotel room nights. T-shirts and souvenirs of Carriacou were drawn between participants.

The opening evening took place at the Lambie Queen with the sound of the usual steel band and was a great moment. The next day, Marina Fastigi of the Kido Foundation gave a very interesting talk about the fauna of Carriacou. (I learned that the island could be proud of sheltering two animals appearing in the record books: the longest insect and the insect living longest!) If the entertaining party on Paradise Beach on the Saturday didn't achieve the expected success, the awards ceremony, with a completely delicious buffet, gathered the main participants. And the rest of the time was dedicated to shots. No need to go far in Carriacou — the streets, paths and waters of the island abound in colour, exotica and authentic subjects. Dive shops offered special prices to visit magnificent sites near the island. A stroll on secluded White Island allowed me to shoot the winning picture. Carriacou is a paradise for the photographers!

This first edition of the Carriacou Photo Festival saw the participation of about 20 persons. Watch for this year's dates and do not miss a stop in Carriacou to participate in Photo Festival 2013!

Nicole Bonjour
S/Y Anegada

PLEASE THANK THE ADVERTISERS

Dear *Compass* Readers,

Communication — our greatest challenge.

Long before I began representing the *Compass* as an ad sales agent for Puerto Rico and all the Virgin islands, I had been voraciously reading, consuming the great information, news, humor et al in the *Caribbean Compass*. Your reading of this Forum letter, right now, is happening because marine vendors, regatta committees, authors and others have been willing to spend their hard-earned money to advertise.

When it comes to advertising in the *Compass* — those dollars are well spent.

Each month *Compass* gives us detailed reporting, colorful pictures, editorial, and stories with context and perspective that serve all Caribbean mariners. I think it is essential to keep our hobby and passion healthy by having a monthly information source like *Compass*. That doesn't happen for free. When marinas, chandleries, restaurants, regatta committees, yacht clubs, scuba shops and others spend their precious dollars to advertise in the *Compass*, it shows they are willing to support a publication that has supported them and their customers.

When all of us, who are fortunate enough to call ourselves cruisers, visit various islands, I urge you to patronize businesses that are conscientious and informed enough to advertise in the *Compass*. Let them know, "I'm here because I read about you in the *Compass*."

Ellen Birrell
S/V Boldly Go

WHO CAN WE TURN TO?

Dear *Compass*,

Although we know that *Compass* does not publish individual consumer complaints, do you know of any avenues to report fraudulent business practices in the Caribbean islands? We really need a forum for warning other cruisers of people not to do business with, or to tell our side of the situation with a chance for the business to respond if they wanted to. Thanks for letting me know.

Concerned Cruiser

Dear Concerned,

Yes, there are avenues to report fraudulent business practices in the Eastern Caribbean. When it is yachting related, we first suggest bringing the matter to the attention of the national marine trades association. Most islands have them; some are more active than others. A list of the Eastern Caribbean's national marine associations is at www.caribbeanmarineassociation.com/v2/countries.php.

If the marine trades association is unable to resolve the problem, we urge cruisers with complaints about a specific business to write to the local Chamber of Commerce or an appropriate governmental department such as the Ministry of Tourism, with a copy to the company concerned.

There are also several Facebook pages for different islands (i.e. Antigua Cruisers, Grenada Cruisers, Trinidad Cruisers, et al) where consumers sometimes vent about problems, but often the business places concerned either don't see or choose not to respond in those forums.

CC

DIGINAV
Shipchandlers will never offer you
20 years experience
in service and installation for the leaders
GARMIN.
Raymarine
FURUNO
SIMRAD
MARINA du MARIN MARTINIQUE
+596 596 747 662 - visit.www. diginav.fr - email.diginav@wanadoo.fr

Sail deSpice!
www.grenadasailingweek.com
Sea Hawk
MOUNT GAY RUN
Island Water World
Grenada Sailing Week
31 Jan - 5 Feb 2013
Camper & Nicholsons Racing Series



Letter of the Month

Dear *Compass*,

While aboard our yacht lying to anchor off Petit St. Vincent, my crew and I were shocked to watch some residents of Petite Martinique attempt to drive a mature whale on to the beachfront of the Petit St. Vincent Hotel.



Our first brief reaction was that the boats racing around the whale were trying to save it from beaching. That seems to be the reaction in most of the world. However, in seconds it became clear that the people were trying to corral the whale and harpoon it. The initial hunting party consisted of about four fast RIBs and an island trader wooden boat of about 35 feet. The whale passed very close to our bow and was between our boat and the beach before it veered back to deeper water.

'An aberration': Citizens of Grenada (which includes Carriacou and Petite Martinique) are not allowed to hunt whales under IWC rules, and using a cargo vessel as a whaleboat is unheard of. Authorities say they'll take appropriate measures to prevent a recurrence



For the next couple of hours the whale was pursued by a growing number of Petite Martinique boats. I followed in my RIB at a very conservative distance to see if I could photograph the events. A neighboring yacht's crew with several in a dinghy also followed but we were all nervous about the attitude of the whalers toward us spectators. We stayed well back.

As time passed, more boats jointed the melee. I counted two trader-type boats, a high-powered cigarette-type boat and five RIBS, all with large horsepower and much faster than the whale. Wherever the animal swam, the whalers tried to drive it toward one of the many reefs in the area. I observed the men in the RIBs harpoon the whale four times. As the hunt proceeded farther from Petit St. Vincent, I did not follow. Ultimately the whale got away. I can only wonder if it is out at sea now, dying of its wounds.

Later that afternoon I went ashore and watched the crews return. I asked if the island had a facility to render this animal, as Bequia has. I was informed, "No, but they would do what they have to do". I was shocked. To properly butcher this huge animal is a very large task indeed, requiring both a skill level and a facility. Clearly the islanders of Petite Martinique had no plan. Their hunt was for entertainment.

It is my understanding that treaties exist governing the hunting of whales throughout the islands. Is not the Government of Grenada a signatory? And if they are going to hunt, should they not have a facility for this?

D. Laurin

Editor's note: We asked Grenada's Chief Fisheries Officer for his response to this incident, which follows.

Dear *Compass*,

According to preliminary information received from the Fisheries Officer for Carriacou and Petite Martinique, a group of fishermen/mariners encountered a species of cetacean that appeared to have lost its pod and headed for shore. However, while engaging the animal they were advised by persons in the area to abstain from further pursuit, which they heeded to and therefore the animal was able to enter the deep and eventually went away.

Normally, when a large cetacean gets separated from its pod and becomes disoriented, fishermen/mariners would assist in getting it back to the deep. This is the first known incidence where the animal has been actively pursued.

With respect to Grenada's status on large cetaceans, please note the following:

• Grenada is a member of the International Whaling Commission and therefore conforms to rules and decisions of the Commission.

• Grenada does not have an IWC quota to harvest large cetaceans and therefore we do not have a hunt or facilities to support a hunt.

• From all indications this incident was an aberration and therefore we are taking appropriate measures to prevent a reoccurrence.

I trust that this clarifies the issue.

Regards,
Justin Rennie, Chief Fisheries Officer
Fisheries Division
Ministry of Agriculture, Forestry and Fisheries
Grenada







Yacht Brokerage

Visit us at www.caribbean-yachts.com for complete list of boats for sale



AMEL 54 2008
110 HP Volvo! . Genset . Water Maker
Air Cond Full options 1 Year Amel
Warranty - Like New 599 000 €



Lagoon 410 S2 - 2006
Charter Version - 4 Cabins / 4 heads
2* 40 HP 160 000 €

MONOHULLS

Amel 54 2008 full options	599 000 €
Amel Super Maramu 2000 Superb	259 000 €
Beneteau Oceanis 500 - 1988 Charter version	100 000 US$
Hunter Marine - 2007 - Private boat full options	179 000 €
Beneteau 50 - 2007 Owner Version	179 000 €
DUFOUR 385 - 2005 - ATTRACTIVE PRICE	89 000 €
Jeanneau SUN ODYSSEY 37 - 1996 - Owner boat	49 000 €

CATAMARANS

Lagoon 500 - 2011 3 Cabins - Like New	550 000 €
Lagoon 470 - 2002 3 Cabins - New Engines	SOLD
Lagoon 410 S2 - 2003 - Owner Version	220 000 €

Us and European Markets

Caribbean YACHTS .com

French Caribbean
Saint-Martin . Martinique . Guadeloupe
Phone: + 590 590 294 845
www.caribbean-yachts.com

TRADEWINDS

Cruisers are you looking to be:

Freelance CREW

In the form of a Captain and a Hostess/Chef - Team for live-aboard Charter Catamaran!

Join the lifestyle of a fun & outgoing company in the Caribbean Islands.

Qualifications Required:

- Captain with RYA Yacht Master Off Shore (or equivalent)
- Chef/Hostess with an interest in cooking with a basic understanding of culinary skills
- Dive master qualified is an advantage (Either for the Captain and or the Chef/Hostess)

We offer full training on-site in the Caribbean.

If you want to run FUN charters from time to time while you are cruising in the Caribbean this could be your DREAM job. Anyone with an interest is welcome to apply.

CALL TODAY for an interview:
SXM telephone +1721-553 0215 or +1721-588 3396

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

THE MULTIHULL COMPANY

THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE

WWW.MULTIHULLCOMPANY.COM

Let the world's largest international catamaran and trimaran brokerage, The Multihull Company, assist you with the purchase or sale of a multihull anywhere in the world.

The Multihull Company offers several distinct differences, from its pioneering buyer/broker program developed by founder Phillip Berman, himself a World Champion catamaran racer and author, to its international print advertisements that reach just the right buyers and sellers of catamarans, to its monthly newsletters that actually help readers understand the market, the latest trends in sailing, and even tackle the recent controversies about electric engines, helm station placement, daggerboards versus keels, etc., to our powerful online presence and social media know-how and U.S. and European boat show participation.

Visit us at www.multihullcompany.com and see why The Multihull Company is truly the choice of sailors around the world. We offer even the casual browser the means to understand the market with expert videos, articles and an extensive selection of catamarans and trimarans listed for sale.



2008 89' Catana
€4.900.000



2007 73' Executive
$2,000,000



1999 60' Fountaine Pajot
$619,000



2007 50' Catana
$950,000



2008 50' Lagoon
$749,000



2000 47' Catana
€340,000

San Francisco • Seattle • Ft. Lauderdale • Charleston • St. Martin • Grenada • Trinidad • Tortola • France • Turkey
Phone: 215-508-2704 Fax: 215-508-2706 Email: Info@multihullcompany.com

WHAT'S ON MY MIND

Anchorage Respect and Consideration

by Liesbet Collaert

I seem to remember that most people who live ashore respect other people and are considerate about what they do or don't do. They have respect for their neighbors, their co-workers, the teachers of their children, other drivers, anyone crossing their path. Sure, there are more rules to be followed living this mainstream life as opposed to living the cruising life, but most of people's behaviors are based on common sense. But, of course, there is always a group of human beings not caring about others — it happens everywhere.



View of our anchorage from the top of Irie's *mast — there is room enough in paradise!*

Another thing that you learn throughout life and while traveling is to respect other cultures, traditions and peoples. When you visit another country, whether it is to pass through or stay extensively, you observe, learn, understand and try to fit in. You don't just take the ways and habits from your home country and plant them at your destination. Isn't that why you explore the world and cruise the seas? Isn't that one of the reasons you left your country in the first place? Do you really want every place you visit to turn into a quite literally "home away from home"? If so, maybe it is better to not leave the familiarity of said home at all.

While cruising throughout the Caribbean, you see western traditions take root and places change into smaller copies of North American or European communities. It isn't all bad, of course, as long as these areas don't influence the local lifestyle (too much). We all like and miss certain things from our previous lives and having a little taste of that once in a while is, actually, quite refreshing and comforting. And, when our bellies are satisfied, our native language rejuvenated, our social encounters fulfilled, and our batteries charged we move on to explore new horizons.

When anchoring in the next beautiful and exotic bay or lagoon, we drop anchor with appropriate scope, leave room for others, and are considerate of our fellow cruisers. We are friendly with the locals and respect their unique and different way of life. This is all common sense, but unfortunately, it doesn't always happen. Baffled, my husband and I were, when we came across the following situation in a particular anchorage in the San Blas islands, an area where the SSB and VHF stations are mostly used and controlled by a small group of "resident" cruisers.

We enter the harbor, pass boat X and wave. No acknowledgement. There is a float on the water's surface, marking their anchor and preventing others from settling in "too close". We manage to find a good spot, away from them and everybody else, set the anchor and relax in the cockpit. Mrs. X drives by in the dinghy, we wave, nothing. Another cruising boat arrives later in the day and drops anchor a good distance away from the float. When darkness sets in, Mr. X goes over to the new boat, where the owners are having a cocktail. He asks them to move. He says he has a lot of chain out (125 feet in 12-foot depth with good holding in sand) and is worried that the two boats would hit when the wind shifts. We are in the most popular and busy anchorage in the San Blas, where current and wind don't always agree. Oh, and he lives here! This is his spot for years. Therefore he needs all this chain out and chases everybody away who anchors at a respectable distance! (We saw him yell at other boats anchoring "too close" as well.)

He lives here? In Kuna Yala, where foreigners are not allowed to settle? The new boat moves to avoid conflict. Even though they "live here" as well, at the moment…

Things make more sense when we hear the stories. This is the guy who started cutting the grass and doing some landscaping on one of the Kuna islands. The Indians didn't appreciate this and sent him away. I guess he came back. One of our friends anchored in boat X's usual spot when boat X was away in mainland Panama. A friend of Mr. and Mrs. X dinghied over and asked our friend to move, because this was boat X's spot. "Oh, okay. Will boat X be here later today then?" "No, but they live here, so you better anchor elsewhere."

Now, a few days later, my husband and I have gotten used to the sight and the smell of Mr. X burning brush daily on a different Kuna island. We wonder if he bought some land and is becoming a Kuna himself. Nobody lives on this island but bugs, so we are kept in suspense what the future will bring: a newly landscaped picnic area or another expulsion? Boat X has also moved to the only mooring in the bay and dropped his rock — with the float again — to mark his territory in paradise.

But… his boat's swinging radius is smaller now and a quarter of the bay instantaneously opened up!

Liesbet Collaert is a freelance writer who lives and cruises with her husband, Mark Kilty, on S/V Irie. *Visit their website at www.itsirie.com.*

CALENDAR

January 2013

1 Public holiday or "recovery day" in many places (New Year's Day)
1 Gouyave Sailing School Junior Regatta, Grenada
1 – 2 Carnival Parade and Last Lap, St. Kitts & Nevis. www.stkittsneviscarnival.com
1 – 6 Crucian Christmas Festival, St. Croix. www.stxfestival.com
2 Public holiday in Cuba (Victory of Armed Forces Day) and Haiti (Founding Fathers' Day)
4 – 27 St. Barts Music Festival. www.stbartsmusicfestival.org
6 Public holiday in some places (Three Kings Day/Epiphany)
12 Entre Mer et Lune Race, Martinique. Club Nautique Le Neptune (CNN), www.clubnautiqueleneptune.com
12 – 19 22nd Annual Bitter End Yacht Club Midwinter Regatta, Virgin Gorda. Bitter End Yacht Club (BEYC), www.beyc.com
14 Public holiday in Puerto Rico (Eugenio María de Hostos Day)
16 – 17 Superyacht Captains' Briefing, St. Maarten. info@ussuperyacht.com
17 – 19 25th Bonaire International and Local Fishing Tournaments. www.bonairefishingtournaments.com
19 - 20 Round Antigua Race. Antigua Yacht Club (AYC), www.antiguayachtclub.com
20 Women's Cup Race, Martinique. Yacht Club de la Martinique (YCM), www.ycm972.org
20 PCYC Hobie Cat Match Races, Grenada. www.pcycgrenada.com
21 Public holiday in Barbados (Errol Barrow Day), Puerto Rico and USVI (Martin Luther King Day), and the Dominican Republic (Our Lady of Altagracia)
21 Mount Gay Rum Round Barbados Race. www.mountgayrumroundbarbadosrace.com
21 – Feb 1 WK 5.5 and Scandinavian Gold Cup, Curaçao
22 – 26 44th Annual Spice Island Bill Fish Tournament, Grenada. www.sibtgrenada.com
23 Barbados to Antigua Ocean Race. Barbados Cruising Club (BCC), alene@barbadoscruisingclub.org
23 to Feb 6 Mustique Blues Festival. tel: (784) 488-8407
24 – 26 Jamaica Jazz and Blues Festival, Montego Bay. http://jamaicajazzandblues.com
24 – 27 Bequia Mount Gay Music Fest. www.begos.com/bequiamusicfest
25 Public holiday in Aruba (GF Croes Day)
25 – 27 Heineken Regatta Curaçao. www.heinekenregattacuracao.com
25 – 27 The SuperYacht Challenge Antigua. http://thesuperyachtchallenge.com
26 Public holiday in the Dominican Republic (Duarte's Day celebrated)
26 Fire Ball Full Moon Party, Trellis Bay, Tortola, www.aragornsstudio.com/fire.htm. Bomba's Shack Full Moon Party, West End, Tortola
26 – 27 Around Martinique Race. CNN
28 Public holiday in the Cayman Islands (National Heroes' Day celebrated)
28 – Feb 2 5.5 Metre IC World Championships, Curaçao.
TBA Latitude 18 Halyard Challenge, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), www.royalbviyc.org
TBA Governor's Cup, Tortola. RBVIYC

February 2013

1 – 3 12th Club Náutico de San Juan International Regatta, Puerto Rico. www.nauticodesanjuan.com
1 – 3 Grenada Sailing Festival Work Boat Regatta. www.grenadasailingfestival.com
1 – 5 Grenada Sailing Week Yacht Series. www.grenadasailingweek.com
2 Grenada Sailing Festival Junior Dinghy Championship. www.grenadasailingfestival.com
2 World Wetlands Day. www.ramsar.org
7 39th Anniversary of Independence. Public holiday in Grenada
7 - 10 Jolly Harbour Valentine's Regatta, Antigua. www.jollyharbourregatta.com
8 Flora Flotilla, Dominican Republic to Haiti. www.freecruisingguide.com
8 - 10 2nd Annual Marina Pescadería Sailing Rally, Puerto Rico. www.marinapescaderia.com
9 - 11 Carnival Regatta, Martinique. CNN
9 - 12 24th Semaine Nautique Internationale de Schoelcher, Martinique
10 - 17 Curaçao Youth Championships. www.ahosailing.org
11 – 12 Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela, and other places
13 Public holiday in many places (Ash Wednesday)
15 – 17 Copa del Rey Regatta, Puerto Rico. www.clubnauticopuertorico.org
15 – 17 CYC Youth Championship, Curaçao. cursailing@gmail.com
15 – 18 35th Annual Sweethearts of the Caribbean and 31st Annual Classic Yacht Regatta, BVI. WEYC
17 Sailors' & Landlubbers' Auction, Bequia. www.bequiasunshineschool.org
18 Public holiday in Puerto Rico and USVI (Presidents' Day)
18 – 22 RORC Caribbean 600 from Antigua. http://caribbean600.rorc.org
19 – 21 8th Annual Multipurpose Reef and Surf Science Symposium. Puerto Rico. www.imprsymposium.org
21 – 24 5th Annual South Grenada Regatta. www.southgrenadaregatta.com
22 Public holiday in St. Lucia (Independence Day)
22 – 24 Anguilla Regatta. www.anguillaregatta.com
22 – 24 Around St. Maarten Multihull Regatta. www.StMaartenMultiHullRegatta.com
23 Public holiday in Guyana (Republic Day)
25 Fire Ball Full Moon Party, Trellis Bay, Tortola, www.aragornsstudio.com/fire.htm. Bomba's Shack Full Moon Party, West End, Tortola
26 Budget Marine Match Racing Cup, St. Maarten. www.heinekenregatta.com
28 Finish of the Hispaniola 360° Challenge Race, Dominican Republic. www.vueltalahispaniola.com
28 Gill Commodore's Cup. www.heinekenregatta.com

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

B.V.I. YACHT SALES
Est. 1981 "The Informative Brokers" Ltd

Visit our website to view ALL our listings and for free advice on how best to buy & sell yachts in the Caribbean!

SAIL - MONO AND MULTI HULLS:			
57' Jeanneau '10 Like New & Fully Found!	679K	42' Catalina 42 Mark II '96, Great Layout	119K
57' Abeking & Rasmussen '62 Classic	150K	42' Jeanneau 42DS '07 High Spec, Clean	189K
54' Hylas DS/Std '00/99 (2) Starting @	550K	41' Lagoon 410 S2 '06 Gen & Air Boat	220K
54' Ta Chiao CT54 '82 Strong, Seaworthy	249K	41' Beneteau Oceanis 411 '01, With Gear	99K
53' Chantiers Amel Mango '86 World Cruiser	175K	41' Ben. Oceanis 411 '02, Budget Cruiser	79K
52' C & C Custom Wiggers 52 '97, Luxurious	249K	40' Pearson 1979 Fast Centerboarder	32K
52' Jean Sun Odyssey 52.2 '03, Full Kit	319K	39' Privilege 39 '94, Loaded Galley Down	169K
51' Beneteau 510 1994 Extensive Refit	199K	39' C&C Landfall 39 CC '85 Spacious	47.5K
50' Voyage 500 '07 Luxurious, Great Value	599K	39' Corbin 39 '85 Fast, Strong, Upgraded	99K
49' Hunter 49 '08 Incredible Value	249K	39' Najad 390 '91 Blue Water Equipped	129K
49' Jeanneau SO 49 '05, Never Chartered	259K	38' Island Packet 1992 Strong Cruiser	119K
48' Tayana 48 '00 Strong, Comfortable	315K	38' Freedom '88 Excellent Design/Value	79K
47' Ben. Oceanis 473 '02, Fast, Very Clean	149K	37' Peterson '77 Budget Racer / Cruiser	26K
46' Ben. Oceanis 461 '01, Not Chartered	149K	37' Ben. Oceanis 373 '05 Owner's Version	89K
46' J Boats J46 2001 Fast w/ Gen & Air	360K	36' Westerly Conway 36 '78, Single Keel	32K
46' Grand Soleil 46 1987, Quality Cruiser	139K	36' Feeling 36 '07 Modern Cruiser	119K
46' Warwick Cardinal 46 '87, Immaculate	299K	35' Island Packet '98 Reputable Cruiser	129K
45' Cape George 45 '92 Highest Quality	349K	34' Pacific Seacraft '01 Beautiful, Safe	139K
44' Beneteau 445 '94, Center Queen Fwd	85K	POWER:	
44' Hunter DS44 '06New Engine Genset	149K	48' Horizon 48 2001	150K
43' Slocum 43 '83 Bristol, Near Perfect	149K	48' Sunseeker Manhattan 97 Beautiful	239K
43' Ben. Oceanis 43 '08, Never Chartered	189.9K	33' Chris Craft Coho 33 1975 Immaculate	25K
42' Beneteau 42 CC '05, Air Conditioning	139K	28' Seabourne Tourn. 280 '08 High Speed	59K
42' Westsail DS '74 Legendary Design	135K	www.bviyachtsales.com	

Email:info@bviyachtsales.com Tel:284-494-3260 Fax: 284-494-3535

ST. THOMAS YACHT SALES
Compass Point Marina, 6300 Est. Frydenhoj, Suite 28,
St. Thomas, U.S.V.I. 00802



Tel: (340) 779-1660
Fax: (340) 775-4803
yachts@islands.vi
www.stthomasyachts.com



52' 1963 Custom Alden Design $120,000

40' 2000 Cruiser Express $125,000

Sail

35' 1989 Island Packet Sloop, excellent Cond.	$110,000
38' 1967 Le Comte, Northeast 38, classic, excellent cond.	$ 78,500
43' 1976 Gulfstar, Yanmar 75HP,low hrs. AP,	$ 45,000
52' 1958 Alden Design, fully equipped Exc. Cond.	$120,000

Power

26' 1997 Grady White, cuddy cabin, twin Yamahas	$ 25,000
40' 2002 Corinthian 400, Twin Yanmars, Express Cruiser	$250,000
30' 1974 Fales Trawler Perkins Diesel PH	$ 37,000
55' 2006 Dyna Craft MY Fully Equipped	$550,000

Call, fax or visit our website for a complete list of boats for sale
www.stthomasyachts.com

PICK UP!

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

SIMPSON BAY
- Customs Office
- Shell Simpson Bay
- Simpson Bay Yacht Club
- The Business Point
- The Mail Box

COLE BAY
- **Budget Marine**
- **FKG Rigging**
- **Lagoon Marina Office**
- **Island Water World**
- **St. Maarten Sails**
- Electec

PHILIPSBURG
- **Island Water World**

OYSTER POND
- Captain Oliver's
- Dinghy Dock Bar
- The Moorings

MARIGOT
- Marina Fort Louis
- **Marina Port la Royale**



Caribbean Compass Market Place

Antigua



ondeck Maritime Training
RYA Training Centre
RYA/MCA Professional Certification
Sailing courses from Day Skipper to Yachtmaster Coastal, Offshore and Ocean
Powerboat Level 2, SRC, First Aid
MCA Approved STCW95 Now Available
antigua@ondeckoceanracing.com +1 (268) 562-6696

Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (16%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Dominica

DOMINICA YACHT SERVICES
- Relax! Leave the work to us -



Hubert J. Winston
18 Victoria St.
Roseau & Bay St. Portsmouth
Dominica
+767-275-2851 Mobile / 445-4322
+767-448-7701 Fax
info@dominicayachtservices.com
www.dominicayachtservices.com

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

Grenada



CARRIACOU REAL ESTATE

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

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

We also handle Villa Rentals & Property Management on Carriacou











NEILPRYDE Sails Grenada

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

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

TechNick Ltd.

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

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



continued on next page ⟶

Caribbean Compass Market Place

Guatemala

RIVER LODGE
Tortugal
Fronteras
Rio Dulce
Guatemala
Hotel Marina Restaurant



Tel: 502.5306.6432
www.tortugal.com holatortugal@gmail.com

Martinique

AKWABA
PECHE CARAIBES

FISHING
& SNORKEL GEAR
(Sales & Rental)
OUTDOOR CLOTHING
BEACH TOYS
Mon - Sat 8.30am - 5.00pm
& Sunday morning
Port de Plaisance - Nouvelle Extension - Le Marin
Tel: + 596 596 66 67 88 Fax: + 596 596 38 11 71
akwaba972@orange.fr www.akwaba972.com

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

Caraibe Marine
Rigging
Shipchandler
Electricity
Electronic
LE MARIN, MARTINIQUE
www.caraibe-marine.fr contact@caraibe-marine.fr
Tel: +(596) 596 74 80 33 Cell: (596) 696 27 66 05

YACHTING ENGINEERING SYSTEM
YES
Marine Electrics
Watermakers
Zac artimer - Le Marin, Martinique FWI
Tel: + (596) 596 650 524 Fax: + (596) 596 650 053
yescaraibes@hotmail.com

Martinique

CLIPPERS SHIP
Official dealer for :
APEX
caribe
SUZUKI
Onan
CLIPPERS SHIP
Le Marin – Martinique – clippers-ship@wanadoo.fr
phone: +(596) 596 71 41 61 - fax : +(596) 596 71 77 57

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

Voiles Assistance
Didier and Maria
LE MARIN/MARTINIQUE
Sails & Canvas (repairs & fabrication)
located at Carenantilles dockyard
Open Monday to Friday 8-12am 2-6pm
Saturday by appointment
tel/fax: (596) 596 74 88 32
e-mail: didier-et-maria@wanadoo.fr

Puerto Rico

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

ROLLING THUNDER
TRANSPORTATION SERVICES
"Your Satisfaction is Our Reward"
17 years serving western Puerto Rico's cruising community
Affordable, bilingual and personalized services:
• Customs & Immigration (CBP)
• Parts & Repairs, Dry Dock, Mail services
• Medical & Vet services, Provisioning & Mail trips
• Airport Transfers
(Aguadilla, SJU, PSE, MAZ), Car Rentals, etc.
VHF: Channel 16 (Rolling Thunder)
Phone: (787) 519-3177
rollingthunder9704@yahoo.com

St. Lucia

ARC DYNAMIC
Specialist in welding,
machining & fabrication
Managing Director
Lawrence Lim Chee Yung
aka 'Chinaman'.
Rebuild and repair all types of machinery
Fabrication of pulpits, stanchions, davits, chainplates,
anchor brackets, solar panel, arches & more
Rodney Bay Boatyard, Gros Islet, St. Lucia
Tel: (758) 485-0665 or (758) 384-0665
e-mail: limcheyung34@yahoo.com

GOLDEN TASTE RESTAURANT & BAR



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

www.harmonysuites.com
harmony@candw.lc
Tel: (758) 452 8756
Rodney Bay Village
St. Lucia
West Indies
Harmony Suites
SPECIAL RATES
FOR YACHTIES
US$60 - $200
FREE MOORING
FOR GUESTS



BONNE
BAGUETTE
BAKERY LTD.
CAFE/BISTRO FRANÇAIS
Experience the French way in Rodney Bay!
Opening Hours: 7am to 10pm (weekdays), 7am to 11pm (weekends)
Sidewalk main street, JQ Rodney Bay Shopping Mall, Gros Islet, St. Lucia
Telephone: 1-758-486-5871 info@bonnebaguette.com
At Breakfast
With the kids!
OR
For Happy Hour
5:30 till
For Lunch
A true delight for the senses!
We await you at the French Rendez-vous in St. Lucia

RADIATOR & HOSE
WORKS
SERVING THE CARIBBEAN
Opening Hours:
Weekdays 8am-6pm
Weekends 8am-1pm
Monday to Friday
(785) 450-8362
Hydraulic Hoses & Fittings:
Heavy Equipment
Industrial Applications
Transmissions
Power Steering
Brakes
Fuel, Air and Water
Air Conditioning
Radiator Service includes:
Testing/Troubleshooting
Repairs/Recores
Replacing Plastic Tanks
Fabricating Plastic Tanks
Radiator Hoses
Automotive Belts
Hose Clamps & Lubricants
OVER 26 YEARS EXPERIENCE
St. Lucia, Beausejour Road, Gros Islet
rrosemond@radiatorandhoseworks.com

continued on next page →

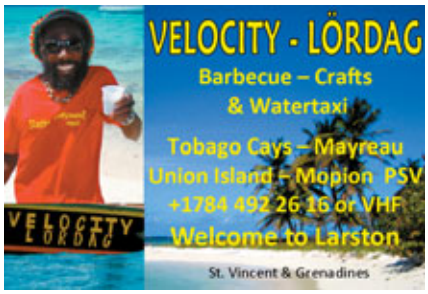
Caribbean Compass Market Place

St. Maarten

BOAT PAINT & STUFF
Time Out Boat Yard Saint Martin
sxm.yffic@domaccess. com

ANTIFOULING SPECIALIST: US NAVY PRODUCT
(PPG Ameron)
COPPERCOAT Permanent Antifouling
(10 years and more…)
Fiberglass + Epoxy & Polyester Resins
Epoxy primer + Polyurethane Top Coat
Phone: + (590) 690 221 676

SVG



LIVE LOBSTERS

Looking for live lobster frozen or cooked?
We do it the way you want - just come to our pool and choose - or just call - we will deliver!

Sabrina
Paget Farm, Bequia
St. Vincent & the Grenadines
Phone:
(784) 531 0539
(784) 458 3588
(784) 457 3012



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

IMPERIAL PHARMACY
Bequia Port Elizabeth opposite Bank of SVG
Feel Better... Live Better!
- NEW CONVENIENT LOCATION
- FULL PRESCRIPTION DRUG SERVICES
- OVER THE COUNTER PHARMACEUTICALS
- MEDICAL ACCESSORIES
- COSMETICS • TOILETRIES



Tel: (784)458 3373 or personal: (784) 593 2421
Fax: (784) 458 3025 E-mail: svd161@yahoo.com

SVG

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



• FILLERS • STAINLESS FASTENERS • ADHESIVES •
• CLEANING SUPPLIES •
BEQUIA VENTURE CO. LTD
appointed agents in
St. Vincent & the Grenadines for
JOTUN
Primer, Epoxy, Top Coat, Antifouling, Thinners
PORT ELIZABETH, BEQUIA
Tel: 784 458 3319 • Fax: 784 458 3000
Email: bequiaventure@vincysurf.com
• NAILS • HOSE CLAMPS •
• SPRAY PAINTS • ROLLERS • BRUSHES • TOOLS •

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

PORTHOLE RESTAURANT & BAR
& Shoreline Mini-Market
We serve breakfast, lunch and dinner
VHF CH68
Phone (784) 458-3458
A friendly atmosphere where you can sit and meet people.
Admiralty Bay, Bequia
Noelina & Lennox Taylor welcome you!

Tortola

GOLDEN HIND CHANDLERY
ONE STOP SHOP FOR ALL YOUR BOAT'S NEEDS!
"IF WE DO NOT HAVE IT, WE WILL GET IT"
GOLDEN HIND CHANDLERIES LTD.
WICKHAMS CAY II - NEXT TO THE MOORINGS
TEL: 1 284 494 7749 FAX: 1 284 494 8031
EMAIL: GHC@SURFBVI.COM

Trinidad

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

Propellers! ISO 484/2
Caribbean Propellers Limited
La Soufriere Compound, Western Main Road, Chaguaramas, Trinidad & Tobago.
Tel/Fax: 868-634-3376
Email: props@caribprops.com
THE WORLD LEADER IN COMPUTERISED PROPELLER SERVICE
Prop Scan 2-7 Blades 10' - 64' (Dia)
Bring your propeller for a FREE inspection

CRACKAJACK CAR RENTALS
Affordable, convenient & at your service
Contact us: Richard - 784-9598
Stuart - 739-6449
www.crackajackrentals.com

MarcOne MARINE SUPPLIES LTD.
SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS
- Stainless Steel Boat Fittings
- Epoxy Resins
- Polyester Resins

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

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

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

continued on next page →

Caribbean Compass Market Place

Trinidad

www.powerboats.co.tt

Power Boats
"the Place for Yachts"

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

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



Caribbean-wide



Venezuela

Venezuelan Marine supply
Vemasca, C.A.
Marine Distributors
Venezuelanmarsupply@cantv.net
Vemasca@c-com.net.ve
Av. Raul Leoni, Playa Concorde, Sede Asovene
Porlamar - Isla Margarita
P 58 295 2642837
F 58 295 2647293

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

TOPPER HERMANSON STEEL & ALUMINIUM SLOOP FOR SALE



WWW.SVWANDERINGSTAR.COM

GENERAL RADIO NET PROCEDURES FOR CRUISERS

Radio nets are run by the Net Controller (NC). He or she will usually begin with a preamble, identifying himself, stating the objectives of the net, perhaps giving some emergency information or information of general interest (such as a weather forecast), and ending with a call for traffic. This is your signal to call in with your boat name or ham call sign. The NC will recognize you and perhaps several others, forming a call list. He will then call you in one at a time, giving each an opportunity to speak with him one-on-one — which everyone else will hear, of course.

You can ask to call another station for a brief conversation on the net frequency. If you wish to speak to that station at length, you should ask to take that station to another frequency.

When you are finished with your contact with the NC, you sign off with your boat name and your status ("standing by" or "shutting down"). The NC will then recognize the next boat, and so on. If you need to re-enter the net you can call "re-entry" anytime the NC is calling for new traffic. This should be used judiciously.

If you have information that someone is requesting, you may insert the word "info" at an appropriate break in the conversation. If the NC does not have the information he will usually ask if anyone does have it, and that is your entry. If you hear a station that you wish to speak to, insert the word "contact" and the NC will call you in at the first logical break.

Insertion of the word "break" infers a higher degree of urgency, which the NC will try to recognize. The use of the double break ("break, break") implies an emergency situation, which requires immediate attention. All of these "insertions" tend to disturb the natural flow of the net and should be used with care.

The NC will usually close the net officially at some specified time or after there are no more responses to calls for traffic.

CARIBBEAN COMPASS

We're on the Web!
Caribbean Compass

www.
caribbeancompass.
com

FREE On-line

CARIBBEAN COMPASS

salona performance cruiser

Model range:
35, 38, 41, 44, 60
Performance or
IBC version

Delivery anywhere in the Caribbean
www.salonayachts.com

European race-winning SALONA yachts
now has a dealer in the Caribbean.
Visit us in Santa Marta, Colombia.
For a test trip, contact:
rep@salona-la.com +57 3148252125



To celebrate our arrival in the Caribbean, we sell our model boat and European Yacht of the Year, a Salona 37, with an incredible 30% reduction! This epoxy, vacuum infused yacht is fully equipped for blue-water cruising!



CLASSIFIEDS

FOR SALE



1987 IRWIN 44 MK II 100.000 US
1986 OYSTER 435 135.000 GBP
1978/2000 FORMOSA 56 199.000 US
2009 HUNTER 45DS 229.000 US
2001 Leopard 42 245.000 US
E-mail Yachtsale@dsl-yachting.com
Tel (758) 452 8531



GRADY WHITE 306 BIMINI 30.5', 2000, center console 2x250 Yamahas, 306gls. gas, 48gls water, shwr/head. Suitable for fish/dive/tour. Fastload 6 wheel aluminum trailer included. For more info Tel: (784) 493-9720



63FT DYNAMIQUE. An elegant sailing yacht, she combines exceptional cruising and sailing performance with stylish, comfortable living areas. Built 1985 - refitted 1998 and 2008. Lying Bequia. E-mail: claire tabor@hotmail.com Tel: (784) 432-5201/457 3377

BOATS FOR SALE IN TRINIDAD
Tel (868) 739-6449
www.crackajacksailing.



55FT. WILLIAM TRIPP SR. YAWL built by John de Wood, in beautiful condition US$300,000 Tel: (473) 415-0837 E-mail: danny_donelan1@hotmail.com



40' MORGAN SLOOP Well maintained with lots of extras. Lying in Grenada. Tel: (473) 420-8574 E-mail: beefletch@hotmail.com



50' BENETEAU M500 1989 Newly re-built Perkins 90HP, 4 en-suite dbl cabins. In good condition. Ideal for chartering. Lying Blue Lagoon, St.Vincent. E-mail: pukasail51@hotmail.com Tel: (784) 433-3334



BENETEAU 37 Slightly fire damaged interior, great project boat, yard willing to give free time to complete repairs. Trinidad US$18,000 E-mail: don@powerboats.co.tt Tel: (868) 634-4346



30' Sturdy Pocket Cruiser Yard willing to give free time to clean up, antifoul etc. Trinidad $3,000US. E-mail don@powerboats.co.tt Tel: (868) 634-4346

CARIBBEAN COMPASS
DON'T LEAVE PORT WITHOUT IT



CHARTER YACHT with good income, MCA approved beautifully maintained. Sleeps 8 guests in 2 dbl & 2 twin cabins all with ensuite bathrooms. Good income, a pleasure to sail and admired by many. E-mail: makayabella@gmail.com Tel: (784) 532-9224

PROPERTY FOR SALE



BEQUIA-HOUSE Friendship Bay, 8 yrs. old, 2 Bed, 1 Bath, 8027 Sq/ft. Fenced lot $225,000 USD E-mail: Bequiahouse@gmail.com



UNION ISLAND - GRENADINES Stone Cottage, swim + turtles at Tobago Cays + kite-surf from here! Sea views over coral reef, full width covered terrace, big airy living/bdrm, kitchen, bathroom. 875 sq/ft in 1/3 acre garden. Mains electricity, 45,000 gl water cistern. Walk to village/beaches. Renovated 2010, set up for holiday rentals, potential to further develop. US$150,000 More info: E-mail: caribbeancottage@btinternet.com www.nicolacontreras.co.uk/caribbeanhouse.html

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

www.caribbeancompass.com

GRENADA Approx. area 150,000 sq/ft (3 acres, 1 rood, 19 poles). US$1 per sq/ft. Located at The Villa in Soubise, St. Andrews, 1 1/2 miles from Grenville by road and 1/2 mile from Soubise beach. Eastern section cultivated with various fruit trees; western section wooded. Telfor Bedeau Tel: (473) 442-6200

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

GRENADA - East side Clarks Court Bay. Excellent views, water access, plots available. 0.9 acres to 9,000 sq.ft. Prices from US$5 to $10 sq/ft depending on size and location. E-mail streetiolaire@hotmail.com

MISC. FOR SALE

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

SAILBOAT PROPS 3 blade 19" to 22", Winches, Barlow, Barient from US250
Raymarine Instruments ST60/Radar/Chtplotter
Aries Wind Vane
E-mail: Yachtsales@dsl-yachting.com Tel: (758) 452 8531

SERVICES

BEQUIA-CLIFF'SFINEWOODWORKING for yacht or home www.bequia-woodwork.com Tel: (784) 431-9500 E-mail cliffduncan234@gmail.com

YACHT DELIVERIES International blue water experienced captain/crew. USCG 100 ton licensed, power & sail. Capt. Louis Honeycutt, experienced & reliable Tel: (757) 746-7927 E-mail: info@247sailing.net www.247sailing.net

WANTED

PANAMA CANAL TRANSIT Enthusiastic sailor looking for transit on cruising yacht. Working for passage preferred, not mandatory. For details E-mail: mari.hennes@gmx.net

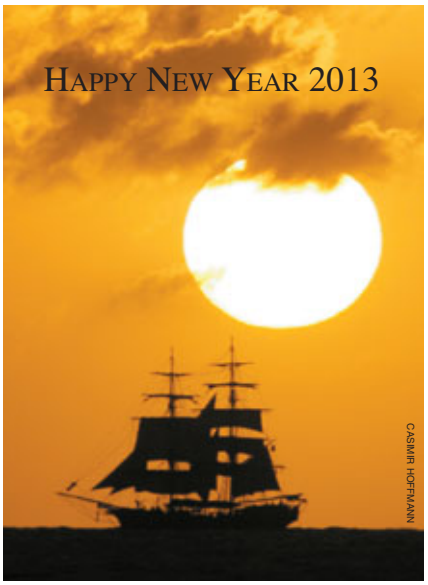
RENTALS

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

CARIBBEAN COMPASS

CLASSIFIEDS

US 50¢ PER WORD
Include name, address and numbers in count.
Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 10th of the month.
email: tom@caribbeancompass.com



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
Aero Tech Lab	C/W	46
Akwaba	Martinique	MP
Anjo Insurance	Antigua	47
Antigua and Barbuda Tourism	Antigua	5
Antigua Classic Yacht Regatta	Antigua	13
ARC Dynamic	St. Lucia	MP
Art & Design	Antigua	MP
Art Fabrik	Grenada	MP
Assurances Maritimes Antilles	Martinique	10
B & C Fuel Dock	Grenada	41
Barefoot Yacht Charters	SVG	20
Basil's Bar	SVG	42
Bequia Marina	SVG	41
Bequia Mount Gay Music Fest	SVG	26
Bequia Venture	SVG	MP
Boat Paint & Stuff	St. Maarten	MP
Bonne Baguette	St. Lucia	MP
Budget Marine	Sint Maarten	2
Business Development Co.	Trinidad	15
BVI Yacht Sales	Tortola	49
Camper & Nicholsons	Grenada	22
Captain Gourmet	SVG	45
Caraibe Marine	Martinique	16
Caraibe Marine	Martinique	MP
Caribbean Marine Electrical	Trinidad	MP
Caribbean Propellers Ltd.	Trinidad	MP
Caribbean Rigging	CW	31
Caribbean Yachts	Guadeloupe	48
Clippers Ship	Martinique	MP
Cocoa Cottage	Dominica	43
Corea's Food Store Mustique	SVG	44
CrackaJack Car Rentals	Trinidad	MP
Curaçao Marine	Curaçao	39
Diesel Outfitters	St. Maarten	46
Diginav	Martinique	46
Dockwise Yacht Transport	Martinique	34
Dominica Yacht Services	Dominica	MP
Doolittle's Restaurant	St. Lucia	43
Down Island Real Estate	Grenada	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	43
Echo Marine - Jotun Special	Trinidad	38
Edward William Insurance	International	37
Electropics	Trinidad	MP
Fernando's Hideaway	SVG	MP
Food Fair	Grenada	45
Frangipani Hotel	SVG	MP
Free Cruising Guides	CW	42
Golden Hind Chandlery	Tortola	Mp
Golden Taste	St. Lucia	MP
Gourmet Food	SVG	44
Grenada Marine	Grenada	11
Grenada Sailing Festival	Grenada	46
Grenada Tourism	Grenada	14
Grenadine Air Alliance	SVG	40
Grenadines Sails	SVG	41
Harmony Apartel	St. Lucia	MP
Heineken Regatta	Curaçao	12
Imperial Pharmacy	SVG	MP
Iolaire Enterprises	UK	37/43
Island Dreams	Grenada	MP
Island Dreams	Grenada	MP
Island Water World	Sint Maarten	56
Joe's Boat Worx	Curaçao	39
Johnson Hardware	St. Lucia	19
La Playa	Grenada	MP
Lagoon Marina	St. Maarten	24
LIAT	CW	8
Live Lobster Bequia	SVG	MP
Marc One Marine	Trinidad	MP
Marina Pescaderia	Puerto Rico	MP
Marina Port La Royale	St. Maarten	25
Marina Santa Marta	Colombia	33
Marina Zar-Par	Dominican Rep	35
Marine Solar Tec	Panama	47
McIntyre Bros. Ltd	Grenada	46
Mid Atlantic Yacht Services	Azores	MP
Multihull Company	C/W	48
Neil Pryde Sails	Grenada	MP
Off Shore Risk Management	Tortola	10
On Deck	Antigua	MP
Ottley Hall Marina & Shipyard	SVG	26
Perkins Engines	Tortola	9
Piper Marine	SVG	MP
Porthole Restaurant	SVG	MP
Power Boats	Trinidad	MP
Radiator and Hose Works Ltd	St. Lucia	MP
Renaissance Marina	Aruba	18
Rolling Thunder	Puerto Rico	MP
Sailing Services	CW	38
Salona Yachts	Columbia	53
SDV Logistique Internationale	Martinique	6
Sea Hawk Paints	C/W	17
South Grenada Regatta	Grenada	13
Slipway Restaurant	Grenada	mp
Spice Island Marine	Grenada	55
SpotlessStainless	USA	MP
St. Maarten Sails	St. Maarten	47
St. Thomas Yacht Sales	St. Thomas	49
Sunbay Marina	Puerto Rico	32
Sunsail Marine Center	SVG	23
Susan Toy	CW	37
Tank and Fuel	Trinidad	7
Technick	Grenada	MP
Tikal Arts & Crafts	Grenada	MP
Topper boat for sale	CW	MP
Tortugal	Guatemala	MP
Townhouse Mega Store	Antigua	41
Trade Winds help wanted	C/W	48
Turbulence Sails	Grenada	11
Turbulence Sails	Grenada	MP
Velocity Water Services	SVG	MP
Venezuelean Marine Supply	Venezuela	MP
Vintages Bequia	SVG	21
Voiles Assistance	Martinique	MP
Voodoo Child Charters	SVG	53
West Palm Hotel	Trinidad	MP
Whitchurch Supercenter	Dominica	44
Wholesale Yacht Parts	Grenada	MP
WIND	Martinique	MP
Xanadu Marine	Venezuela	35
YES	Martinique	MP

MP = Market Place pages 42 to 45
CW = Caribbean-wide

SPICE ISLAND
MARINE SERVICES



KNOW-HOW.

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

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

shop

islandwaterworld.com

10% DISCOUNT ONLINE
FREE-FREIGHT DEALS
GREAT GIVEAWAYS!

great freight rates

WHAT'S NEW?

SEA NAV FLOATING BINOCULARS

7x50 magnification and 132m at 1000m field of view, these waterproof Binoculars feature rangefinder reticule to pinpoint distances and an internal compass, assisting in gathering navigational data while viewing.



Priced at $195.00



PENN DRAG TROLLING AND CASTING REELS

New Squall Lever Drag Reels and Fathom Star Cast Reels. Redesigned high performance drag reels that significantly reduce friction, eliminate hesitation and erratic drag. All marine grade metal construction.



Squall Lever Drag Reels from $174.95

Fathom Star Cast Reels from $239.50

POLY PLANAR ME-400D 500WATT MARINE AMPLIFIER

125W x 4 Channels of crisp, clean audio power. Built from the ground up to withstand the rigors of the marine environment, the ME-400 will be an outstanding addition to your vessel's audio system.



Priced at $167.95

WHAT'S ON SALE IN STORE?

15% OFF



LIFE EDGE WATERPROOF I-PAD CASES

IP67 Waterproof and Shockproof. Floats if dropped in water. Full touchscreen and camera functionality, easy to fit and remove, slim enough to be left on permanently. Both front and rear camera functionality is provided for the iPad 2. Available in Blue, Gray and Green.

Was $125.50 now $106.65

30% OFF

3M 5200 WHITE ONLY CARTRIDGES

High performance polyurethane adhesive/sealant becomes tack free in 48 hours, and cures completely in 5-7 days. Excellent resistance to weathering & salt water.



Was $24.50 now $17.15

30% OFF



BIOBOR

Diesel Fuel Conditioner Microbiocide prevents growth of bacteria in fuel tanks, protecting against tank corrosion and engine failure due to clogged fuel lines. 1 fluid ounce treats 40 gallons of fuel. 16oz Bottle.

Was $29.95 now $20.95

Island Water World

keeps you sailing!

St. Maarten, Cole Bay: + 721.544.5310 • Bobby's Marina: + 721.543.7119

St. Lucia: + 758.452.1222 • Grenada: + 473.435.2150 • Curacao: + 599.9.461.2144

Store prices good while stocks last and for the month of January only.

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