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JANUARY 2018 NO. 268
The Caribbean's Monthly Look at Sea & Shore

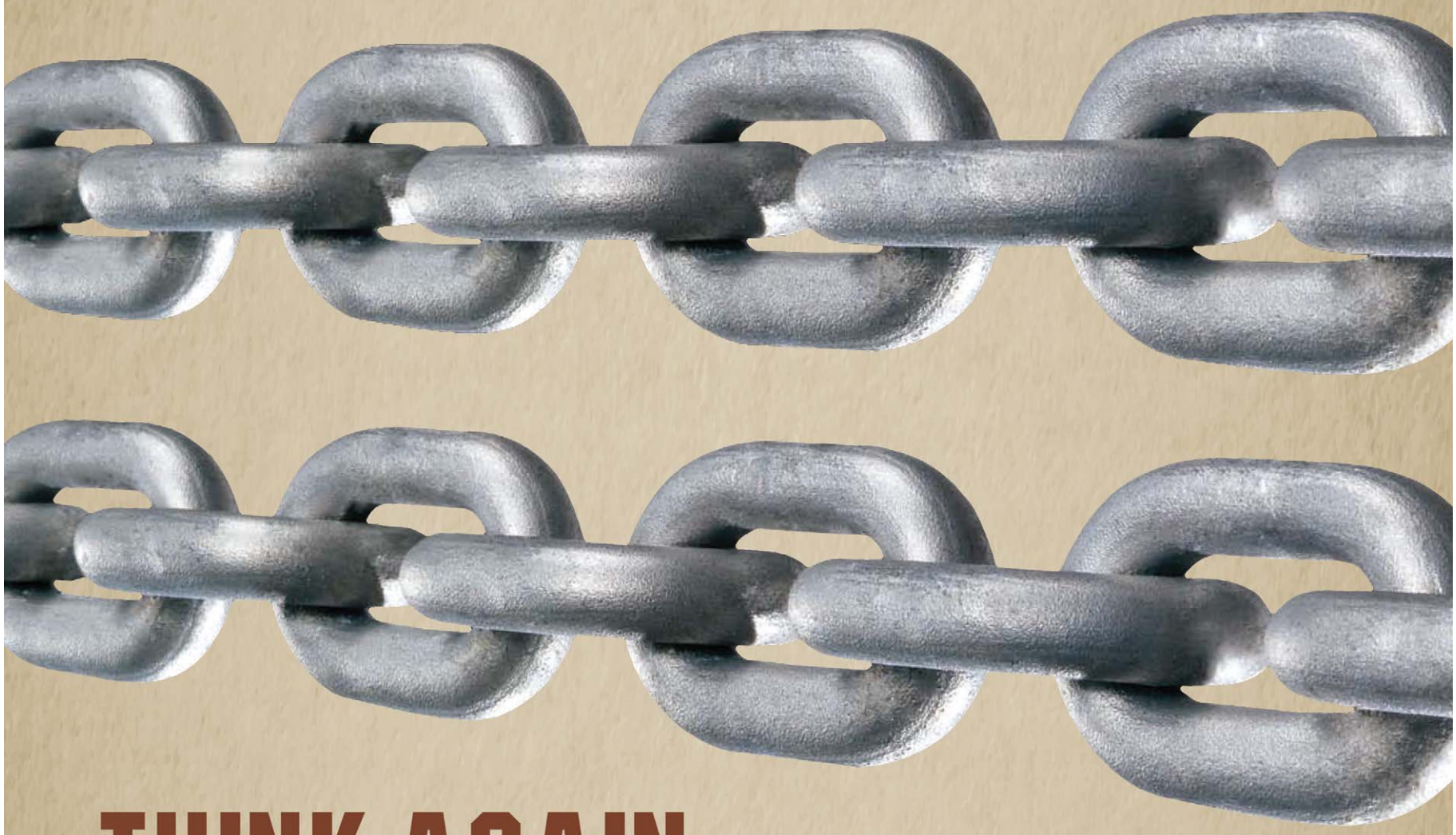
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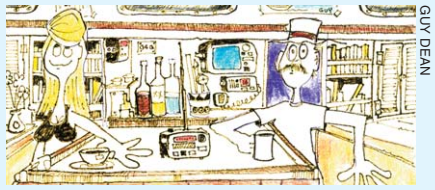
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Tel: (784) 457-3409, Fax: (784) 457-3410, compass@caribbeancompass.com, www.caribbeancompass.com

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

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On the cover: The crew of the Moody Carbineer 44 Mood Magic *crosses the St. Lucia finish line of the 32nd annual Atlantic Rally for Cruisers, sailing in the ARC+ fleet. Photographer Tom Wright captured the* Magic *moment. See ARC 2017 story on page 19*



Info & Updates

Funding a Climate-Resilient Caribbean

At a November 2017 conference organized by the Caribbean Community (CARICOM) with support from the United Nations Development Programme, a broad partnership was formed to support hurricane reconstruction efforts, including over US$1.3 billion in pledges and over $1 billion in loans and debt relief. Support from nearly 400 high-level representatives from governments, multilateral and civil society organizations and the private sector was gathered at UN headquarters with the Secretaries-General of the United Nations and CARICOM to help countries to "build back better" as the first climate-resilient countries in the world.

"Countries in the Caribbean need support now to rebuild, and to take effective climate action. We need a new generation of infrastructure that is risk-informed, to underpin resilient economies, communities and livelihoods," said UN Secretary-General, António Guterres.

"Climate change recognizes no borders, size of country or religion of its people. All are involved and all are consumed; but the small, vulnerable, poor are the most affected," said Prime Minister Gaston Browne of Antigua & Barbuda. "We Small Island Developing States will never achieve the Sustainable Development Goals unless there's funding for climate-resilient communities."

"We have the goal of rebuilding Dominica as the world's first climate-resilient country," said Prime Minister Roosevelt Skerrit of Dominica. "It's an existential matter for us; it's the only way forward."

Visit http://resilientcaribbean.caricom.org for more information.

—Continued on next page

CHRIS DOYLE



For climate-vulnerable Caribbean islands such as low-lying Barbuda, funding for improved resiliency is critical for survival



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DOYLE CARIBBEAN

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Caribbean Development Bank Aids Hurricane Recovery

In December, the Caribbean Development Bank (CDB) approved US$29 million in funding to the Government of Antigua & Barbuda, to assist with recovery efforts after the passage of Hurricane Irma. The funds will be used to rehabilitate and reconstruct critical infrastructure.

Hurricane Irma struck the twin-island nation on September 6th, 2017, making landfall in Barbuda as a Category 5 hurricane. In Barbuda, the hurricane destroyed housing, crops, livestock and fishing vessels, and severely damaged the island's water supply.

Planned infrastructure works include reconstruction of 11 kilometres of road and repair of a bridge; reconstruction and rehabilitation of education institutions in both Antigua and Barbuda, and construction of teacher accommodation in Barbuda; rehabilitation of the desalination plant and water storage facilities in Barbuda; and the upgrade and rehabilitation of agriculture and fishing infrastructure. Additional components include a redevelopment plan and policies for Barbuda, capacity-building initiatives and engineering consultancy services.

The CDB also approved US$65.5 million in loans and grants to the Government of the British Virgin Islands to assist with the recovery, rehabilitation and reconstruction of social and economic infrastructure, resulting from the cumulative effects of recent severe weather events. Daniel Best, Director, Projects Department, CDB noted, "The Government of the British Virgin Islands' preliminary assessment report estimates US$3 billion in damage and losses — the equivalent of three times the annual gross domestic product, from the passage of Hurricane Irma."

The Rehabilitation and Reconstruction Project aims to strengthen the socio-cultural and economic preparedness and resilience of the population of the BVI to future climate-related hazards, while supporting the population in re-establishing sustainable livelihoods.

Visit www.caribank.org/news for more information.

Yachtie Appreciation Week Next Month

The third annual "Yachtie Appreciation Week" in Portsmouth, Dominica will be held February 18th through 25th. It's a way for the island of Dominica to say "thank you" — with parties, discounted tours, and other activities — to all the boaters and cruisers who visit the island, and especially those who provided emergency support after natural disasters such as Tropical Storm Erika in 2015 and Hurricane Maria in 2017.

For more information see ad on page 41.

Salty Dawgs Raise US$30K for BVI Hurricane Relief

Julie Palm reports: The Salty Dawg Sailing Association (SDSA) has completed its fundraising program to support Hurricane Irma recovery efforts in the BVI.

At the United States Sailboat Show in October, 2017, the SDSA presented a check for US$10,000 to the management of the Bitter End Yacht Club to be placed in the qualified 501(c)(3) BEYC Employees' Relief Fund. The contribution will help the employees of the Bitter End Yacht Club rebuild their lives.

The remainder of the contributed funds (nearly $20,000) was transferred to the BVI Rotary Clubs to fund repairs to the Ebenezer Thomas Primary School in Sea Cow Bay, Tortola.



WWW.BWSAILING.COM

Help for friends in the BVI. Left to right: John Glynn, BEYC Marketing Director; Carinne Locher, BEYC Marina Director; and Bill Knowles, Past President of the SDSA

"After years of support from the BVI for our events in the islands, we were pleased to be able to give back in their time of need," said SDSA Vice President Linda Knowles.

At its recent Annual Meeting, the SDSA Board of Directors elected Hank George to serve as its President, succeeding Bill Knowles, who had reached the end of his term. Bill will continue on the Board of Directors.

With an emphasis on safety, communication, education and camaraderie, over 650 boats and more than 2,500 sailors have participated in Salty Dawg rallies since the organization was founded in 2011. The Salty Dawg Sailing Association is a 501(c)(3) non-profit educational organization that hosts several rallies, rendezvous and blue water sailing seminars. Memberships in the Association are available for anyone interested in blue water sailing or long distance cruising. Salty Dawg burgees are found on vessels around the world.

Visit www.saltydawgsailing.org for more information.

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Grenada to Celebrate 25 Years of Workboat Racing

Sarah Baker reports: It will be a Silver Jubilee weekend when the Grenada Sailing Festival stages its Workboat Regatta on February 3rd and 4th. Westerhall Rums, with the Westerhall White Jack brand, take title sponsorship for the fourth year.

This high-action, high-fun Regatta Festival has been a favourite event on Grand Anse Beach for 25 consecutive years and welcomes big crowds of spectators — local community supporters, visiting yachtsmen and cruisers, as well as hotel guests, who all have the chance to experience a unique traditional sailing experience.

GRENADA SAILING FESTIVAL





There will be a full day of Community Class Racing on the Saturday and again on the Sunday morning, when all crews will be going full throttle to win first place in their community races to qualify for Sunday afternoon's GSF16 Match Race Final for the overall title of Champion of Champions and a cheque for US$1,000. The owner of the winning boat will also walk away with a Yamaha outboard engine presented by McIntyre Brothers.

There will be more action on the Sunday in Grenada Sailing Festival's own fleet of GSF16 Workboats, when each community nominates a Junior and a Senior crew to compete to be National Team Sailing Champion for 2018. Carib is sponsor of the Senior National Team Sailing Race and Budget Marine is the Junior Team Sailing sponsor.

Crowds will also be able to enjoy all the best traditional dishes from oil down to lobster at community kitchen food stalls and sample the range of Westerhall Rums, plus ice-cold Carib beers and Blue Aqua water at the Festival Beach Bars throughout both days.

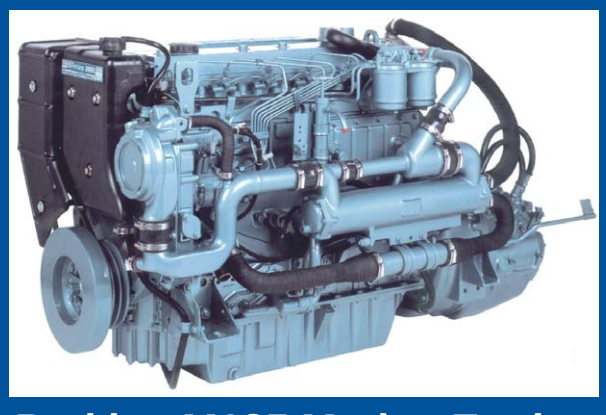
For more news follow us on Facebook: Grenada Sailing Festival

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers Sant Equip of Trinidad, on page 41, and the Atlantic Back Rally on page 15.
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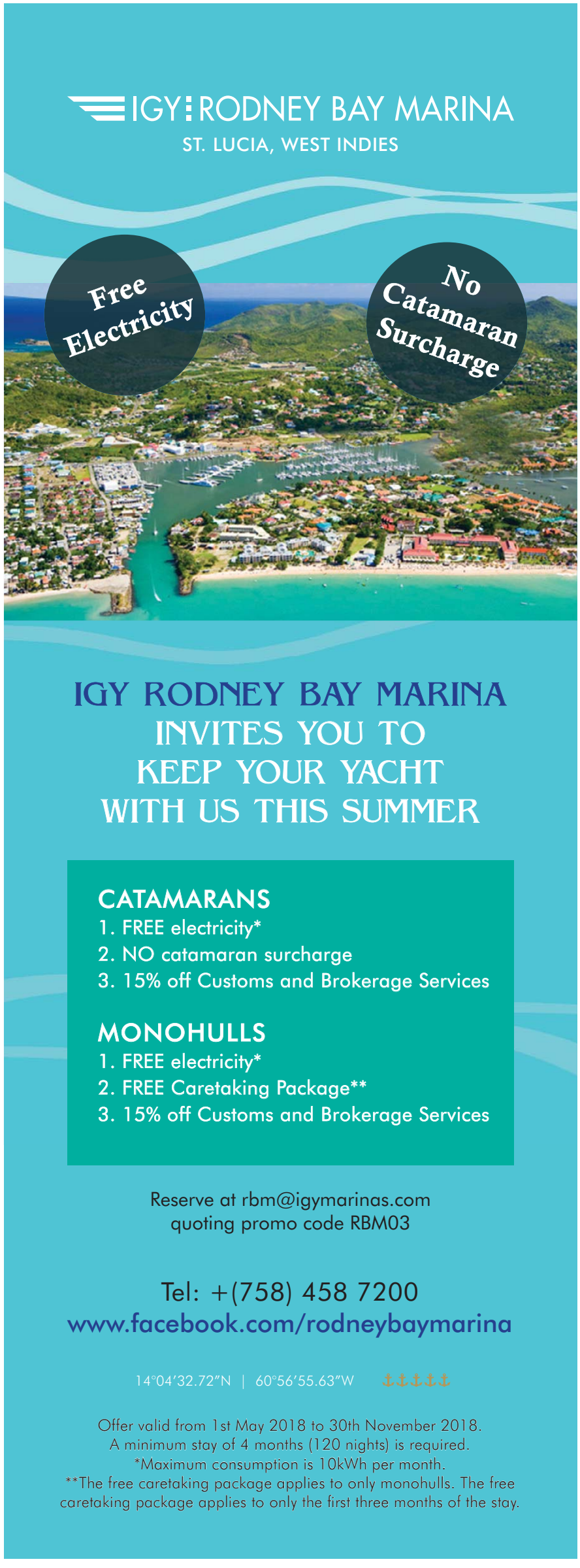
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BUSINESS BRIEFS

St. Kitts to Expand Yachting Sector

As reported by David Robinson in *IBI News*, in late November Lindsay Grant, Tourism Minister for St. Kitts & Nevis, launched two yacht plans that jointly propose a significant expansion of the leisure marine sector.

The announcement was made at Christophe Harbour, which has become the prime yachting asset in St Kitts for superyachts up to 91 metres (300 feet). Minister Grant announced a 'Yachting Strategy Plan' and the 'Yacht Implementation Plan 2017-2022'.

CHRIS DOYLE



Yachts at the capital, Basseterre. St. Kitts plans to expand its yachting sector over the next five years

Grant said the two plans would provide a guide to expanding the yachting sector in the islands. They are based on a 2014 study conducted by the Economic Commission for Latin America and the Caribbean. One key area identified for particular attention is marina and yachting services.

The Minister referred to Dr. Len Ishmael, former ambassador to the Eastern Caribbean States Mission, who suggested: "The local yachting sector is a niche market, which is ripe for investment and offers an avenue through which we can promote our federation and attract new business."

Grant added: "Considering our natural endowments, the government of St. Kitts & Nevis is equally confident that our nation is naturally positioned to take advantage of this niche market and has identified the yachting sector as a strategic priority area for development.

"When the medium-to- long-term benefits of the establishment of marinas such as Christophe Harbour, berthing facilities and boat yards are considered, it translates into economic spin-offs that pay dividends for our local entrepreneurs and ancillary businesses."

He suggested that expansion of the yachting sector also has implications for improved standards of living for citizens and an enhanced profile for St Kitts & Nevis as a premier yachting destination to hold annual marine-related activities.

The two plans, which are linked to the St Kitts Tourism Sector Strategy and Action Plan, will set out a roadmap for expanding the yachting sector over the next five years. The Minister indicated that they would "essentially set forth actionable priorities and strategic plans for development of our yachting sector."

RORC Commits Transat Finish to Port Louis Marina

The Royal Ocean Racing Club (RORC), Camper & Nicholsons Marinas Ltd and Pure Grenada have agreed that Grenada's Port Louis Marina will host the finish of the RORC transatlantic yacht race for the next four years.

For 2017 competitors departed from Calero Marinas Marina Lanzarote to sail the 2,995 nautical miles before arriving at Port Louis Marina. The start date was November 25th, 2017.

The RORC is an exclusive yacht club with 4,100 members and is the world's premier organizer of racing for offshore yachts. 2017 saw the fourth edition of the RORC Transatlantic Race, an annual event organized in association with the International Maxi Association. For that race, 22 entries with crews from around the world raced in a diverse range of boats ranging in length from ten to 30.5 metres (33 to 100 feet).

Pure Grenada CEO Patricia Maher says, "Grenada is delighted to welcome one of the world's most prestigious yacht races to our shores, a move that confirms the stat-

ARTUHR DANIEL



Port Louis Marina, Grenada: the RORC Transat's landfall

ure of our yachting infrastructure and tourism attractions. Racing teams, yacht owners and their supporters will all enjoy a very warm welcome in Grenada over the coming years and can find plenty of ways to celebrate, from rum tasting and fine dining, to our cultural experiences, verdant rainforest and beautiful white sandy beaches."

RORC chief executive Eddie Warden Owen says, "We are delighted that Grenada wants to host the finish of our Transatlantic Race for the next four years. This year will be the fourth time we have finished in Grenada and the competitors receive a warm and friendly reception on arrival. Grenada is an ideal destination with fabulous facilities at the Camper & Nicholsons Port Louis Marina, and close by is the beautiful cruising ground of the Grenadine islands, which is perfect for our sailors to explore at the end of the race."

General Manager of Camper & Nicholsons Marinas' Port Louis Marina Grenada, Glynn Thomas, comments, "Grenada and her waters offer an unspoiled cruising destination in the southern Caribbean and Port Louis Marina is the ideal base from which to explore the region. RORC attracts a great deal of publicity and creates a wonderful buzz of activity within the marina and for the whole island to enjoy. This is a fantastic event to be a part of and this agreement reasserts Port Louis Marina and Grenada as a premiere global yachting destination."

For more information on Port Louis Marina see ad on page 33.

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Lloyd's Register Certification for New Sea Hawk Products

Lloyd's Register Group Limited is a technical and business services organization and a maritime classification society dedicated to research and education in science and engineering. The organization dates back to 1760. Its stated aims are to enhance the safety of life, property, and the environment by helping its clients to ensure the quality construction and operation of critical infrastructure.

Recently two more Sea Hawk antifouling paints, CUKOTE 330 VOC and Islands 44 TF, received the Lloyd's Register Certification in recognition of the high standard of quality in safety, materials and manufacturing of these products.

Visit www.seahawkpaints.com to learn more about Sea Hawk's premium product manufacturing.

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

Mercury's New Outboard Tiller with Ambidextrous Control

Mercury Marine, the world leader in marine propulsion and technology, announces the introduction of its ultra-lightweight and reliable 15/20-horsepower EFI FourStroke outboard platform. In addition, Mercury is proud to launch its innovative new Multi-Function Tiller Handle assembly designed for the 15/20hp EFI FourStroke platform — the world's first portable outboard tiller that offers ambidextrous operation.

Mercury's new Multi-Function Tiller Handle is an ergonomically enhanced control for the company's new 15/20hp EFI FourStroke outboard lineup. This lightweight portable outboard platform starts at just 99 pounds (45 kilos), and is 11 pounds (five kilos) lighter than the platform it replaces in Mercury's outboard line.

Jim Hergert, Mercury Marine category manager, says, "It can be set up for right- or left-hand operation and the vertical down stop is adjustable to accommodate specific boat layouts and body frames, enhancing the boating experience and making it extremely user-friendly."



Traditionally, tiller handles are mounted on the port side of outboard motors, intended for left-hand operation. However, Mercury Marine's user research found that a significant percentage of boaters prefer to control the tiller handle with their right hand. Mercury's new center mounted tiller is adjustable to optimize left- or right-hand control. Using hand tools, boaters can adjust the tiller arm's horizontal angle 18° port and starboard from center, at six-degree increments. The throttle grip rotation is also reversible to complement the tiller angle position to provide a more intuitive and comfortable boating experience, regardless of driving-hand preference.

Today, boaters lack the ability to adjust a tiller's vertical operating angle. Mercury's user research showed that most boaters desire this capability, because boat layouts and body frames vary making tillers difficult to reach in some cases. In response, Mercury designed an adjustable down stop that allows boaters to quickly and easily change the vertical operating angle of their tiller handle for easy reach and relaxed operation. Mercury also designed a tilt lock feature that locks the tiller angle at 73 degrees. This feature is desirable for both fishing and trailering, positioning the tiller out of the way.

Intuitive touch points on the Multi-Function Tiller Handle include the forward mounted shift lever and stop button integrated into the throttle grip for easy reach. The throttle friction knob, with its large, soft-touch rubber over mold is easy to grip. It applies friction to throttle rotation, allowing boaters to easily dial-in their desired speed / throttle response.

Mercury's new outboard features battery-free EFI for fast, reliable starting, instant throttle response and better overall performance; is among the lightest on the market improving acceleration, top speed and handling; and delivers exceptional fuel economy.

Like its siblings in the Mercury FourStroke outboard portfolio, the new 15/20hp EFI is also designed with ease of maintenance in mind. Its clean, no-drip, no-spill oil drain system, fresh water flushing attachment, water separating fuel filter and the maintenance guide under cowl make this one of the most user-friendly outboards on the water today.

The all-new Mercury's 15/20hp EFI FourStroke outboard is available in Mercury, Mercury ProKicker and Sea Pro commercial variations.

The engine will make its U.S. debut at the Minneapolis Boat Show this month as well as its debut in Canada at the Toronto Boat Show, also in January 2018.

For information on Mercury Marine, see ad on page 47.

Gel Box Line for Electrical Connections

Raytech products are used to avoid corrosion at electrical connections on board. The latest innovation is called the Gel Box Line. The pre-filled gel box utilizes up-to-date insulating technology and is ready to seal, protect and make safe electrical connections. Open it, place your connector, close it — and you are ready to go. It fits any type of connector. UL approved, re-accessible even after very long periods, non-toxic, and non-hardening. Fit for submerged applications. There are four sizes available and also five colours if colour coding is required.

Visit www.nexusparts.com/manufacturer/raytec for more information.

Portable Drinking-Water Bladder Tanks

Aero Tec Laboratories (ATL) has introduced their new line of NSF/ANSI-61 compliant potable water bladder tanks. ATL offers two configurations of drinking water bladder tanks that are simple to set up and to operate. The ATL Aqui-fer boasts a space-saving design that reduces its overall footprint. The ATL Aqua-Flex has a more conventional shape that resembles a pillow. Both meet or exceed Title 61 of the National Sanitary Foundation (NSF-61) as well as defense specs MIL-T-53029 and ATPD-2265.

ATL's Aqui-fer and Aqua-Flex bladder tanks are constructed of an extremely lightweight yet super-tough nylon-reinforced rubber. They are fully collapsible, meaning they can be rolled up or folded when empty for storage. Available in sizes ranging from 25 to 500 gallons, ATL's Aqui-fer and Aqua-Flex bladder tanks are equipped with NSF-61 compliant hardware which includes a fill neck assembly and a brass ball-valve outlet with a six-foot length of clear, nylon reinforced water hose. Also included is a rubberized fabric ATL underliner which lays flat underneath the bladder tank to protect it from abrasive surfaces.

Visit www.boatbladders.com for more information.



Caribbean ECO-News

Mission Blue Meets in the Grenadines

Led by legendary oceanographer Dr. Sylvia Earle, Mission Blue is uniting a global coalition to inspire public awareness, access and support for a worldwide network of marine protected areas — "Hope Spots". Mission Blue also embarks on regular oceanic expeditions that shed light on these vital ecosystems and build support for their protection. Currently, the Mission Blue Alliance includes more than 200 ocean conservation groups and like-minded organizations.



MISSION BLUE

Dr. Earle convened a meeting of Mission Blue's Board of Directors and supporters on the private island of Petit St. Vincent (PSV) in the Grenadines, from November 4th through 8th, 2017. Co-hosted by the Philip Stephenson Foundation, the gathering focused on solutions for the protection and restoration of marine environments, centered around the Hope Spots program. The attendees included high-level representatives from the International Union for Conservation of Nature (IUCN), alongside foundations, entrepreneurs, consultants and NGOs that are engaged in marine conservation projects.

Over three days the participants reaffirmed their commitment to safeguarding the blue heart of the planet by achieving a target of 30 percent of oceans fully protected by 2030 and by using Hope Spots as a catalyst for no-take marine protected areas around the world.

"This is a point in history that is unprecedented, with opportunities to take action while there is still time to protect and restore vital ocean systems," said Dr. Earle. "Globally, about half of the coral reefs, mangroves and seagrass meadows are gone or are in a state of sharp decline. In the Caribbean, about 80 percent are gone. Ninety percent of the sharks, tunas and many other kinds of commercially fished wildlife have been taken. But there is evidence that with care, recovery can occur. Together with local communities, the Philip Stephenson Foundation and Mission Blue are supporting efforts to create safe havens — no-take areas — in the Caribbean to help reverse the trends and achieve sustained prosperity for people and the living ocean," elaborated Dr. Earle.

The Philip Stephenson Foundation supports Mission Blue and other ocean exploration and conservation initiatives, including several in the waters near Petit St. Vincent. Collaborating with CLEAR Caribbean, The Nature Conservancy, and Sustainable Grenadines, the Philip Stephenson Foundation is planting an Elkhorn coral garden to replenish the reefs, restoring a local lagoon and mangrove habitat, and establishing a no fishing area in consultation with local fishers.

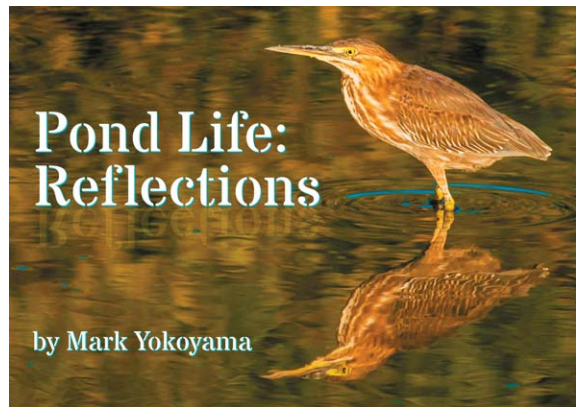
St. Vincent & the Grenadines has been designated a Mission Blue Hope Spot through a grassroots nomination process initiated by Salvage Blue, a local marine conservation NGO.

Visit https://mission-blue.org/hope-spots for more information.

Free E-Book Showcases St. Martin's Bird Festival Stars

Each year, the Les Fruits de Mer association hosts the Migratory Bird Festival on St. Martin. The stars of this festival are the birds that travel so far to come to the island each year, and the wild places and creatures they depend on. This lively cast of characters — birds, crabs, mangroves and the ponds themselves — is featured in the new e-book *Pond Life: Reflections*.

"Migratory pond birds such as wading birds and ducks are common and easy to see on St. Martin," explained author Mark Yokoyama. "Ponds are also some of the most important places on the island, ecologically and historically. So it makes sense to showcase ponds at this festival, and the new book also does that."



Pond Life: Reflections has eight chapters that explore St. Martin's ponds from different angles. It takes the reader across the island from the cemetery pond in Grand Case to the ruins of the Foga pumphouse at the Great Salt Pond. It marks the passing of time, from the change of the seasons to the turn of a century.

The book was created as a companion piece to the 2017 Migratory Bird Festival, which was held on November 25th at Kali's Beach Bar in Friar's Bay, located just beside Guichard Pond. Many of the island's ponds were at the time inaccessible due to hurricane debris, but this spot offered great viewing of the pond, its birds and other wetland life. Festival guests had a chance to see and learn about its post-storm recovery.

Pond Life: Reflections can be downloaded for free at www.lesfruitsdemer.com/resources/books.

Exhibit in SVG Next Month: Marine Debris Becomes Art

One Drop in the Ocean is an independent movement in which environmentalists and artists collaborate with each other to transform marine debris into art. Marine debris is defined as any man-made material that has intentionally or unintentionally been disposed of or abandoned in the marine environment.

The project is the brainchild of Raven Hoflund, the founder of The Turtle Project - Mustique. While monitoring turtle nesting beaches daily, she was bombarded with ocean debris and quickly learned about the detrimental effects this was having on our natural environment.

Nadia Huggins is a visual artist who began shooting underwater images in 2014 and also observed marine debris on her daily swims in Indian Bay, St. Vincent. She too, realized the seriousness of this issue.

Raven and Nadia teamed up because they wanted to



tell the same stories. Using art as a medium to tell these stories, they created One Drop in the Ocean. The philosophy behind the project is to create a ripple effect of change, through one simple action.

The idea is to host a series of beach cleanups, whether individual or group effort, to collect ocean debris. A call to local artists for collaboration is organized, and they are invited to create work from materials gathered. All of these works would be displayed at an exhibition to show the magnitude of the problem.

This will raise local awareness, and hopefully create the desired ripple effect — to incite people to take action to refuse, reduce, reuse, and/or recycle.

Raven Hoflund says, "Nadia and I started One Drop in the Ocean because we both recognized the urgency to change the way we as Vincentians consider environmental pollution — specifically, marine debris. We are surrounded by the ocean, and the importance of preserving this vital resource goes without saying.

"We are an independent group of artists and environmentalists on a mission to turn marine debris into art. We want to inspire people to be more conscious of the environment and become catalysts for positive change. We have already hosted a series of beach cleanups and have over 30 artists and students currently creating artworks to display at the Old Public Library in Kingstown. We hope to launch this exhibition on February 22nd, 2018 and have it running for one week."

Contact serenissima6@gmail.com or nshuggins@gmail.com, or visit www.facebook.com/onedropintheocean for more information.

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SOPHIA STEELE

Redonda Reborn:

A Dying Island Given a Second Chance at Life

by Sophia Steele

Just over a year ago, the Government of Antigua & Barbuda announced ambitious plans to restore its little-known and uninhabited offshore island of Redonda. The once-forested island has been turned into a rocky and unstable landscape, owing to the impacts of invasive alien species. We're not talking extra-terrestrial here, these are well-known aliens: goats and rats. Alien, because they are not a natural part of the ecosystem and were introduced to the island. Invasive, because they have dramatic, negative impacts on the native plants and animals.



JEREMY HOLDEN FFI

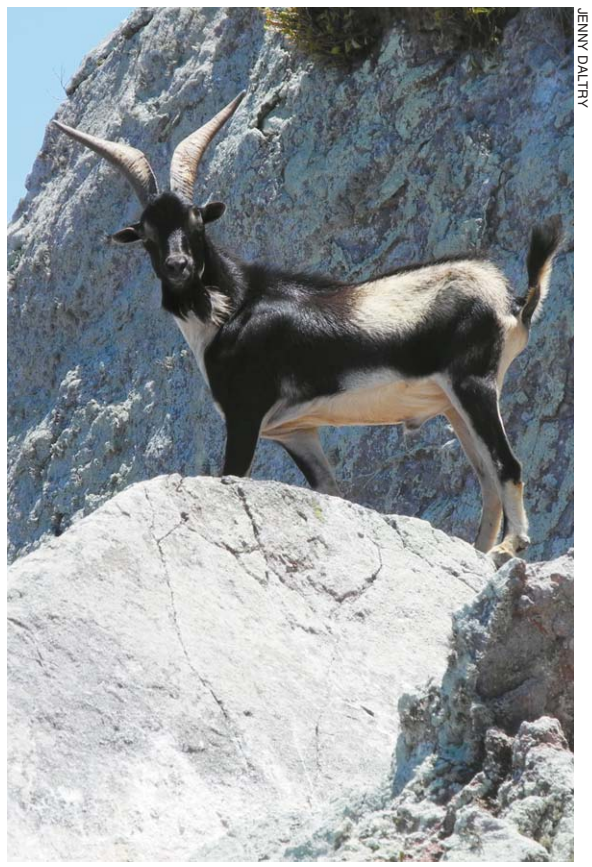
The island's nesting seabirds and endemic reptiles have taken a hard hit. Rats and goats have wiped out most of the vegetation; the few trees that have managed to cling on to steep slopes are overcrowded with Magnificent Frigate Birds and Red-footed Boobies seeking nesting sites. Rats could be seen swiping eggs from the nests of Masked and Brown Boobies. It was rare to see a land bird, and low insect biodiversity was clearly noticeable. The introduced goats were, in fact, a significant cause of their own suffering and population decline, as they slowly reduced their food sources on the island.

Fast-forward to today and the island is quickly changing. The efforts of the Redonda Restoration Programme, a collaboration among the Government of Antigua & Barbuda, the Environmental Awareness Group, and Fauna & Flora International, are bearing fruit only a few months after the removal of the goats and rats. Butterflies, not seen on the island for years, dance among the tall grasses growing in areas once devoid of vegetation. An insectivorous Grey Kingbird is spotted perched on one of the remaining ficus trees, again a sight not seen on Redonda in many years.

Clockwise from above:
Redonda from the air, greening up six months after eradication of invasive species;

'Alien' long-horned goats that decimated Redonda's natural vegetation have been relocated;

Helipad on Redonda before eradication



JENNY DALTRY

Impacts of invasive species are ranked in the top five threats to biodiversity and have contributed significantly to the loss of species. The Caribbean region has one of the highest rates of species loss on the planet, including ten percent of the world's bird extinctions and greater than 65 percent of the world's reptile extinctions since the 1500s. A decline in biodiversity leads to unbalanced ecosystems, loss of functionality and ultimately loss of services that we humans are dependent on. Conservation efforts are integral in building resilience of ecosystems as we face an array of threats, some of which we have no control over.

Redonda, located 35 miles southwest of Antigua, is one of several offshore islands in the Caribbean to undergo eradication of major invasive species, including offshore islands belonging to Anguilla and St. Lucia as well as Antigua & Barbuda. In all instances, populations of native wildlife have increased significantly, and several endemic species have been brought back from the brink of extinction.

Redonda, unfortunately, has already seen local extinctions including the Burrowing Owl, the Redonda Skink and an iguana species. However, for other species it is not too late to receive a helping hand towards survival. The island supports regionally significant populations of breeding seabirds, but populations have declined dramatically. The fact that Redonda was mined for seabird guano, between 1865 and 1914, yielding up to 7,000 tons per year, does indeed indicate high seabird populations historically. In fact, the island was once one of the largest phosphate mines on this side of the globe. Researching and conserving the remnants of Redonda's human history is vitally important to the country and archaeological work remains a component of the RRP's plan.

In addition to the founding partners of the RRP, the dramatic changes observed on Redonda would not have been possible without the involvement of Wildlife Management International Limited, Caribbean Helicopters and the British Mountaineering Council. The restoration team has included a diverse number of local and international volunteers and experts. Years of planning and current and future programme implementation have been funded by the Darwin Initiative, Global Wildlife Conservation, the National Fish and Wildlife Foundation, the US Fish & Wildlife Service's Neotropical Migratory Bird Conservation Act Programme, and the Waitt Foundation.

The actual restoration fieldwork began in November 2016 with the removal of goats. As is well known, wildlife can be generally uncooperative, whether or not it is for their benefit. The last of the goats was not helicoptered off the island until May 2017. This unique breed of long-horned goats is of Spanish descent and closely related to those found in Cuba and the Canary and Cape Verde Islands. The herd are adjusting to their new environment on mainland Antigua, having never before heard dogs barking or cars honking their horns. They are now in the care and ownership of the Ministry of Agriculture, Lands, Fisheries and Barbuda Affairs, who intend to maintain the breed and explore options of utilizing any unique traits.

This year a core team of ten determined individuals, including experienced climbers, set up camp for an eight-week adventure of rat eradication. Safe access to the island is limited to helicopter only, a 20-minute ride from Antigua.

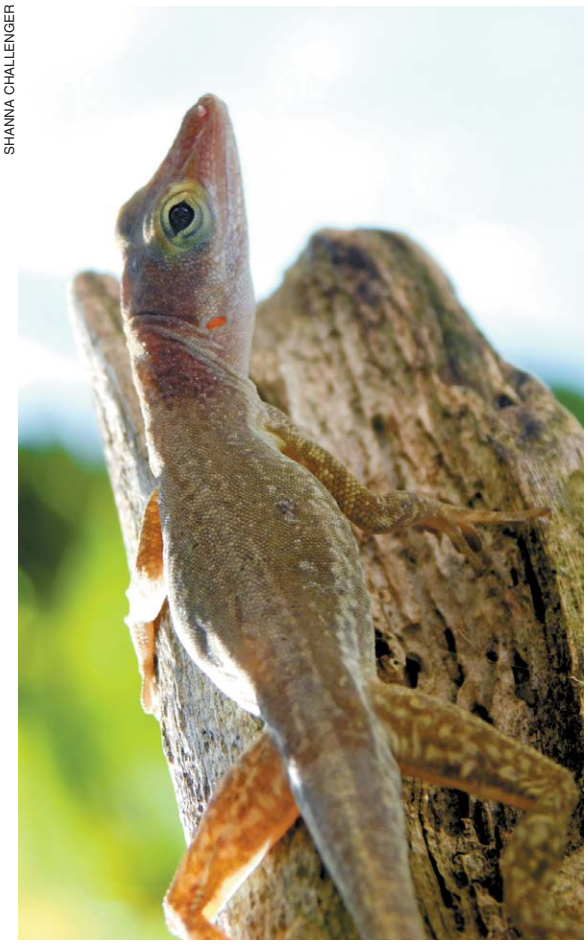
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The team was in effect quite isolated and it was paramount that all safety precautions were adhered to. The rat eradication operation adopted protocols that have been successfully and safely applied in other offshore islands since the 1990s. The bait distributed across the island has no recorded negative impact on non-target species. As well as monitoring the uptake of the bait, the team monitored the wildlife and assisted in training and further building local capacity for additional volunteers and Government staff that could spend a day or more on Redonda.

SHANNA CHALLENGER



Above:
The endemic Redonda tree lizard

At right:
Part of the restoration team during a biosecurity-check visit. Thanks to the restoration efforts, Redonda now looks more like a healthy Eastern Caribbean island (top, in November 2017) and less like the surface of the moon (bottom, before the project began)

All the hard work has paid off, and there has been no evidence of rats since the completion of the eradication. However, as is international protocol, declaring it rat free will have to wait until mid-2018, when a final evaluation is carried out. In the meantime, we watch Redonda explode with life. A vital component of the work is continued biosecurity checks. Permanent bait stations placed on the island act as indicators, and would show evidence of rats if they are present, these are checked regularly. This is also accompanied by biosecurity protocols put in place for the restoration team, researchers and other persons visiting the island.

An educational campaign continues to highlight actions that persons can take to ensure that they are not responsible for spreading invasive species, not just to Redonda but throughout the Caribbean. Sailors, check your boats and dinghies for stowaway rats and mice and your anchors for invasive seagrass (*Halophila stipulacea*).

The Redonda restoration team will continue to gather information on the wildlife of Redonda, with more detailed studies on the endemic reptiles, the Redonda Tree Lizard and the critically endangered Redonda Ground Lizard, and the recently discovered Redonda Dwarf Gecko (not yet officially described). The marine habitats surrounding this island will also be further studied as we expect the intervention on land to positively impact the surrounding sea. Already as the land stabilizes with new vegetation there should be less run-off smothering coral and seagrass beds.

The valuable data and information collected helps us evaluate the success of our conservation efforts, and provides lessons learnt for future work. Of equal importance, it informs the next stage of RRP that develops a management strategy for the area, one that will benefit the native wildlife and in turn add value to this magical offshore island of Antigua & Barbuda.

SHANNA CHALLENGER



CARIBBEAN HELICOPTERS



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REGATTA NEWS

Not Too Late to Enter Grenada Sailing Week!

Rosie Hoggarth reports: There is still time to sign up for the 2018 Island Water World Grenada Sailing Week! The regatta starts on January 29th and runs through to February 3rd with four days of fantastic racing, a lay day and plenty of parties.



GRENADA SAILING WEEK

A record number of racers from all over the Caribbean, North America and Europe are lining up to compete in this highly competitive yet fun regatta. Classes include Racer, Racer/Cruiser, Classic and J/24.

Seasoned Caribbean sailor Mark Norman, who helmed Andrew Yates' Dufour 44, *Piccolo*, in the 2017 Racer/Cruiser class says, "This year (2017) we have raced *Piccolo* in Grenada, Antigua, and Cowes in the UK. Grenada Sailing Week — with sun, fun, good breezes, mishaps and races won and lost by seconds — was the best regatta by far!"

Everyone is welcome, so come along and take part in the racing, cheer from the shoreline or just join in the fun at the after parties.

Register online at www.yachtscoring.com/emenu.cfm?eID=4444. Final registration will take place at Secret Harbour Marina on January 29th.

Race Documents are posted at www.grenadasailingweek.com. E-mail us at info@grenadasailingweek.com, and find us on Facebook: GrenadaSailingWeek, or Twitter @grenadasailweek.

For more information on Grenada Sailing Week see ad on this page.

Antigua's Eighth Superyacht Challenge

The Superyacht Challenge Antigua 2018 will be held from January 31st through February 4th. Yachts in excess of 80 feet (24 metres) are invited to participate. The regatta will have a limited entry of 12 to 15 yachts, depending on the type of vessels, to ensure that Nelson's Dockyard can host the event comfortably. The event has no title sponsorship, to ensure that it will be held for the pure enjoyment of the participants without any conflict of interest.

The eighth edition of the Superyacht Challenge Antigua features an extended programme of five races held over four days. From a Start/Finish line off the entrance to English Harbour, the course marks for the three 12- to 30-mile (approximately) Pursuit Races are set daily according to the prevailing conditions.

Four impressive superyachts made their debut last year, and were among the first to commit to this year's event. These include *Danneskjold*, the 105-foot (32 metre) sloop from the drawing board of Dixon Yacht Design; and the 112-foot (34 metre) *Spiip*, designed by German Frers. Classic designs abound in the regatta, and returning for 2018 are two Hoek designs: *Arcadia*, a 90-foot (28 metre) cutter, and the 172-foot (52-metre) ketch *Elfje*.

Every social event is held in the historic surroundings of Nelson's Dockyard.

Visit www.superyachtchallengeantigua.com for more information.

Huge Variety for RORC Caribbean 600

As this issue of *Compass* goes to press, more than 50 yachts have already entered the tenth edition of the RORC Caribbean 600, starting from Antigua on February 19th. The entry list for the 600-mile offshore event so far boasts a huge variety of yachts, ranging from maxis and racing multihulls to cruising yachts.

RORC Chief Executive, Eddie Warden Owen, says, "It was in May 2008 that I received a phone call from John Burnie and Stan Pearson about creating the first offshore race in the Caribbean, and we had no idea then that ten years on it would be one of the 'must do' races on the world offshore racing calendar. We thought it would be popular — warm water, guaranteed tradewinds, big surf and beautiful scenery, all in the middle of winter — what's not to like? We never thought we would ever get 80 boats, and most of them from outside the Caribbean, and all because of local enthusiastic volunteers and supporters who make the race so special."

George David has been a longtime supporter of the race, taking Line Honours on four occasions. *Rambler 100* reveled in heavy conditions in 2011, setting the race record that still stands (one day, 16 hours, 20 minutes and two seconds). *Rambler 100* also lifted the RORC Caribbean 600 Trophy that year for the best corrected time under IRC. David's Maxi *Rambler 88* will be returning in 2018 and will be hot favourite for Line Honours, and if the conditions are right, a tilt at the record.

"Last year we had a full-on reach all the way from St. Barths to Guadeloupe," David says. "When you are at the helm and the boat is beautifully balanced and you are doing 20 knots with a poled out J1 and staysail for 150 miles, you can't help but smile!"

The race is becoming ever more popular with multihulls, as the complex course with fast reaching legs is ideal for them, and eight teams are among the early entries.

Visit caribbean600.rorc.org for more information.

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Gill Commodore's Cup & St. Maarten Heineken Regatta

Starting with the one-day Gill Commodore's Cup and continuing with the three days of the St. Maarten Heineken Regatta, in early March sailors will be offered a mixture of windward-leeward and coastal races. As the all-out racing monohulls savor the prospect of eight races over four days with windward-leeward races on



LAURENS MOREL

two days and two longer coastal races testing both boat handling and tactics, the regatta also attracts large competitive classes of 40- and 50-foot cruiser-racers. Non-spinnaker cruising boats get more varied courses with less emphasis on tight maneuvers but lots of strategic opportunities to keep the racing tight. Maxis and Multihulls have their own race areas to stretch their legs with races suited to their sailing styles: an emphasis on coastal races with fewer windward legs for cruising-style multihulls and longer, more challenging races for Performance Multihulls and Maxis. Liveaboard cruisers and others just wanting to be a part of the regatta get one medium-length race per day with a leisurely start time and the emphasis definitely more "Fun" than "Serious".

The Commodore's Cup was added as an extra racing day to the St. Maarten Heineken Regatta in 2005. Five years later, in 2010, the Commodore's Cup secured Gill as the title sponsor. The Gill Commodore's Cup will take place on March 1st as a pre-event of the St. Maarten Heineken Regatta. The Gill Commodore's Cup will maintain individual results, allowing sailors to practice and perfect their racing without influencing their main event results. With 90 entries, the Gill Commodore's Cup is ranked among the top five largest regattas in the Caribbean.

The St. Maarten Heineken Regatta's 38th edition is scheduled for March 2nd through 4th, 2018. Four race committees provide custom-tailored racing for the thousands of sailors from more than 35 countries that come to race: from Olympic medalists and World Champions sailing Maxis and Performance Multihulls to holiday-makers on chartered Bareboats and live-aboard families cruising the Caribbean.

In the wake of Hurricane Irma, organizers are encouraging participants to utilize the event's free concierge service for assistance with everything from travel and on-site logistics to charter options and beyond. Regatta Director Michelle van der Werff says, "We plan to make everyone's experience this year as seamless as possible when it comes to logistics. The progress of rebuilding following Hurricane Irma has been impressive, and we are confident that the island of St. Martin will be fully prepared to welcome sailors in March. In the meantime, competitors can visit the regatta website for the most up-to-date news on what hotels, restaurants and marinas are open and taking reservations. We also urge everyone to reach out for any assistance or questions that they may have."

Visit http://heinekenregatta.com for more information. For free concierge service, contact regatta@heinekenregatta.com or (721) 544-2079. To register, visit http://regattaguru.com/heineken/100237; contact racing@heinekenregatta.com for questions about the racing, classes and format.

Plans Underway for Bequia Easter Regatta 2018

Tom Donoghue reports: Planning activities for the 2018 Easter Regatta, to take place from March 29th through April 2nd, are well underway. The regatta organizing committee is pleased to provide you with the following updates.



KENMORE HENVILLE

Registration is now open — please see our website, www.bequiaregatta.com. All the information you need to register can be found here. We are especially pleased to let you know that we have interest from a number of beautiful West Indies Sloops…

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RALLY

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DEPARTURE : MAY 13th 2018

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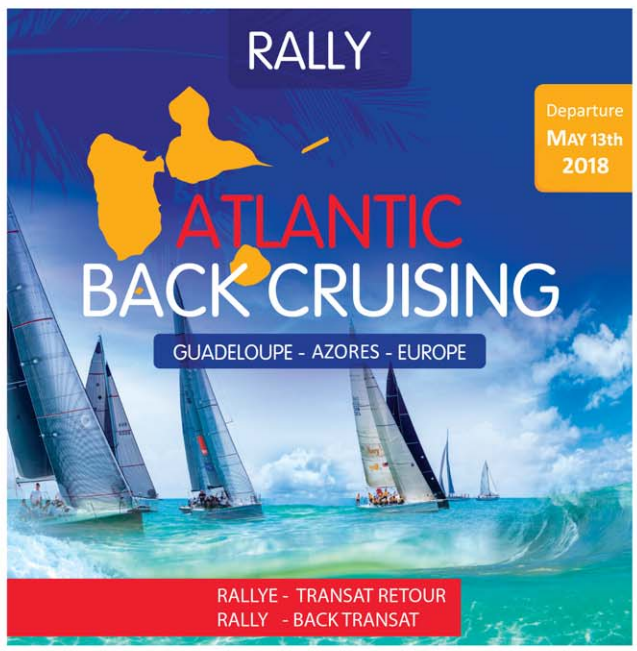
La transat retour / The back cruising

SIX DAYS BEFORE DEPARTURE :
(from May 7th 2018)
All the boats are in the marina
(Pointe à Pitre - Free mooring)
Final registration
Briefings : safety - communication
Safety controls on board

Festivities :
Cocktails - Music - Tourism offers

AFTER DEPARTURE :
Guadeloupe - Azores
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Fleet surveillance 24/24 (with satellite trackers)
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Every day you receive :
- Forecast (general situation and grib files)
- Fleet position
- Routing
- General information

Maritime organization can be called at any time by the boats and families



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Departure of the fleet on May 13th 2018 from Guadeloupe Island (pointe à Pitre)

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…(such as *Exodus*; see photo) that are making plans to race, providing a contemporary and yet traditional feel to our regatta.

We are all busy pulling together the schedule of events for both on- and off-the-water activities, conducting inventory checks, arranging for attendance of our national and international race officials and the recruiting local race personnel.

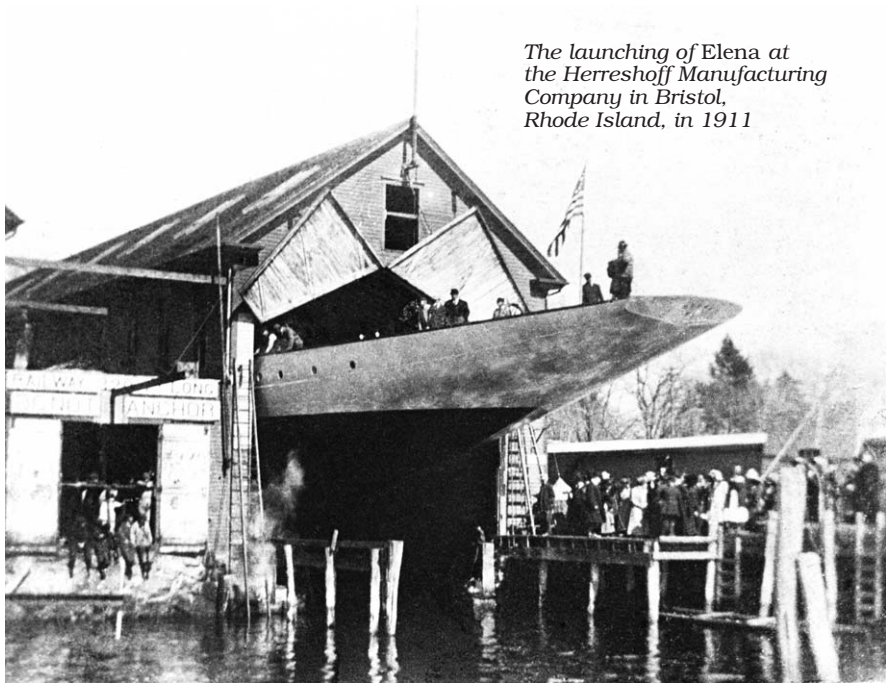
Bequia Easter Regatta 2018 T-shirts and caps, and Bequia Sailing Club polo shirts, T-shirts and caps, will be available for purchase. Prices and availability will be announced soon.

If the team can help with any queries, contact us on bequiasailingclub@gmail.com or call the Secretary (784) 495-2000 or (784) 457-3576, or Race Officer, Yachts (784) 431-6632 or (784) 458-3479.

Visit www.bequiaregatta.com for more information.

Getting Ready for Antigua Classics 2018

Antigua Classic Yacht Regatta's press office reports: The Antigua Classic Yacht Regatta is busy preparing for its 2018 event, to be held from April 18th through 24th. Mount Gay Rum has signed on again as our official rum sponsor and the beer is by Presidente. With new sponsors Newport Shipyard, Lyman-Morse at Wayfarer Marine and the Herreshoff Marine Museum, which is sponsoring our famous Concours d'Elégance, we are expecting an excellent turnout.



The launching of Elena *at the Herreshoff Manufacturing Company in Bristol, Rhode Island, in 1911*

Old favourites like *Mary Rose, Elena* and *Mariella* will be taking part, with *Jonathan* and her human and feline crew, for the second time. We welcome the S&S *Mah Jong*, recently renovated at Gannon and Benjamin, and the schooner *Ruth* — the only steel boat to be built upon a beach in Barbados — as first-time participants, together with *Babe, The Frigate* and *Snow Star* among many others. Well-known

TOBIAS STOERKLE



The splendid 1938 Mylne-designed Mariella *is a regular at the Antigua Classics*

author and broadcaster Tom Cunliffe will be one of the judges at the Concours, and a new class of Classic Motor Yachts is being added to this event, which promises to be as spectacular as ever. Contact info@antiguaclassics.com for details.

Visit www.antiguaclassics.com for more information.

Throwing Down the Gauntlet for Antigua Sailing Week

Antigua Sailing Week moves into a new era in 2018 as the start of the next 50 years of racing is launched from April 28th to May 4th.

Entered as this issue of *Compass* goes to press are 56 boats ranging from 24 to 115 feet (seven to 35 metres), including racing, multihull, bareboat and club classes.

Sir Peter Harrison's 115-foot ketch, *Sojana*, is probably the best known of ASW's hardy supporters. A Lord Nelson Trophy Winner in 2011, *Sojana* was back after a two-year refit in 2017 and won its class; *Sojana* looks forward to returning for a re-match this year. Skipper Loz Marriot says, "*Sojana* will be entering Antigua Sailing Week 2018… to defend her record of four hours, 37 minutes and 43 seconds in the Peters & May Round Antigua Race, a record we missed breaking by one second last year!"

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The restored 43-year old maxi *Kialoa III* is both a long-time supporter and a new returnee. She participated in the 1970s and '80s, and then, after a more than 30-year hiatus, returned to ASW in 2016 and 2017. Helmsman Roland Pieper says, "After our rather strong performance in 2017 with a yacht from 1974, we were



PAUL WYETH

rewarded with a class win (seven bullets, seven points)." He goes on to throw down the gauntlet: "In 2018 we will come back and will certainly aspire to do better. *Kialoa III* can win Antigua Sailing Week overall, and we will be so bold as to make that our target for 2018!"

2017 saw a significant increase in the size of the multihull fleet. New HH-66, *R-Six*, owned and skippered by Tomasz Januszewski from Poland was one of them. "As winner of the Multihull class in 2017, we were planning to race again and defend the title next year. Then we received the news of Hurricane Irma with grief and sadness. We hoped everyone was safe but initially felt our Caribbean 2018 tour might be over. Then an invitation e-mail came from Antigua Sailing Week, which restored our good mood for future events. We will be very glad to take part in the Caribbean sailing circuit in 2018."

For less serious racers the new Club Class was established in 2017. Aimed at those who want to race with more focus on fun and at a lower cost, the first year saw four entries.

Charter opportunities are available through official bareboat sponsor Dream Yacht Charter as well as other race charter companies.

Visit www.sailingweek.com/competitors/race-documents for Notice of Race. Visit www.sailingweek.com/enter-2018 to enter.

Cuba, Land & Sea 'Free Spirit Rally' to Cuba

Addison Chan reports: Would you like to offer support for the Cuban people by donating a used laptop to a worthy recipient, see Cuba through different eyes, and make a difference in the life of a promising young person?

The Free Spirit Rally is a customized rally experience that is designed around you, your crew and your vessel. You choose your exact dates and sail when you feel comfortable, but you will receive the planning, organization and support that you would expect from a traditional rally. We will be there to help you with your planning, your arrival and your orientation into Cuba. You will discover Cuba in a way that is comfortable for you and your crew, and you will see Cuba from a perspective that you can only get with deep local knowledge.

At the center of your rally experience is your donation of a used laptop computer to a promising young person who has been selected based on need and merit. You will spend time with the recipient and their family to show them how to use the computer to create documents, surf the web, send e-mail, etcetera.

Cuba has set a goal of making the internet available to 50 percent of their population by 2020 but a computer is out of reach for most people. Your donation will change a life and give someone an entry into the 21st century.

In your free time you can explore Cuba as you see fit. We will assist with arrangements and reservations to ensure that you are getting the best deals, or for a fee we can provide a personalized guide who will take you "behind the curtain". You will enjoy experiences tourists will not get, because you will not be a tourist!

If you are an American citizen who wishes to participate in the rally you will be traveling under the General License Category of Support for the Cuban People FR part 31 515.574.1.iii

The entry fee is US$375 per vessel and up to four crew (larger crews can be accommodated at extra cost) and one used but in good condition laptop computer equipped with WiFi and DVD drive. You will receive a letter of invitation from a non-governmental organization, planning assistance, marina reservation assistance, arrival orientation trip (includes lunch), initial transportation to the home of the computer recipient, assistance with booking additional local travel and accommodations, local area information, and personal attention to answer any questions you may have for planning your trip and while in Cuba. All tourist visas, vessel clearance fees, marina fees, fuel, insurance, transportation other than indicated above, meals other than indicated above are the responsibility of the individual participants.

For details, contact Addison Chan at addisonjchan@gmail.com, or visit "Cuba Land and Sea" on Facebook.



Y2A BY ELLEN BIRRELL

FOLLOWING BLANCA Y ANTONIO

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

Two years ago, Y2A featured the wonderful sailing environs of the protected waters inside the Belize Barrier Reef. Today, youth sailing there is thriving, based on dedication, vision and continuity, though still not without challenges. We'll look at what has become of our 2015 Y2A featured youth Blanca Velasquez and Antonio Ricardez and their performance in the face of challenge.

Compass readers met Blanca, of the San Pedro Sailing Club, in 2015 when she was 15 years old and had just been introduced to racing Laser Radials after her years in Optimists. Benefiting from the ISAF Youth Worlds Emerging Nations Program held in Antigua, Blanca and Antonio Ricardez, of Belize City Sailing School, qualified for ISAF scholarships to the Youth World Championship in Langkawi, Malaysia late that year. In a regatta in which boys and girls race separately, they competed against more than 50 other countries' best youth sailors. Blanca and Antonio each finished ahead of ten of their competitors.



Young Antonio Ricardez and Blanca Velasquez are both working toward careers on the water

The following summer, Blanca competed in the 2016 Sail Canada International Youth Championship (CORK). It was Belize's first foray into CORK and when chosen as the opening ceremonies' standard-bearer, Blanca became an ambassador of sorts. Talk about youth development!

San Pedro Club member Forrest Jones says, "Blanca fought her way through the qualifiers to become one of only seven girls out of a field of 38 to advance to the Gold Fleet (the top third of 146 international male and female entrants). She was the only foreigner among the Gold Fleet girls; the others were all Canadians desperate to show that they were worthy of selection to the highly competitive Canadian International Team and qualify for Worlds. Five of them fought Blanca off successfully. Still, to be the sixth-best girl in this regatta was quite an accomplishment for a 16-year-old with three more years to go before she must compete against adult women. On the last day, her goal was simply to advance her rank. She advanced it five places from 47th to 42nd, out of 49."

In addition to Blanca's accomplishments on the race course, she is a self-motivated student and athlete. According to Jones, "She is a high school senior enrolled in a rigorous academic track consisting of physics, chemistry, biology, math, computer science, English and Spanish. Sometimes there is so much homework that she has no time to train, even on weekends. Junior year she missed honor roll on account of a grade of 70 percent in chemistry. On her own accord, she went to summer school in chemistry to raise her grade, and succeeded."

Blanca's success hasn't been without challenges. In 2016, the long-time Argentinean sailing coach for her club resigned, leaving the youth competitive sailors rudderless. Additional funding challenges have impeded Blanca's regional-event participation. According to Jones, "Blanca's life has been complex. She has faced some personal hardships and upsetting things with courage and extraordinary inner strength, stability, and good judgment.

"Hanne Weaver, 22, the USA's third-ranked women's Laser Radial sailor comes every Easter and sails with us in our Sunday races. During her last visit, she told us to focus on sending kids to professional training clinics instead of regattas. Unfortunately, in 2017, we hadn't the funds," Jones added.

Jones describes Blanca as "charismatic and a fine athlete all around. She starred in track with the discus and is starting pitcher on the women's softball team. High school sports compete for her time and attention and offer her team-bonding experiences that teenagers cherish.

"San Pedro Sailing Club's new home venue, Banyan Bay Resort, is building us a serious new clubhouse and plans to support a professional coach. I hope that these changes will renew Blanca's motivation and reopen opportunities for her to reach her sailing potential, which includes Olympic Games aspirations. Olympics or not, she wants sailing to be her profession."

2015 Y2A Featured Youth Antonio Ricardez of Belize City participated in the ISAF Youth World Championship Regatta, which ranks with the Olympics in the quality of the competitors. Antonio was the youngest sailor in a field of 67 other countries



in the Boys' Laser Radial fleet.

In the 2016 worldwide Bart's Bash, Antonio took fourth place amidst this polyglot Olympic class field of 174 Laser Radials, in which adults and minors, males and females all compete together.

Now 17, Antonio is looking to develop himself in the field of boat chartering. His father, Tony, laid the groundwork. Working in charter boat repair and maintenance, he invites Antonio to work beside him during school vacations. Tony says that he taught Antonio a lot because he was eager to learn but that Antonio himself is gifted with the curiosity and skill to solve mechanical and technical problems.

Forrest Jones says, "Antonio has always considered small boat sailing as a stepping-stone towards becoming a licensed skipper of big sailboats. During school vacations, Antonio works for his dad at Belize Sailing Vacations, a charter company. They offer American Sailing Association certification, which can lead to Antonio's gainful employment within the charter business arena. Antonio is not only a whiz at physics but also mechanics. Neither Blanca nor Antonio smoke, drink, or do drugs. It does not seem difficult for them to make good life choices."

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



Out of Many, One:

WIDENING THE ARC

by Sally Erdle

E pluribus unum, Latin for "out of many, one", is a traditional motto of the United States of America, but it applies just as well to the Atlantic Rally for Cruisers, an annual sailing event crossing the Atlantic from the Canary Islands to St. Lucia that includes sailors from around the world.

The 186-boat ARC 2017 fleet, which departed from Las Palmas on November 19th, 2017, to sail direct to Rodney Bay, St. Lucia, was especially cosmopolitan, with people from 40 different countries sailing under the flags of 28 nations. In addition to numerous British, German and Swedish crews, ARC 2017 embraced sailors from Australia, Colombia, Mauritius, Georgia, Russia, South Africa, the US, and a host of European nations. The fleet's 22 children alone represented ten different nationalities.



CLARE PENGELLY / WORLD CRUISING CLUB

The alternative ARC+ route, which departed Las Palmas on November 5th, sailing to Mindelo, Cape Verde for a three- to five-day stopover before the restart to St. Lucia on November 15th, had over 70 boats with people from 24 different countries, sailing under the flags of 21 nations. In addition to British, Scandinavian, and North American sailors, the ARC+ included participants from Turkey, Japan, Israel, Poland, Singapore and more.

As the sun set in St. Lucia on December 6th, the crews of ARC+ 2017 came together at a prizegiving ceremony held at Pigeon Island National Park. The Hon. Dominic Fedee, St. Lucia's Minister for Tourism, Information & Broadcasting and Agnes Francis from the St. Lucia Tourism Authority assisted in presenting prizes to



SALLY ERDLE (2)

the winners. Those visiting the podium included Joe and Lara Grosjean's family on the US-flagged Outremer 55 *Charm,* topping the Multihull Class; Haico Endstra's Dutch X-562 *Marisja* in Class A and German Andreas Berg's Dufour 44 *Luna* in Class B. As the crew of the Norwegian Swan 48 *Mera* arrived on stage to collect their first prize in Class C, they regaled the crowd with a song to summarize their crossing. The final class winner was *Windgather* of Great Britain for Class D, and it was a special moment to recognize the international nature of the fleet with each ARC+ class winner coming from a different nation.

'It's the People'

The first ARC left Las Palmas, Gran Canaria in 1986 and has run every year since. Sarah Collins, Communications Executive with the event's organizer, World Cruising Club, tells *Compass*, "The ARC is a lot of things to a lot of people. It could be support, or just allaying the concerns of family back home by being with an organized event — or camaraderie." And ARC participants arriving at Rodney Bay Marina in mid-December, 2017 say that camaraderie was key.

Camaraderie in the cruising community at large is renowned, but although bonding among random cruisers can be instantaneous, building a wide network can take time. The ARC, with numerous social events before and after the crossing, and radio nets during the voyage, is a community-building powerhouse. As 18-year-old British skipper Louis Neocleous says, "We met so many people — I met more like-minded people in a week than in the previous year."

For the crews in the 32nd Atlantic Rally for Cruisers — such as Engla *above,* Blue Mist *(below left) and* Twenty-Twenty *(below right) — the warm welcome in St. Lucia with tropical weather, rum punch, and most importantly friends, is a highlight of the experience*

David Nichols sailed the oldest boat in the 2017 ARC+: *Blue Mist*, a US-flagged "classic plastic" Pearson Vanguard 32 built in 1966. He had sailed from Virginia, USA to Europe with ARC Europe in 2016, before joining the 2017 ARC+ with two crew, including Fernando Llompart of Chile. While old enough to be Louis Neocleous's grandfather, Dave still agrees with him about the ARC's social aspects. He tells *Compass*, "My experience with rallies is that you get to make a lot of friends — to me the value of the ARC is long-term friendships. At the crew dinner in Las Palmas I met people from all over the world — the discussions were fabulous. It's a great equalizer; some of their bicycles cost more than my boat, literally, but each of the couples we had dinner with that night still keep in touch with us." As one of the fleet's SSB radio net controllers, Dave adds, "The daily SSB net was not only for information and advice, but friendships seem to be solidified on the radio.



—*Continued on next page*

—*Continued from previous page*

Walking the docks, I've had people recognize my voice!"

In contrast to some, such as English racer Ross Appleby of *Scarlet Oyster* fame, who has sailed in nine ARCs and won his class eight times (including Racing Division Class B in 2017 aboard the Dufour 45e *Scarlet Island Girl*, while *Scarlet Oyster* has a refit), his countrymen Pete and Jan Dearden of the 33-foot GibSea Serena *Twenty-Twenty* had never owned a boat before buying this one — on eBay. They explain: "We used to camp as a family with our sons in France, and hired Hobies to sail on a lake. We thought it would be fun to buy a Hobie to take camping. We researched Hobies on eBay, but they cost a fortune even second-hand. We thought, if spending that money, why not get a trailer sailer? It just escalated from there."

After buying *Twenty-Twenty* in 2011, they sailed on the south coast of England every chance they got, and across the Channel to France. Last year they quit their jobs, set sail in July, and in September met a couple returning from the Caribbean who had done the ARC. "We went home and signed up for ARC+ 2017."

Jan tells *Compass*, "We arrived in Mindelo in a sandstorm with no visibility, but we could see on AIS where the ARC boats were. We called the marina on the radio and a boat came to guide us in. All the boats were blowing their horns and cheering — the reception, the love and the warmth were amazing. She adds, "We'd recommend the ARC events. The support is good and the staff is very helpful, but the people make it. It's so *community*!"



German octogenarian Manfred (at center, left) and British teen Louis (right) agree: where else do you meet so many interesting, like-minded people? Peter and Marianne have sailed with Manfred on six of his 22 ARCs; Louis was on his second ARC, first time as captain

Meanwhile, 81-year-old German skipper Manfred Kerstan, sailing his Oyster 82.5, *Albatros*, finds the sense of community equally alluring — he's just completed his 22nd ARC, holding an event record. *Compass* asked Manfred the obvious question: Why keep doing it? "It's fun for me!" he says. "Where else do you meet so many interesting people? And another nice thing — hundreds of people follow me on the tracker." Some of his crews have done as many as six ARCs with Manfred. This year Manfred has a first mate, Fabian Fisahn, but still, "with occasional help", does all the cooking on passages. He says, "The ARC organization gets better every year, and every year the ARC staff says, 'Manfred's coming!'"

At 18 years old to Manfred's 81, Louis Neocleous, sailing his father's Beneteau 55, *Julia*, is one of the youngest skippers in this year's ARC. He already has an impressive résumé. He sailed in the UK coastal and offshore racing circuit last year, including in RORC main series races and the UK Round the Island Race. He sailed on board *Angels' Share* in ARC 2016, but this was his first transatlantic crossing as skipper.

Louis left school at 16 with his father's blessing to dedicate his time to attaining his dream of becoming a professional yacht captain, starting by taking an RYA Day Skipper course in Southampton. He now has his Yachtmaster Offshore qualification, and is working his way up to becoming a Master Mariner. "For young people, sailing, getting RYA qualifications, is a viable alternative to university," he says. "More people should recognize the opportunity.

"The first year was hard," he tells *Compass*, "but I got more experience. I've sailed 13,000 sea miles in the past two years," including the notorious Fastnet Race aboard *Julia*. "I think the ARC was worse!" he says. Between Las Palmas and Rodney Bay, taking a northerly route for speed, *Julia* sailed through two gales with gusts up to 48 knots.

SALLY ERDLE (2)



Compass asked Louis why, after doing the RORC season, he decided to sail to the Caribbean with the ARC rather than the RORC Transatlantic Race? "It's bigger and more social," he says.

St. Lucia Welcome

Having the entire fleet and all the sailors in one marina at the end of the rally, as they were before the start, provides an excellent atmosphere, and the St. Lucia Tourist Board and Rodney Bay Marina provide a warm Caribbean welcome. It's become a tradition that each arriving yacht, day or night, is greeted on the dock with ice-cold rum punch, a fresh fruit basket, an information pack and a serenade by steel pan. Parties, excursions and other social events follow.

When *Compass* caught up with IGY Rodney Bay Marina Manager Sean Deveaux in the thick of a flurry of arrivals, he said, "ARC 2017 is going smoothly. We thought there might be a problem with clustered arrivals" — Operations Manager for World Cruising Club, Andy Bristow, estimated that 39 ARC boats arrived between noon on November 9th and noon on the 10th, which resulted in an impressive number of neck-and-neck finishes after a 29,000-mile sail — "but it's a big help having experienced teams on both sides." He adds that the marina is constantly identifying areas for upgrades; a spiffy new mini-market just opened on November 4th. The arrival of more than 200 boats in well under a month has got the marina thoroughly energized, "And we look forward to welcoming everybody this season!"

The 20-something Swedish skipper of the Sirena 44 *Aloha*, William Malmsten, and his six happy crew stopped on their way down the Rodney Bay Marina docks to visit another boat. William tells *Compass* that he did the ARC two years ago aboard the Baltic 64 *Triumph*, and felt ready to go again, as skipper. *Aloha's* crew are all between the ages of 22 and 25, and were all childhood friends in Sweden. Three of them bought the boat together in Denmark, "And we all quit our jobs, sold our apartments, and left our girlfriends at home."

—*Continued on next page*



—Continued from previous page
They plan to cruise the Caribbean for a while, and "eventually" transit the Panama Canal to the Pacific. When asked if the 44-footer had room for all seven of them for long-term cruising, they laughed: "We like each other!" William says, "The ARC is a good social experience, too — it's a nice society." He advises other young sailors: "When you have a chance, take it. Buy a boat and go!"





Why not? As Dave on *Blue Mist* says, "After doing the ARC, everywhere you go, you have friends."

ARC 2017 was sponsored by the Tourist Board of Gran Canaria, the St. Lucia Tourist Board, IGY Rodney Bay Marina, supported by the Port Authority of Las Palmas, the City Hall of Las Palmas de Gran Canaria, and in association with Yachting World *magazine. We thank the St. Lucia Tourist Board and Palm Haven Hotel for making* Compass's *first-hand coverage of ARC 2017 so enjoyable.*

ARC 2017 was drawing to a close as this issue of Compass *goes to press. For results visit www.worldcruising.com/arc/arc_2016_eventresults.aspx.*

ARC+ 2018 begins on November 11th, and ARC 2018 begins on November 25th.

Friends old and new.
Above, Peruvian skipper Miguel (left) and his Naylamp *crew meet the welcoming team of Emmy and Maggie at Rodney Bay Marina*

Right: The Swedish Aloha *crew — childhood friends rocking the ARC*

Below: Frequent get-togethers, such as cocktail parties on the lawn, cement the camaraderie



'WE ARE ALL SAILORS'

Sailing independently, the Polish couple Stanislaw Dabrowny and Elzbieta Dabrowna left the Canary Islands on November 2nd, 2017, bound for Barbados aboard their Bavaria 44, *Vagant*. According to available information, Stanislaw fell overboard on November 22nd and Elzbieta was unable to retrieve him. Elzbieta's daughter received a panicked sat phone call from her mother, which was placed at 13°14'60"N, 54°58'W. The boat was abandoned on November 27th, when Elzbieta was taken aboard the cargo ship *M/V Orange Star*, bound for Brazil. The ARC+ fleet, some of whom were transiting the area at the time, was alerted to be on watch for Stanislaw.

Suzana Tetlow, ARC+ Assistant Event Manager, tells *Compass*, "We first learned about the incident through our ARC Finish Line Team who received the information from a Facebook group. Immediately MRCC UK was contacted, and from then the conversation started with MRCC Fort de France. We took direction from MRCC Martinique and updated our fleet with the information that was passed.

"Whilst the incident didn't have the outcome everyone wished for, we were pleased to be involved to give any recovery and rescue operation a chance of success. When ARC+ boats arrived in St. Lucia, many crews thanked us for passing on the information.

"I think there is a bond between sailors in which everyone looks after one another. We especially see this in our rallies, but there are no boundaries to this. We are all sailors, in the ARC fleet or not. I am sure, we or any other sailors would do anything to help anybody at sea."



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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.

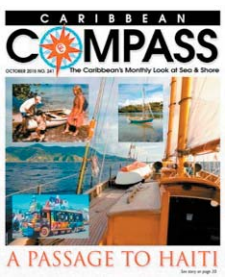
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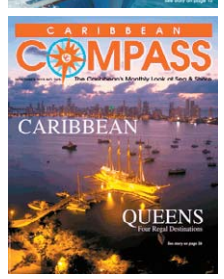
HEY, READERS!

If you'd like to receive notification by e-mail when each month's new *Compass* is available free online, just drop a note to sally@caribbeancompass.com and we'll put you on the list — it's as easy as that!

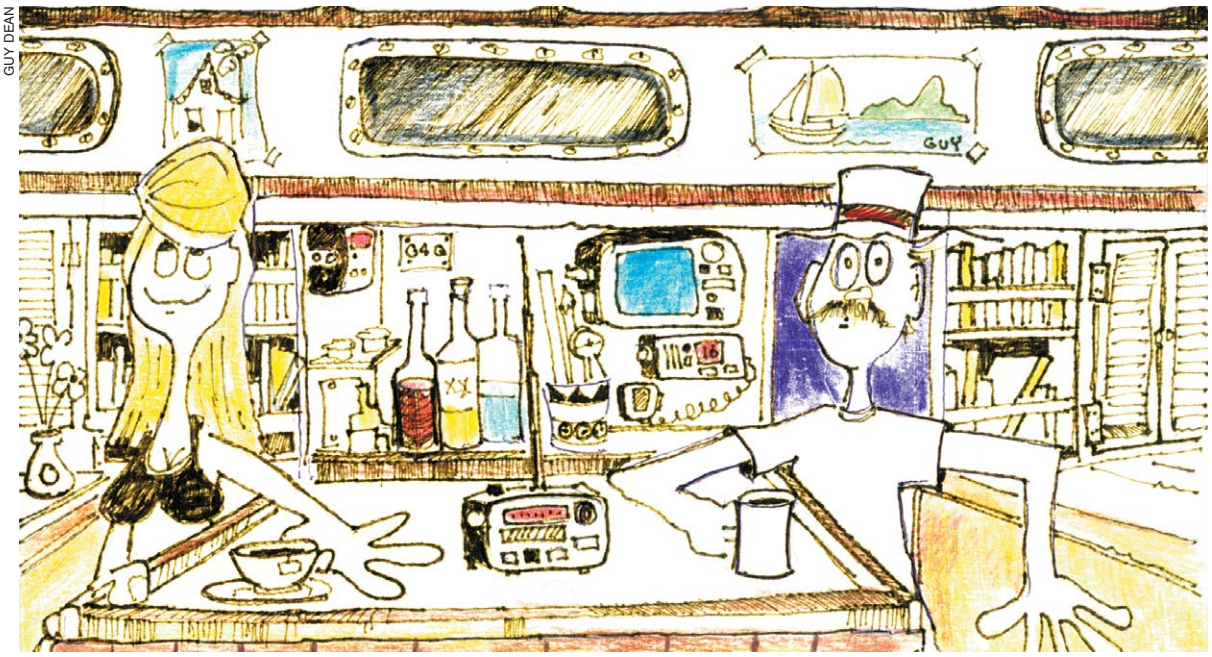








GUY DEAN



Selected Caribbean Shortwave Weather Reports Winter 2018

UTC	AST*	STATION & REPORT DESCRIPTION	FREQ**	TYPE	MODE
0930	0530	NOAA Daily Offshore Forecast	A	Voice	USB
1000	0600	Daily Caribbean Weather	6215 (uncontrolled 1000-1200)		
1030	0630	Trinidad Emergency Net	3855	Voice	LSB/Ham
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/Ham
1100	0700	Caribbean Net	7250		LSB/Ham
1100	0700	E. Caribbean Weather (Chris)	4045 & 8137		USB (Note 1)
1130	0730	Bahamas Weather (Chris)	4045 & 8137		USB (Note 1)
1145	0745	E. Caribbean Weather (Denis)	4420		USB
1215	0815	KPK Cruising Safety (sponsor SSCA)	8104		USB
1220	0820	Bahamas Weather (C6AGG C Wardle)	7096 & 3696		LSB/Ham
1230	0830	US E Coast, W Atl N&W of Bermuda (Chris)	8137 & 12350		USB (Note 1)
1245	0845	Waterway Cruising Club	7268		LSB
1330	0930	W. Caribbean Weather (Chris)	8137 & 12350	Voice	USB (Note 1)
1530	1130	NOAA Offshore Forecast	A	Voice	USB
2130	1730	Caribbean Cocktain & Weather	7086		LSB/Ham
2130	1730	NOAA Offshore Forecast	A	Voice	USB
2200	1800	Carib and Atl Weather (Chris)	8137 & 12350	Voice	USB (Notes 1 and 1a)
2230	1830	Carib Emergency & Weather	3815	Voice	LSB/Ham
0330	2330	NOAA Offshore Forecast	A	Voice	USB
24/7/365		Maritime Mobile Net (Emergency, Weather & Assistance)	14300		USB/Ham

** Atlantic Standard Time (AST) does not shift to DST in the summer in Caribbean waters.*

*** Frequencies (in kHz):*
A) NMN, Chesapeake, 4426, 6501, 8764, 13089
NMG, New Orleans, 4316, 8502, 12788

Note 1: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Marine Weather Center (Chris) runs a net at 2300 UTC/1900 AST on 8137, USB.

Note 2: Please hail Marine Weather Center 15 minutes before the net so that Chris knows where to aim his antenna to reach you. This net is geared primarily to offshore Atlantic and Pacific passagemakers. For schedule updates see www.mwxc.com

TIPS

- 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 & 20000 (Switch to AM mode)
- During severe Tropical Storm or hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/Ham and 3950 LSB/Ham.
- Anyone, licensed or not, may legally operate on Ham or any other frequencies in the event of life-threatening or DISTRESS situations.
- Also of interest, with weather, security and general info, are the Panama Connection Net at 1330 UTC on 8107/8167 USB, and the Northwest Caribbean Net at 1400 UTC on 6209 USB.
- A more complete schedule of eastern North Atlantic and Caribbean cruising nets is available at docksideradio.com/cruising%nets.htm

CRUISERS' VHF NETS

We'll have a list of selected cruisers' VHF Nets in next month's *Compass*!

Thanks to cruisers for this information.
As this issue of Compass went to press, it was correct to the best of our knowledge.
Corrections and comments are welcome. Please send them to sally@caribbeancompass.com

CLICK HERE FOR CARIBBEAN COMPASS CALENDAR OF CARIBBEAN EVENTS 2018:

www.caribbeancompass.com/online/jan_dec_2018.pdf

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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

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.

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.

An article from Modern Mechanics *magazine, 1932*

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

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

Caribbean National and Island Weather Websites

- Barbados Weather Radar: www.barbadosweather.org/barbados-weather-radar.php
- Cuba Met Institute: www.met.inf.cu (in Spanish)
- 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)
- SXM Cyclone/St. Martin: www.sxmcyclone.com (in French)
- 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 (no longer free)

Hurricane Information Websites

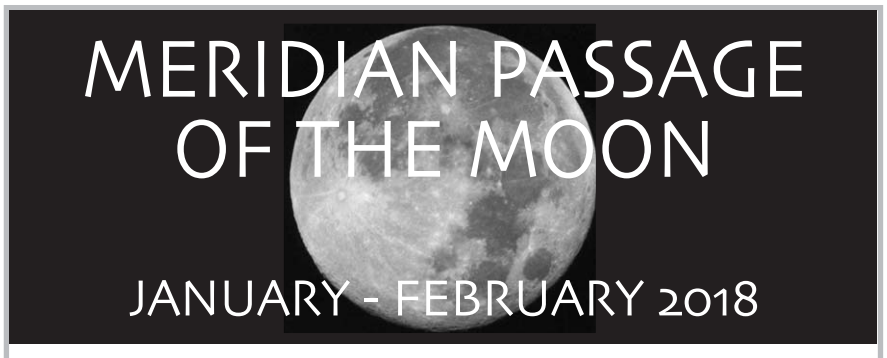
- Caribbean Hurricane Network: www.stormcarib.com
- US National Hurricane Center: www.nhc.noaa.gov

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!





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.

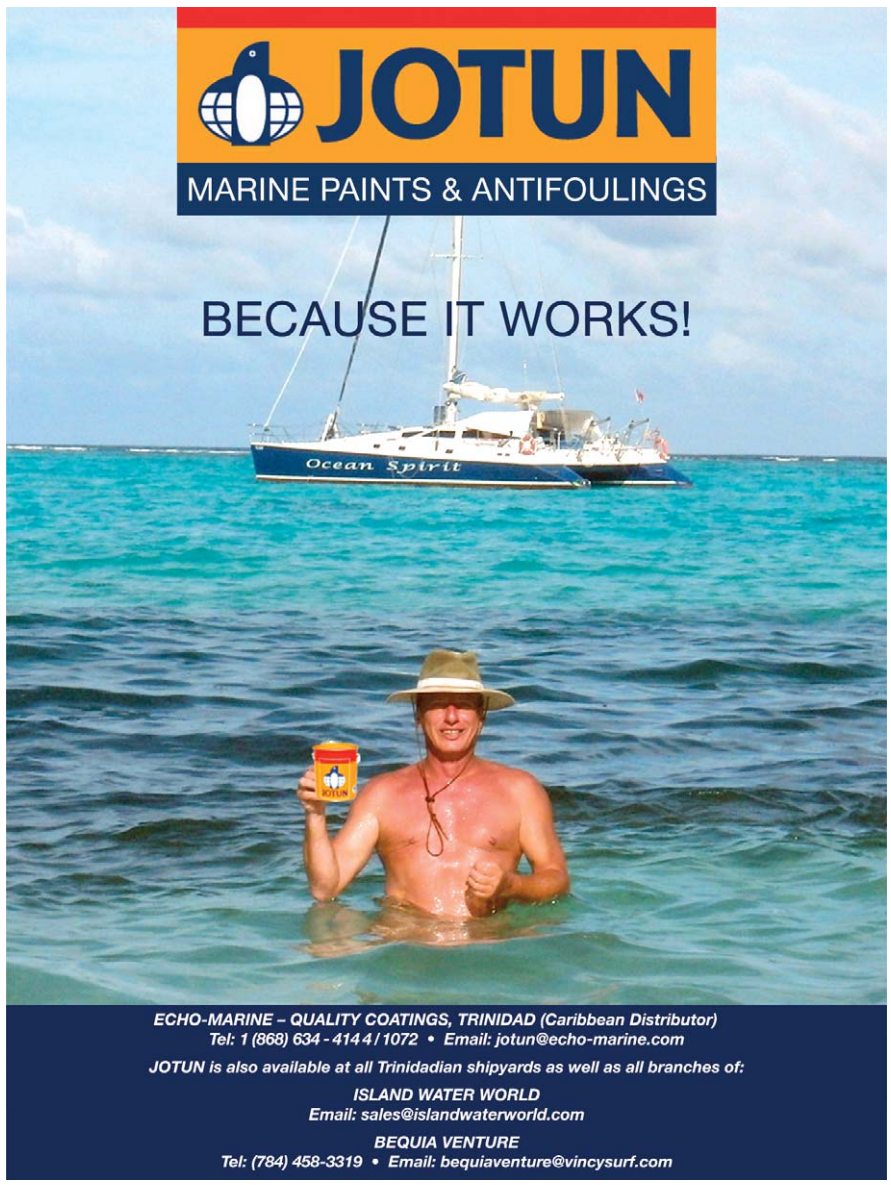
Note: the maximum tide is 3 or 4 days after the new and full moons.

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

January 2018	
DATE	TIME
1	2356
2	0000 (full moon)
3	0100
4	0201
5	0259
6	0353
7	0443
8	0551
9	0616
10	0701
11	0756
12	0831
13	0918
14	1005
15	1052
16	1140
17	1228
18	1315
19	1402
20	1447
21	1533
22	1618
23	1704
24	1752
25	1842
26	1937
27	2024
28	2125
29	2237
30	2339

February 2018	
1	0040
2	0137
3	0230
4	0321
5	0409
6	0456
7	0542
8	0627
9	0714
10	0801
11	0848
12	0936
13	1024
14	1111
15	1159
16	1245
17	1331
18	1416
19	1502
20	1550
21	1639
22	1730
23	1825
24	1922
25	2022
26	2122
27	2222
28	2319





DOMINICA AFTER MARIA

by Hubert Winston

I do not think there is another country on Earth that has such an abundance of resources, loving people, beauty both above and under the water, and all that it takes to survive on its own as an island — yet is so vulnerable to natural disasters.

Hurricane Maria battered Dominica on September 18th, 2017, a destructive force such as the island had never seen before. Over 90 percent of homes were damaged or destroyed, and more than 31 deaths were reported, with many more people still missing. Before Hurricane Maria there was Tropical Storm Erika, and before Erika there was the Christmas Eve trough — three weather systems resulting in natural disasters within a four-year span. The reality of living in paradise.

Looking at the destructive forces of nature, one can only come to the conclusion that bigger problems will be manifesting over time. Yet, it is unfair to consider storms as being the only causes of destruction. The construction of buildings in riverbeds and near the sea is the source of many problems in Dominica and elsewhere in the Caribbean. The situation was born in past centuries when villages to house plantation workers were constructed on less desirable lands, and flat or mountaintop land was occupied by more affluent residents.

This small island of 71,000 inhabitants is feeling the pain of global warming on all levels. We expect about a metre of sea level rise by the end of this century. Just a few years ago, we recorded over 21 inches of rain during Tropical Storm Erika, which we thought was record breaking. Then Hurricane Maria dumped over 40 inches of rain within 24 hours, dwarfing any other rain-filled weather system in the history of the island.

Then there is the human suffering and the trauma of it all. Few people that survived Hurricane Maria evaded the psychological drain that the hurricane left behind. Reports indicate that more than 31 Dominicans lost their lives after Maria owing to stress-related and other post-disaster factors. These fatalities weren't recorded as casualties of Maria, but we know Maria will leave its mark for decades to come. But despite the fact that many residents lost everything, and some their lives, Dominicans are resilient people and show gratitude for all the food, clothes, water and gifts that have been sent to them from all over the world.

Resilient, God-fearing people we are — and what we are not are pirates. A post on social media about two weeks after Maria said that "reportedly" there had been an incident of "pirates" on the open seas stealing relief supplies from yachts and other vessels bound for Dominica. Owing to the lack of communication after the hurricane, most of us on the island had no idea this rumor was spreading. Unfortunately, people started to believe it. Just after mobile phone service was restored, my colleagues and I got several calls about security concerns in Dominica.

I followed up on this alarming allegation and contacted persons who were listed in the original report as being victims of the supposed piracy. One of the boats said immediately that the rumor was false. I also contacted Commander Labarde of the Commonwealth of Dominica Coast Guard and asked him if he had any reports of armed robbery or piracy in our waters after the hurricane. Commander Labarde said nothing at all was reported and they had been doing patrols at least twice a day in some instances. After the hurricane, our waters were overwhelmed with Navy, Army, Coast Guard and marine personnel from nations far and near. Air Force helicopters and planes were flying all over our air space. How could pirates operate, knowing that there were more security forces on our waters than they have ever witnessed in their lifetime?

I am not sure if there is a lesson to be learnt from this, but the desire to quickly share the latest information — even with the caveat "reportedly", but without ascertaining its truth — is one of the downsides of social media. How many boats didn't bring aid right away, or at all, for fear of non-existent "pirates"? Even if shared with the best of intentions, how many lives did these unconfirmed stories affect?

Dominica is one of the safest countries in the Caribbean and as long as we have individuals, organizations and public service sectors such the Dominica Marine Association, PAYS Portsmouth, Commander Labarde of the CD Marine Unit, and many more who dedicate their lives to a better Dominica, people visiting the island will always feel safe.

What To Expect Now

ROSEAU

• There are about ten moorings available for visiting yachts. Marcus Augustus is the head of security with the Dominica Marine Association and he also has moorings of his own. Fuel and water could also be collected from the Dominica Marine Center fueling station. In the current absence of the fuel/water dock, take your dinghy to the beach or contact Marcus on VHF16 to assist with fuel collection.

• The Dominica Marine Center, the local Budget Marine agent, is open.

• Propane refills are done from the Dominica Marine Center. If the tanks are left there early enough in the mornings, you will expect your full tanks to return a few hours later.

• A limited number of restaurants are open. You can count on The Loft café near the gas station to be operating this month. Sukie's Bakery is open with fresh breads and pastries being baked every morning.

• Supermarkets are also open, including Astaphan's, S-Mart, Sukie's Mini Mart, and ACS Mini Mart – all within walking distance.

PORTSMOUTH

• There are ten newly installed moorings in the bay with an additional 40 more to be installed in time for Yachtie Appreciation Week, February 18th to 25th.

• The PAYS weekly Sunday night barbecue is back and tasting even better!

• The PAYS dinghy dock has been fixed and is operational.

• Jeff Frank (*SeaBird*) will have water off the mooring by mid-January.

• Saturday farmers' market is back and the fish market is also functioning, all in the same area.

• The Fisheries dock is still good, with security for your dinghies.

• Possie Bakery bakes fresh bread and pastries daily, and mini-marts are open all along Bay Street.

See more Dominica updates in this month's Readers' Forum, page 40.

Alliances Intensify Ongoing Boat-Based Hurricane Relief Efforts

YachtAid Global and Disaster Response Leaders

Francie Tanner reports: In its December 2017 report, the YachtAid Global (YAG) - SuperYacht Aid Coalition 2017 Caribbean Relief Response cited more than 40 vessels delivering 195,000 pounds of hurricane-relief aid to the Caribbean. "This brings us to over 60,000 meals, 35,000 hygiene kits, and more than 6,000 tools to help the rebuilding process," says Capt. Zoran Selakovic, YAG Director of Operations & Strategy. "With several more yachts lined up in the coming weeks, even more relief supplies are on the way."

"The vessels include barges, sailboats, and superyachts," adds YachtAid Global Founder Capt. Mark Drewelow. "We are collaborating with some of the industry leaders in disaster response to support the relief effort with various services. We are thrilled to be working with Humanity Road, LIFT Non Profit Logistics, Eco-Mer, Compassion Services International, Global Resilience Initiatives, Inc., Global Empowerment and We Do Better, to name a few. "Together, we are approaching this issue with specialty services such as helping to identify unmet needs and underserved communities, assisting with online social media support, locating and providing pallets of aid, warehousing services, and facilitating delivery and distribution of the aid. These are the services we are providing to support YAG registered boats, barges, equipment and crews who are stepping up to collect and move the aid to where it's needed most."

More than 40 million people were in the paths of the Hurricanes Maria and Irma. The area of response for YAG includes the Virgin Islands, The Bahamas, Puerto Rico, Anguilla, Tortola, Barbuda, St. Maarten/St. Martin, the Turks & Caicos and Dominica.

One relief mission involved the sailing vessel *Enzo* from Rhode Island, which delivered high-impact water filtration systems to communities in the BVI, Puerto Rico, Dominica and all primary, pre- primary and high schools in Anguilla, along with solar chargers, batteries, and mosquito netting. In total, Operation Enzo has ensured that more than 200 million gallons of clean water will be available over the next few years.



Other missions have involved international collaboration through YAG's alliance with Eco-Mer, an organization based in France dedicated to help promote sustainable maritime ecology. Together, YAG and Eco-Mer have run several successful missions providing construction materials, generators, tools and more to Dominica and Antigua/Barbuda.



Left and above: Working with a range of other groups enables YachtAid Global to maximize ongoing relief efforts

The YAG team has also worked closely with the Hon. Dr. John Colin McIntyre, Minister for Planning, Economic Development & Investment of Dominica. At a roundtable hosted by YAG at Resolve Marine during the 2017 Ft. Lauderdale International Boat Show, the mission to bring relief aid to Dominica on board Resolve Marine's *Lana Rose* was born, with representatives from Resolve Marine, Compassions Services International, Humanity Road, Resilience Systems, the Knights of Columbus, Help Anguilla and Global Empowerment Mission. After Dr. McIntyre spoke about his experience with Hurricane Maria, Global Empowerment Mission opened their warehouse to Dr. McIntyre to select over 200 tons of relief goods for the people of Dominica, one of the hardest hit islands in the Caribbean.

At that same meeting, Resolve Marine Group, which provides innovative maritime solutions, deploying salvage and emergency response resources around the globe, decided to donate *Lana Rose* — a 66-metre disaster response vessel with helicopter deck, hospital beds and state of the art command center — for this relief mission to Dominica. YAG's Capt. Tim Forderer travelled to Dominica to oversee the delivery of the aid brought in by *Lana Rose*. While there, Forderer spent time with Prime Minister Roosevelt Skerrit, who expressed his gratitude on behalf of the people of Dominica for all that YachtAid Global and partners have done for them.

As part of their long-term plan for the Caribbean, the YAG team is working with the World Food Program and other organizations to strengthen relationships and ensure continued partnership to help the islands recover from the impact of Hurricanes Irma and Maria.

"There is still much work to do, and YachtAid Global will play a big part in supporting these island nations' recovery," says Forderer. "The best way to support the region is come visit. Whether you travel by sea or by air, tourism will restore the Caribbean economy, while reducing the need for relief aid."

If you are a boat owner and wish to transport aid by joining the YachtAid fleet or make a donation to support their work, visit www.yachtaidglobal.org.

Offshore Passage Opportunities and PAYS

Hank Schmitt reports: Offshore Passage Opportunities is working with the Portsmouth (Dominica) Association of Yacht Services (PAYS) to help Dominica after Hurricane Maria. We raised funds to get shipments of emergency relief supplies of food, water, fuel and other supplies to Dominica right away after Maria. We also sent funds to PAYS within the first few days after the storm. Our next program was buying generators, power tools and building supplies in the US, and then buying more supplies (food, water and two more generators) in St. Maarten to bring to Dominica aboard *Avocation*.

During that visit, in November, we met with members of PAYS and hired a general contractor to rebuild the PAYS Pavilion. We also handed out some cash to hold folks over until the season gets going and started a micro-loan PAYS Credit Union to help some of the boat boys get their boats ready for the season. The balance of the money we are using to order the last 30 mooring floats for a total of 50 rigged yacht moorings this season.

The most fun way to contribute is by visiting the islands and not treating them like a victim to be shunned. You will want to visit first hand and have a beer on the beach and do a little sailing this winter. That is why we are inviting you to join us for Dominica's third annual Yachtie Appreciation Week, February 18th to 25th.

For more information on Yachtie Appreciation Week 2018 see ad on page 41.

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Tagging Turtles in the BVI: VOLUNTEERS WELCOME

by Janie Trenary



Above: Ben of Sunchaser Scuba wrangling a turtle *Below left: The author and Dr. Shannon Gore* *Below right: A turtle being tagged and vaccinated before release*

For the last half century, I have enjoyed the life-affirming privilege of indulging my passion for SCUBA diving in spectacular locales around the world. I thought I had seen the full underwater kaleidoscope of awesome and exotic marine life including rays, sharks, seahorses, and whales. I didn't think it was possible to be rendered breathless by a simple encounter with wild sea turtles. I was wrong. The amazing Green and Hawksbill turtles of the Virgin Islands are a true wonder of nature, and they are now on my A List of swimming accessories for anyone with a mask, regulator and PADI card. Adding a piece of jewelry in the way of an identity tag to these mysterious animals was a great way for a few volunteers to help our island world better understand its ocean treasures. With the life-changing events of Hurricanes Irma and Maria, these base-line, "before and after" assessments will help us ensure our development of a comprehensive international recovery plan to assess the problems and move quickly to protect these creatures and the marine world they need to thrive in.



I was part of a "before" tagging event when my friends and dive professionals Ben Williams and Kay Van Leuven at Sunchaser Scuba, located in North Sound, BVI, arranged an excursion with Dr. Shannon Gore of the Association of Reef Keepers (ARK). Dr. Gore is the managing director for the local non-profit and works closely with the government's Conservation & Fisheries Department to continue ongoing research in the BVI designed to ensure the long-term health of all the marine turtle species living in the Caribbean. She has spent the last 20 years dealing with the ever-changing marine environments in the islands and researching just how these changes affect the health, lifestyle and future wellbeing of our reefs and the sealife they support. Her books and publications on the challenges and scientific paths to successfully protect and nurture our shorelines are internationally viewed as the "very best practices" for marine conservation projects and the restoration of vital coastal habitat. Dr. Shannon Gore's work is both critically important and timely.

Where I live, in Telluride, Colorado, when not sailing our sailboat *Homefree* in the British Virgins, we have a favorite locals' saying. When asked about our ability to tackle an adventure-laden challenge offered up by new friends, we start bragging with a chuckle that "this isn't my first rodeo." The remarkable day we spent corralling and wrangling wayward turtles quickly proved that a rodeo, with all its explosive trimmings, was exactly what the turtle roundup soon became. Shannon and her team took the volunteer "newbies" through "what if?" scenarios of all the roping, bulldogging and trussing you would expect in a Rocky Mountain Stampede. It was a day loaded with hard work, tons of fun, sun, laughter and the start of a long-term bonding relationship for both volunteers and "our" turtles.

The Green, Hawksbill, Leatherback and occasional Loggerhead turtles of the Caribbean share a life's journey that is nothing short of magical. Billions of people around the world have seen on television the madcap beach scramble by tens of thousands of teacup-sized baby turtles scurrying from their nests and flippering



their way to the relative safety of the ocean waves, while dodging predators from the air, land, and water on an instinctive drive to get as far away as possible from the dangers of the place where they had been born. Researchers have estimated it may well be a hundred-mile non-stop dash for these little swimmers. And then, the mystery happens: they disappear.

Like all things truly magical, the truth about where the baby turtles go during these "lost years" is part of the ocean's best-kept secrets. Then, in dribs and drabs, often after a full decade of being adolescent, marine turtles begin to return to the traditional favorite feeding sites of their specific species. Some Hawksbill turtles from the BVI often travel all the way across the Atlantic to the west coast of Africa to feed on crabs, jellyfish, and shrimp. These animals can eat their own weight in a single day as they build fat and strength for the next arduous stage of their life cycle. Adult turtles in their breeding prime can weigh up to 400 pounds.

—Continued on next page

—*Continued from previous page*

When mating season begins, our now mature Green turtles return to the place of their hatching to fertilize millions of eggs. When the moon cycle is just right, the female turtle crawls up the beach, digs a deep pit and places her eggs under sand before returning to the water. The life cycle begins again.



Young volunteers help with the tagging that will allow researchers to learn more about endangered sea turtles

I was joined on the turtle-tagging expedition by six other seasonal visitors to Virgin Gorda for our day with the professional scientists and divers invested in the project to measure, assess health, and place an identification marking on the animals we could safely catch. As volunteers, our job was to locate juvenile to adult turtles in the vicinity of our dive boat and alert the dive professionals to their location. In a hard swimming afternoon we managed to see a score of turtles and were able to capture three. It was exciting and memorable wrestling the trio of uncooperative animals aboard.

Two of our volunteer group were young ladies in their early teens from Wisconsin. Their job was to calm the turtles by placing them on their backs and holding them securely in a large supportive car tire as their heads fell backwards. My favorite visual from the entire learning experience was the kind rapture on their wonder-filled faces as they gently stroked and cooed to the turtles while holding their huge reptilian heads in both hands. These particular turtles will have some tales to tell about alien abduction on their long ocean swims!

Dr. Gore hopes that in the future these same turtles will soon be wrangled again by a similar expedition and the comparative data will give her and other wildlife management professionals some of the important clues to ensuring marine turtles remain a vibrant and mysterious part of our ocean planet.

Following the devastation of the hurricanes Irma and Maria last September, I spoke with Dr. Gore about the assessed damage to the nesting grounds and the marine habitat.

"I have been out, on and in the water, and we have seen a number of both foraging Green and Hawksbill turtles, we just haven't yet been to all our 'hot spots' to get counts of our known (tagged) turtles.

"Some beaches are much wider from overwash (the beach retreated inland) and a lot of littoral vegetation has been stripped away," Dr. Gore said. "We have had a few nesting turtles on beaches where they haven't nested in many years, possibly because of the lack of electricity and very little light pollution on those beaches."

"One of the concerns is loss of seagrass habitat from being ripped off the seafloor or smothered from sediments. Without the seagrasses, some of our resident green turtles may migrate elsewhere searching for food. Same with the hawksbills: loss of sponges may also have a similar effect. Long-term positive population densities depend on the recovery of these habitats."

Dr. Gore and the awesome local team from Sun Chasers Scuba (www.sunchaserscuba.com), led by Kay and Ben, are working alongside other island-based commercial divers to clear out debris that now litters nearshore habitats and bays. The ocean floor is a jumble of rooftops, cars, furniture, and just about everything else that wasn't anchored down. All concerned residents and the scant emergency resources available will soon be looking for additional volunteers, with and without diving experience, to help clean up the smaller bits and pieces left on the seafloor. I for one am making my winter plans to do all I can to help.

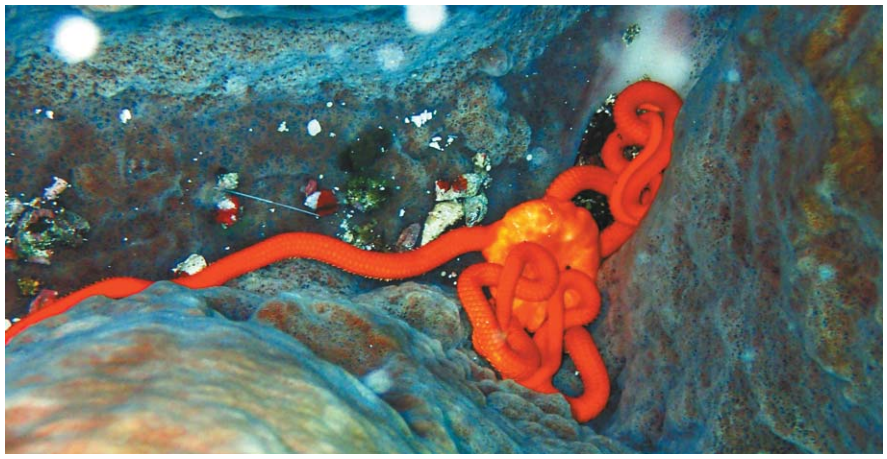
"We would be happy to take donations towards this emergency first-stage project, specifically to help cover costs of purchasing lift bags, tank refills and boat fuel. There is a link on our website www.bviark.org to donate through PayPal or direct deposit into ARKs account," says Dr. Gore.

For more information on Dr. Gore's marine turtle project and what you can do to help this effort to preserve and protect marine turtles in the wake of the 2017 storms, visit The Association of Reef Keepers at www.bviark.org.



CARRIACOU'S UNDERWATER CURIOSITIES

by Rowena Barton



My partner, Richard, and I were in Carriacou in October 2017, so we decided to join Lumbadive for the Pure Grenada Dive Fest, a four-day event planned by the Grenada Scuba Diving Association from October 11th to 14th to showcase diving in Grenada and its sister islands of Carriacou and Petite Martinique. This was to be six dives with different themes on each day. The dive sites are so full of life and colour that we could not resist a few more!



Clockwise from top:
Red Serpent Brittle Star

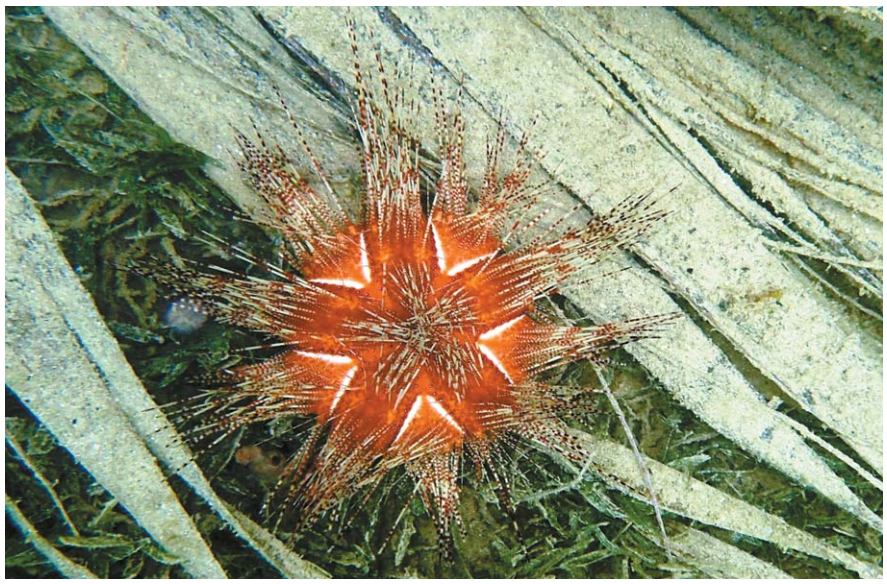
Juvenile Smooth Trunkfish

Tiger Tail Sea Cucumber

Adult Smooth Trunkfish

Magnificent Sea Urchin

Hairy Clinging Crab



There was all the usual sealife in abundance, but I saw several unusual and interesting creatures, too.

A Hairy Clinging Crab was hiding inside a sponge, which is typical behaviour for this occasional-to-rare member of the Spider Crab family. The carapace can be up to ten centimetres but this one was only about half that size. The debris behind him in the sponge could have been his old shell, or maybe just his leftovers.

There was another Spider Crab on a sandy patch, a Speck-Claw Decorator Crab, the carapace only about two centimetres. In spite of its red-and-white specked claws and black beady eyes, all the bits of sponge and other debris attached to its back make it virtually invisible in my photographs. If it had moved I may have got a better photograph, but their defense is to stay still, relying on the camouflage.

On Sisters Rock, a Tiger Tail Sea Cucumber was feeding in the sand. I could see its mouthparts moving as it sucked up sand. It then filters out edible detritus. It has no eyes and its rear end is safely tucked up in the reef with only the front one-third of its body out foraging. It can grow to two metres. It is not that uncommon but, thanks to its good camouflage, it was only described in 1980!

At the *Westsider* wreck site, while watching the many stingrays, I spotted a Magnificent Sea Urchin on the bottom at about 28 metres. They are described as rare in all sources I have found and they are meant to live at depth, beyond most scuba divers. I must be very lucky — this is the second one I have seen in my five years in the Caribbean. The other one was while snorkelling at two metres deep in Deshaies, Guadeloupe. There must be more to learn about them. Both of mine were orangey, thus juveniles. The adults have a more purple colour, so maybe the young ones live in the shallows.







Hiding in another sponge was a Red Serpent Brittle Star, absolutely still right at the bottom, with a juvenile Queen Angelfish as a restless housemate. This Brittle Star can grow to about 30 centimetres but this one was about half that size. These carnivores come out at night to feed on worms, snails, crustaceans and even small fish. Sometimes they stand tall on their long legs and wait for prey to swim underneath and then swoop down and swallow them. Scary!

The cutest was by far the juvenile Smooth Trunkfish. It is about as big as a thumbnail and the little fins and tail are virtually invisible, so it looks like a black and white spotted ball bobbing about the reef and magically disappearing into crevices. I think we all know the adult ones as they whizz about like clockwork toys hunting worms, molluscs, small crustaceans and even tunicates. They do have a dark side though. When they are stressed they can produce ostracitoxin that can kill other fish.

These are just some of the interesting creatures that inhabit our Caribbean Sea floor. There are many more out there to find, so see you under the water!

All the pictures were taken on my Olympus Tough TG-4 compact camera.
I have been sailing the Caribbean since 2013 on Galene*, a 36-foot Westerly Corsair ketch with my partner, Richard Mayhew.*



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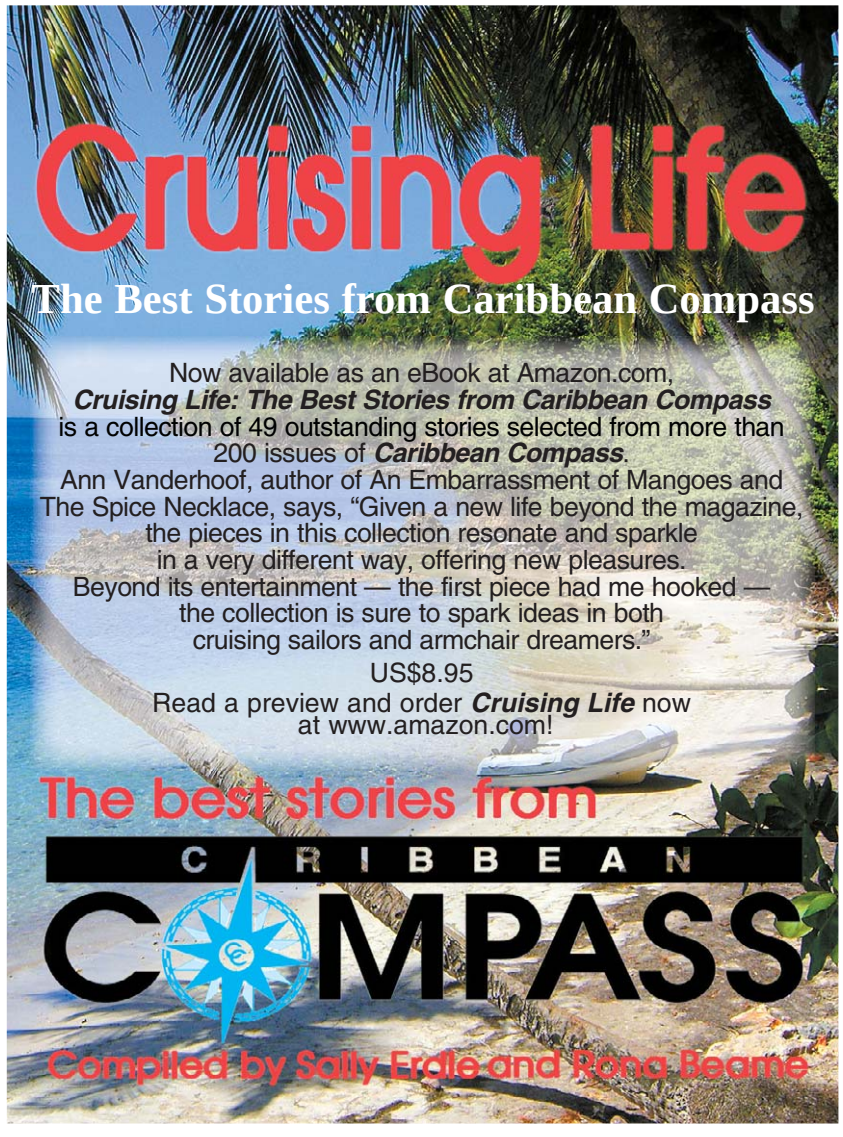
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THE LAUGHING GULL

by Bela Brown

Ka-ka-ka-ka-ka...

We had just anchored in Tyrrel Bay, Carriacou, following a marvelous sail along Grenada's beautiful and windswept east coast, when the air filled with high-pitched laughter. A mental picture formed in my mind of jovial, unruly witches flying about on broomsticks. Near us, a commotion was taking place; something under the water's surface had attracted a blur of white feathers, black velvety-hooded heads, storm-coloured wings and powerful, curved burgundy-specked beaks. A simple and elegant colour palette which only a master painter could recreate — laughing gulls, the medium-sized *Leucophaeus atricilla*, the only gull to breed in the lesser Antilles, with its distinct shrill call that gave the species the common name.



In winter, the adult Laughing Gull's hood becomes a blurry gray mask; in summer, adults wear a crisp black hood

My fascination with all birds piqued, I ran downstairs to fetch my camera. I use a Canon EOS 400D with 100-300 mm telephoto zoom lens. As I tried to focus it on my loud but graceful subjects I realized to my shock that the battery was empty! With no time to waste, I inserted the replacement only to find it equally devoid of life... I uttered some words to express my disgust, altogether unsuitable to be repeated here. After all, this was the first day of a two-week sailing holiday in which I had hoped to indulge one of my passions, bird photography. I was blissfully convinced that I had prepared my camera kit prior to setting off, so everything was supposed to be in working order. Furthermore, to add to my grievance, recharging the batteries required two hours of shore power and we were leaving the following morning. I was drowning in self-reproach and the continuous raucous laughter outside just wasn't helping. Fortunately, my husband saved the situation by suggesting we find a bar ashore to plug in while we drank a few beers — the genius!

I soon had dozens of mostly blurry shots of adult laughing gulls in various poses of flight, breeding females and males — both with black hoods, but the females are smaller. I photographed noisy flocks foraging, hassling other birds, grooming or just at rest. I photographed picture-perfect couples whose monogamous relationships last for many years. Courtship is a flirty affair in which the female begs food treats and obligingly the male offers regurgitated fish with which they sometimes play tug-of-war. They nest near or on the ground, in mangrove areas, wetlands or windswept coastlines, cleverly hiding and attaching the nest to existing vegetation. The wetland area at La Sagesse (on the southeastern coast of Grenada) and the lake at Levera national park (on the northern coast of Grenada), the mangrove lagoon in Tyrrel Bay, Carriacou and the salt marsh at Saline Bay, Mayreau, are some of the favoured nesting sites.

Non-breeding birds have white heads with a faint black smudge near the eye. Although with a less refined appearance, fledglings are easily identifiable, with brownish mottled plumage and white underparts and head. At the fledgling stage they leave the nest and cease to associate with adults, congregating only with other juveniles whose equal lack of fishing skills means life is spent loitering at landfills or anywhere where food is stationary. The remaining time is spent sleeping. Not so different from human adolescents.

Laughing gulls are opportunistic scavengers and will eat almost anything. Additionally they are very skilled dinner thieves. After watching them steal food from a brown pelican I was amused to observe, during our stay in Salt Whistle Bay, Mayreau, the large and majestic frigate birds attempting to steal food from laughing gulls, albeit not always successfully, with the gulls demonstrating that although smaller they make up for physical size with copious amounts of tenacity.

Since the 1960s, rubbish dumps have contributed greatly to a rise in population following a sharp decline during the 19th century due to intense egg and feather hunting. The species has since expanded all the way from North America to the West Indies to become the most common gull in its range. Nevertheless, they remain susceptible to human actions such as oil spillages and the use of monofilament fishing lines which when submerged are extremely difficult to see, causing birds to become entangled and eventually bringing starvation and death. Although, like most gulls, the species is very successful in degraded environments, nesting sites in the Caribbean are endangered by continuous coastal development.

But for now, laughing gulls grace us in large numbers with their acrobatic displays, heads tossing, wings opened to the wind, white witches laughing — I watch them so wild and free, effortlessly soaring at a zoom length from my mesmerized retina, silky feathers translucent in the dancing light. I cannot cease to marvel at the magic they bring.



LOOK OUT FOR...



by Lynn Kaak

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

Imagine a flower with a divine scent and gorgeous blooms that last for weeks and months, not just a day. One that can provide copious amounts of shade, but it doesn't drop a multitude of leaves to clean up after. A tree that even has an equally fabulous-looking caterpillar associated with it. If you are imagining this, you may have the frangipani in mind.

Also well known as plumeria, frangipani is one of the flowers one instantly associates with the tropics. Whether used in Polynesian leis, those incredible necklaces of welcome and celebration, or planted strategically close to the window to allow the delightful fragrance to permeate through the house, the frangipani may very well be the poster child of tropical plants. No offence meant to the hibiscus, of course.

The general consensus is that plumeria are native to South and Central America, where they held a sacred meaning to the Mayan and Aztec peoples for over 2,000 years. These trees or shrubs are now native throughout the tropics, with special significance for most cultures. Granted, the various Asian beliefs of the trees being home to vampires and ghosts aren't as romantic as some other beliefs, but it is still significant.

The trees, or shrubs, grow to a height of about six metres (20 feet) and can have a canopy of almost equal diameter. Their root system is referred to as "tidy", which makes them excellent candidates for pots as an ornamental. They have a rather interesting trait of growing leaves and flowers out of the end of branches, not along the sides like most trees. This bark is smooth with bumpy areas where leaves and flowers once grew, before the tree or branch continued growing, much like rings around the trunk and branches.

There are different species of frangipani, but they all have the same method of having the flowers and leaves grow from the ends of branches in clumps. The flowers have five petals, with some varieties having them quite close together, while others provide a little space between the petals. Flower colours range from white, to yellow, to a deep pink or red, with a tendency to a darkening of the colours towards the inside of the flower. The leaves tend to be quite long, getting to almost half a meter in length (18 inches), with the upper part being a darker green than the bottom. Most frangipanis will lose some, or all, of their leaves during their "winter" or dry season but they make up for it. The blooms tend to last for a couple of weeks.

Lest one thinks that this plant is perfect, there is almost always a caveat. When any part of the tree is cut, the milky latex that is released is poisonous to humans and animals alike. Not that this stops anyone from using the gorgeous blooms for cut flowers, but washing your hands well afterwards is important.

The scent of the frangipani flower is used to lure pollinators, especially the Sphinx Moth, but the frangipani doesn't really play fair. The flowers have no nectar to go with the promise the fragrance advertises, so the hapless insects go from bloom to bloom, pollinating as they go, in their fruitless search for sustenance.

Frangipani's Own Fabulous Pest

The frangipani caterpillar, also called frangipani worm or hornworm — or *chenille rasta* in Martinique — is as visually memorable as its foliaged namesake. These caterpillars, growing up to about 15 centimetres (six inches) are very colorful. They have a black body with yellow stripes, a red or orange head, and a two-centimetre-long spike on their back end. Since it eats mostly frangipani leaves, it has some of the toxins from the latex in its system, making camouflage unnecessary for safety.



These hungry caterpillars can consume roughly three of the large frangipani leaves per day, and these voracious consumers will just keep going and going, sometimes until there is no foliage left on the tree (fortunately, this does not do serious damage to the tree). However, this caterpillar is the larva of the Sphinx Moth, one of the primary pollinators of the frangipani tree. There seems to be some give and take in this relationship.

For gardeners, removing the caterpillars is as simple as plucking them off. However, they can bite and can leave a nasty swelling, so a bit of care must be taken when handling them. Left alone, though, they are of no concern — unless they are denuding your beautiful tree.





The Sky from Mid-January to Mid-February

by Jim Ulik

Once upon a time in ancient Greece a man settled along the western shores of Ionia. They called him Aristarchus of Samos. This lone man developed a hypothesis that the Earth revolved around the Sun. Then he died. In 250 BCE, everyone else thought that the Sun orbited the Earth. That view remained unquestioned for more than 1,700 years when, around 1500, Copernicus proposed that the Sun was at the center of the universe. Galileo in 1600 would agree with Copernicus' theory when the church instructed him not to teach or defend Copernican theory. The National Science Foundation sponsored a survey in 2014. Those results showed that nearly 25 percent of the sample from around the world still believes that the Sun revolves around the Earth.

Tuesday, January 16th

There are two planets rising near each other in the eastern sky before dawn. Saturn will be the first to appear, followed by Mercury. Currently both planets are located in Sagittarius. Over the next few days Mercury will slowly move away from Saturn and towards the Sun. Looking a little higher in the southeastern sky this morning is Jupiter shining brightly just above Mars. It has been nine days since the conjunction between Jupiter and Mars. Both planets will remain close to each other over the next few mornings.

Throughout the day the Moon will be in line with the Sun. It is the day of the New Moon. The alignment of the Sun and Moon will reach its closest point after sunset around 2217. Venus is also a part of this grouping. The best time to observe faint objects such as the Andromeda Galaxy or the Milky Way is after 2000 hours. There will be minimal reflected sunlight in the atmosphere as the Sun will be more than 18 degrees below the horizon.

Monday, January 22nd

Fifteen years ago today Earth received its last signal from *Pioneer 10*. Launched in 1972, the spacecraft was designed to explore the environment of Jupiter, along with asteroids, solar winds, and cosmic rays. Aboard is a gold plaque with graphic messages for alien civilizations. Currently *Pioneer 10* is 17,868 million kilometres from Earth.

Wednesday, January 24th

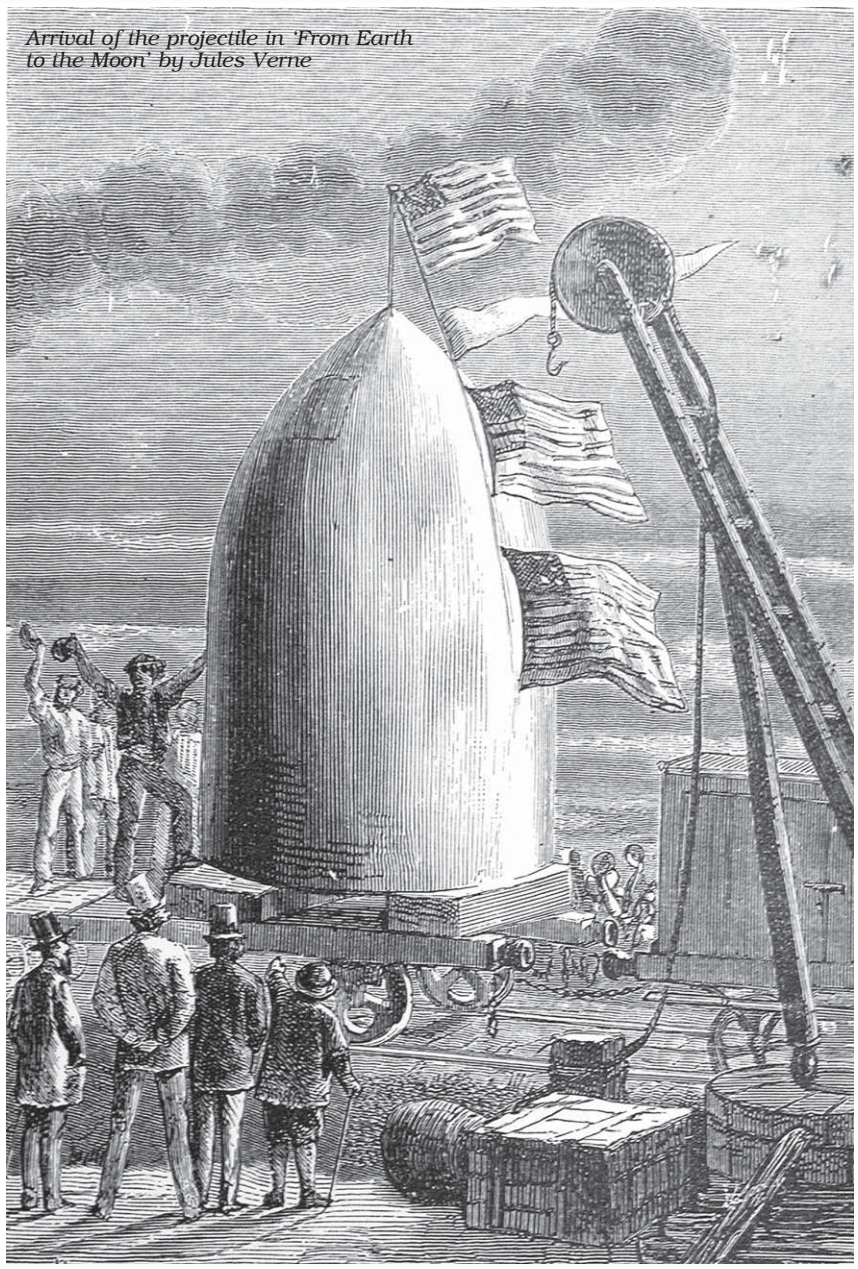
The Moon reaches its first quarter phase this evening. Rising just before noon, the Moon will become 50-percent illuminated right after happy hour. The Moon will finally set after midnight.

Friday, January 26th

As the Sun begins to set some bright stars will begin to twinkle. Tonight there is a conjunction between the Moon and Aldebaran. The orange star has a diameter that is 43 times greater than our Sun. It is positioned eastward off the dark side of the Moon.

Wednesday, January 31st

From Billie Holiday's version of "Blue Moon" to The Traveling Wilburys "New Blue Moon" there have been more than 100 artists singing about the Blue Moon phenomenon. Among other meanings, a Blue Moon also refers to two full moons in a single month. This month began with a Full Moon and now ends with one. Pick one of those songs out for background music and watch the moonrise just after sunset. This Moon also happens to be a Supermoon. The Moon tonight will not appear as large as the Supermoon that occurred on January 1st, but should be impressive as it climbs above the horizon.



Arrival of the projectile in 'From Earth to the Moon' by Jules Verne

Thursday, February 1st

About once every 20 years, February does not have a Full Moon. When there is a calendar month without a Full Moon, a Black Moon can be said to occur. Looking at the Moon tonight you will see a dim point of light just above or west of the Moon. That is Regulus, a multiple star system, and the heart of Leo.

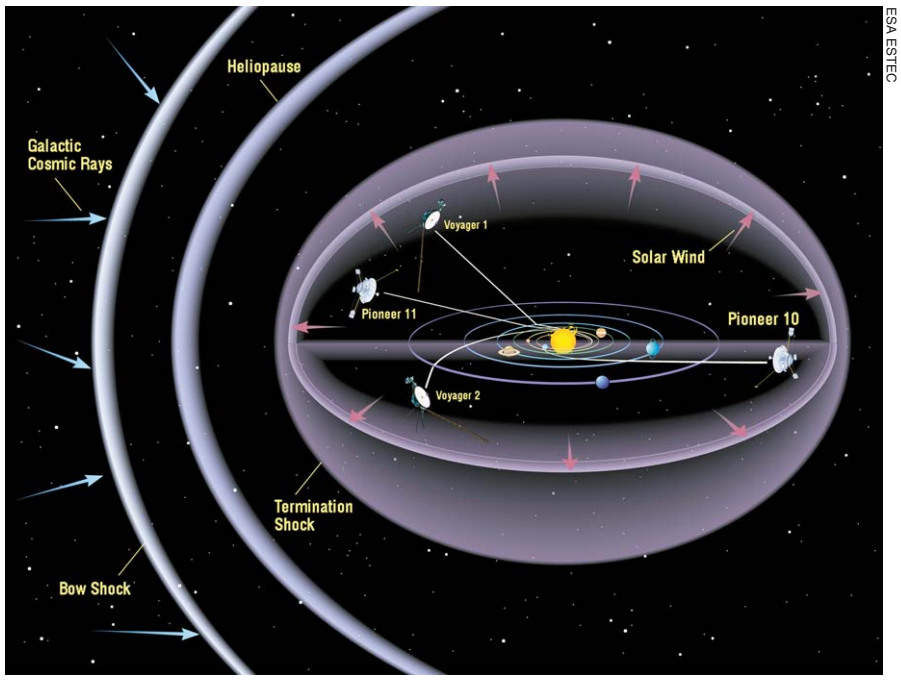
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—*Continued from previous page*

This day marks the 15th Anniversary (2003) of the space shuttle *Columbia* disaster. *Columbia* was traveling at 20,100 km/h (approximately 12,500 mph) when it broke up on reentry. The cause was damage by foam insulation falling off and striking the leading edge of *Columbia's* left wing.



ESA ESTEC



Monday, February 5th

The Moon has taken a position in the constellation Virgo. It will be near Spica, a double star that marks Virgos' ear of wheat. Even though the Moon is fairly bright, Spica should still be visible because there is enough separation between the two bodies.

Wednesday, February 7th

The Moon reaches third quarter phase today. Jupiter and the Moon will appear close over the next two days in the predawn sky. Mars can also be found east of the Moon leading to their conjunction with Antares on February 9th.

Thursday, February 8th

Author and sailor Jules Verne was born in 1828. Today would have been his 190th birthday. Verne wrote about space, air, and underwater travel before navigable aircraft and practical submarines were invented, and before any means of space travel had been devised. One novel, written in 1865, about sending men to the Moon using a space cannon is *From the Earth to the Moon* (*De la Terre à la Lune*). Its sequel is titled *Around the Moon* (*Autour de la Lune*) written in 1870. His final novel *Master of the World* (*Maître du Monde*) was published in 1904, one year before his death. The novel was described as being filled with foreboding and fear of the rise of tyrants and totalitarianism.

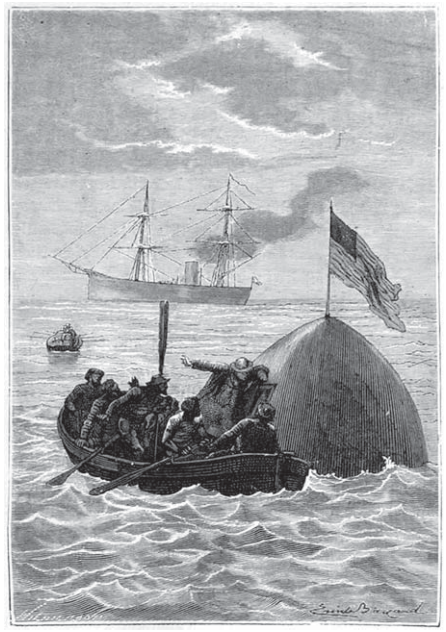
Sunday, February 11th

Two more conjunctions take place this period. Before dawn, the sliver Moon will appear near Saturn in the eastern sky. A little higher in the east is Mars positioned near Antares. Jupiter still remains in Libra.

Thursday, February 15th

Happy Birthday, Galileo Galilei! Today is Galileo Day. It is a celebration of the anniversary of Galileo Galilei's birth. Born in 1564, Galileo would have turned 454 years old.

This morning the Moon and Sun are beginning to line up. They will reach their closest point around 1700. At that time the pair will be lined up with Mercury and Venus will be in close proximity.



Left top: Location of Pioneer 10 *in the heliosphere*

Left bottom: Earth observation satellite Aeolus

Right: Splashdown in 'Around the Moon' by Jules Verne

Another *Pioneer 10* milestone occurred 45 years ago. In 1973, *Pioneer 10* crossed the main asteroid belt without damage and became the world's farthest-traveling spacecraft.

In the News

The European Space Agency (ESA) is advancing its commitment to Earth Science. The instruments aboard the ESA's more than 24 Earth observation satellites monitor the climate system and help predict the effects of climate change. A new satellite, named *Aeolus*, is set to launch in 2018. The purpose of this mission is to provide profiles of wind, aerosols and clouds. The data acquired will improve weather forecasts, climate modeling and to advance knowledge of atmospheric energy, water, aerosol and chemistry cycles.

There are two options for the next satellite. The first satellite option would monitor the radiation emitted from Earth and the amount that is reflected back through clouds or water vapor. These variables have a direct effect on Earth's temperature. The second option is for a satellite that would measure ocean-surface currents and the interaction between the ocean and atmosphere. For example the satellite would aid in the understanding of the rapidly changing Arctic Ocean.

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

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

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Playing Around in the Caribbean:

DOMINOES AND CARDS

by Alex J. Coyne

When the editor and I got together to speak about the most popular pastimes of the Caribbean, my mind drifted first to sailing, swimming and snorkeling; then to Calypso music; then to the traditional dishes of the Caribbean (I had recently joined a cooking group and daily images of the most gorgeous and colorful dishes were getting too much for my mind to handle); and then finally to playing cards and other social games.

"The most common game that cruisers get together to play," Sally promptly informed me, "is something called Mexican Train Dominoes. And you'll find local people playing the popular Caribbean card games Pedro and All-Fours." My usual games are bridge, poker and blackjack, for which I always keep a deck of cards around. Dominoes, on the other hand, I had last played online — and badly.

I fired up the trusty desktop, dragged the decks closer and started playing. Here's more about these games you might encounter around the Caribbean and just how they're played:



ELLEN BIRRELL

Above: On the village roadsides and city plazas, in the rum shops and beach bars, dominoes are a popular Caribbean pastime for locals and visitors alike

Right: If you want to gain a truly Caribbean recreational skill, learn the card game All-Fours!

Mexican Train Dominoes

THE HISTORY

As it turns out, the history of Mexican Train Dominoes has absolutely nothing to do with Mexico — or trains. According to website Ourpastimes.com, the rules of the game were officially copyrighted by two Californians (Roy and Katie Parsons) in 1994 and later bought over and put into mainstream production by the Puremco Company. The game seems to have its true origins rooted in Chinese domino games, of which Pai Gow is one.

THE RULES

The game can be played with as few as two and as many as eight players. Normally, a set of double-twelve dominoes are used, though variations exist, such as using double-six for two players or double-nine for two to four. (For clarity, we're assuming two to four players for the rest of this article.)

Markers for players — coins, chips, trains borrowed from a Monopoly set — are also used.

Traditionally, the oldest player goes first and play continues counterclockwise. Players receive ten dominoes each, and the remaining dominoes go to the side, forming what's called the "boneyard". The double-twelve is placed on the table to mark the "station" by the player who has it in their hand — if not, players draw from the face-down boneyard until it is found. This is where play begins.

The object of Mexican Train Dominoes is to end up with the lowest score in your hand. Dominoes are played with the ends matching.

"Trains" — or domino chains — are normally private. This means players can only play on their own trains. That is, at least, until they cannot place a domino and have to skip their turn — then, their train becomes "public" instead, and other players can get rid of their hands at their expense.

The Mexican Train part of this game involves a "Mexican train" of dominoes, which remains public for all the players in the game. Now, the "Mexican train" has to be started with a tile that has the same left-sided value as the center tile — in this case, 12.

Players who play a double get another turn.

The winner, of course, is the player who ends up with the least number of tiles, or lowest score by the end of the round.

All-Fours

THE HISTORY

According to *The Compleat Gamester* published back in 1674, the game of All-Fours has its origin in Kent, England, where it's often played as a pastime in pubs. It happens to be one of the oldest card games to come from England, and soon spread across the world from there.

All-Fours also happens to be the official national card game of Trinidad & Tobago, which makes it uniquely Caribbean. The card game Pedro also appears as one variation of All-Fours — the card called "Pedro" is here the five of trumps, worth five points.

THE RULES

Usually, All-Fours is played by two players, but it is not unusual to see tables with more.

Players first decide on a score between seven and 13 to win the game. Each player gets six cards, and the card drawn thereafter signifies the trump suit. (The player who plays a Jack gets an extra point — called, of course, the Jack Point.) As with most trick-taking games, the highest card is the winner. Each trick's winner leads the next trick.

The first player to reach the score decided upon in the beginning of the game is the winner.

There are some local spins on the game when it's played in the Caribbean: The



TRINIDAD & TOBAGO ALL FOURS FEDERATION

"Jack Point" is scored instead with an Ace, while the Jack now counts three points. Additionally, finding the six seems to count for an extra two points.

And before you embarrass yourself...

Are you a keen player or looking to pick up the game anew? Always practice your game online — and in complete, serene silence — before you take your game to the streets or the beach bar.

You can play online versions of Mexican Train Dominoes at AOL Games (www.aol.com/games/play/masque-publishing/dominoes-mexican-train) and FreeArcade (www.freearcade.com/MexicanTrainDominoes.flash/MexicanTrainDominoes.html).

Caribbean All-Fours can be played at GamePyong, which features many players from the Caribbean.

You can visit the official Facebook page of the Trinidad & Tobago All Fours Federation (www.facebook.com/ttaffgrandslam). You can also visit the Facebook page of the Trinidad & Tobago Card Game Association (www.facebook.com/TTCGA).



Castaway Casseroles use Almost Anything

BY ROSS MAVIS

Tide's Table

I was hard pressed to come up with a dinner dish this afternoon. My wife, Willa, said, "Why not use leftovers from last night?" We conscientiously do not cast away leftover food, no matter how small, from one meal to the next. A quick trip below deck and on checking the icebox I found a plate with a small amount of roast beef from last night's supper. It wasn't enough for both of us but a little imagination resulted in a Castaway Casserole we found extremely satisfying.

An onion from the vegetable locker and four medium potatoes plus a few leftover peas and carrots, also in the icebox, had me quite excited (at my age, it doesn't take much).

The neat thing about Castaway Casseroles is that almost any leftover meat — beef, lamb, pork, chicken, and even fish — can be the basis for these easy and succulent meals. If the meat is in a large piece, simply cut it into small pieces, or it may already be ground, like hamburger. Finely dice an onion and lightly brown it in oil in a hot frying pan. Add the chopped meat and cook slightly to incorporate meat and onion. Peel the potatoes and cook them in salted water until ready for draining and mashing.

If you have any gravy left over from last night's dinner, add it to the onions and the meat and sauté nicely. At this point, if the mixture is too watery, a small sprinkle of flour cooked into the mixture works well to thicken the base for gravy.

In a lightly greased glass casserole dish, spread the meat and onion mixture to form a base. On top of this, add the leftover vegetables; in my case, it was peas and carrots. Then, when the potatoes are cooked and mashed, spread them on top of the vegetables and dot with butter and cheese.

A sprinkle of paprika and 10 or 15 minutes in a hot oven will brown the potatoes and melt the cheese. Let stand for a few minutes and serve on plates with pickle, chutney or ketchup. Add a few tomato or cucumber slices for garnish.

Zounds, now this is what banquets often lack. Sumptuous simplicity!

As I mentioned, leftover fish or chicken can be served in the same fashion. A white sauce with butter, flour, milk, salt and pepper plus a sprinkle of parsley, thyme or seasoning of your choice, works well instead of gravy. Almost any vegetable, plus either rice or potatoes for the top, completes another Castaway Casserole. You are limited only by your imagination.



Castaway Casserole from Beef

BASE
- 1 Tablespoon olive oil or bacon fat
- 1 medium onion, finely diced
- 2 Cups chopped cooked roast beef
- 1/2 Cup beef gravy or stock
- 1/4 Cup flour
- salt and pepper to taste

SECOND LAYER
- 2 Cups cooked vegetables (peas, carrots, corn or mixed)

TOP LAYER
- 3 Cups mashed potato
- 1 Tablespoon butter
- 1/4 Cup grated cheddar cheese
- 1 teaspoon paprika

METHOD

In a frying pan over medium high heat, add oil or fat. Dice onion and add to frying pan. Cover until onion is limp and lightly browned. Add chopped beef and stir while mixture simmers. Add gravy if available and thicken if necessary with flour and season with salt and pepper.

Meanwhile prepare a small heatproof casserole, about 5 inches by 9 inches.

Spread meat, onion and gravy mixture on bottom of casserole dish. Then spread cooked vegetables on top of the meat layer. On top of the vegetables, add mashed potatoes and dot with butter and cheddar cheese. Sprinkle with paprika and bake in a hot oven until nicely browned on top. Serve in squares with tomato or cucumber slices.





COMPASS CARTOONS



Google Earth For Pirates





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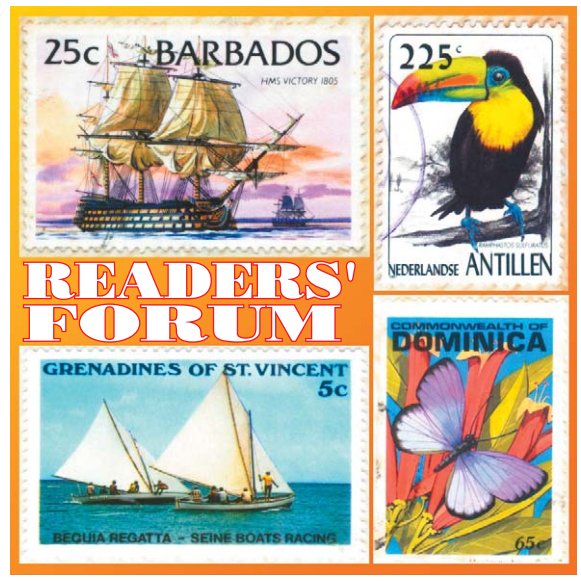
Read in Next Month's *Compass*:

How Tortola Readied for the Caribbean 1500

Bonaire's Traditional Sailing Boat Project

Aboard the RORC Transatlantic

... and much, much more!



RE: RESTORATION OF ASHTON LAGOON

Dear *Compass*,

I am always pleased with your attention to the environment in our islands. In your topic on the restoration of Ashton Lagoon in last month's Eco-News, however, there are a few historic errors. This area was never designated as a marine conservation area. That area was the Tobago Cays and the eastern side of Canouan. In the proposed marina in Ashton Lagoon on Union Island, there never was a plan to stop circulation of water in Ashton Bay; bridges were planned to allow circulation of water through the bay. The original concept of a golf course was cancelled for two reasons. The Canouan Golf Course would serve a better purpose, and information on the impact of salinity on low-lying golf courses and difficulties for grass growing in the Cayman Islands also terminated the idea. Why has it taken so long to recreate the passages for water circulation in and out of the Lagoon as was always intended?

A modern floating marina west and south of Frigate Rock will certainly help the economy for the people of Union Island. It needs sensitive investment. Such a project can be environmentally sound, accompanied by mangrove cultivation in the swamp, while taking on board climate change and Union Island's impact on the world phenomenon.

I hope no environmentalist still challenges the extension of the runway we did over the dead reef to what was the lifeless Red Island.

Sir James Mitchell
Bequia

Dear Sir James,

We've asked Sustainable Grenadines, Inc., which is leading the Ashton Lagoon Restoration project, for a reply, which follows.

CC

COMMUNITY EFFORTS TO CORRECT PAST MISTAKES

Dear *Compass*,

Sea level rise and storm surge will be the greatest threats to the economy of Small Island Developing States (SIDS), and their effects are already felt on the Grenadine island of Union Island. A CARIBSAVE report estimated that by 2050 the cost to sea level to St. Vincent & the Grenadines could be US$445 million annually.

Protecting natural systems such as coral reefs, mangroves and beaches are SIDS' greatest hope in building resilience against climate change and its effects. Developments not done in an environmentally sensitive way and those ignoring safeguards (laws and standards) always lead to accelerated loss and socio-economic consequences.

In only one decade of working on Union Island I have seen the sea literally eat up the coastline at Big Sand, forcing the only hotel in that area to close. Landowners there have since been dumping stones into the sea as the sea continues to eat their lands and threaten their houses. While it is easy to blame sea level rise for the loss of coastlines, before the expansion of the airport runway to Red Island, the Big Sand area had a large expanse of sand. What is known is that the airport runway expansion, like the Ashton Lagoon marina development, did not undergo in-depth environmental impact assessments. Concerned people still keep asking why there were no culverts installed under the runway to accommodate for long-shore drift and coastal currents.

People also ask why sheet piles and backfills made up all of the causeways of the Ashton Lagoon development, with no breaks or bridges for circulation. While the intention was not to stop circulation in the Ashton Bay area, this is what happened. An access road that was created from Union Island to the marina structure also stopped the exchange of water between the sea and the mangrove forest, contributing to the death of black mangroves. Through another project with The Nature Conservancy we have out-planted 3,000 red mangroves in that area, which we are advised will survive better than the black. Further, the Ashton Lagoon Restoration Project will install a number of culverts at various points that will allow for the exchange of water from the sea to the mangroves.

The Restoration Project is also creating six strategic breaches in the finger piers and widening a seventh breach that has been eroded over time. These breaches will be in the region of 15 to 20 metres. This will allow for a steady flow of water in the Lagoon to restore some circulation and assist the ecosystem to further recover.

Recognizing the importance of the Ashton Lagoon to nature and as a fisheries nursery habitat, there were at least two levels of legal protection to the area before the Ashton Lagoon development. Ashton Lagoon was protected under the Fisheries Act of 1986 as a marine conservation area, and later it was proposed in the "National Parks Authority; SVG National Parks and Protected Areas System Plan – SVG Tourism Development Project" that it be named the "Union-Palm Island Marine Conservation Area". Frigate Island was protected as a Wildlife Reserve under the Wildlife Protection Act of 1987.

SusGren, as an NGO with support from the community of Union Island, formally applied to the government for permission to conduct restoration work in 2010. We received our first official approval in 2015. We lost funding due to the delay in approval and had to wait until another grant funding opportunity came about. Thus, we secured funding in late 2016 and are in the process of implementation.

The community of Union Island, along with the Sustainable Grenadines Inc., The SVG National Trust, The Nature Conservancy and BirdsCaribbean, together with key government technical agencies including Fisheries Division, National Parks, Rivers and Beach Authority, Physical Planning, Ministry of the Environment, and Forestry, have been working together over the past ten years to develop and now implement the first phase of the restoration and tourism development of Ashton Lagoon. The taxpayers of Germany, the US and other developed countries have so far donated over EC$3 million to restore the natural ecosystems of Ashton Lagoon as an example of building resilience to the present and future impacts of climate change.

Martin Barriteau
SusGren 2006 – 2014
Orisha Joseph, Program Manager
Sustainable Grenadines Inc (SusGren)

PORTSMOUTH, DOMINICA, FOR CRUISERS

Dear *Compass* Readers,

As this issue of *Compass* goes to press, Martin Carriere, representing the Portsmouth Association of Yacht Services (PAYS) in Dominica, reported the following information:

Although the situation continues to rapidly change for the better, at present visiting cruisers should know:

- Garbage collection has resumed.
- Digicel, Lime, and Flow offices are open.
- Although the water supply at the Cabrits cruiseship dock is gone (along with the dock), clean, safe water is available at the public taps along the street and at the PAYS water buoy in the bay.
- Although the PAYS office and pavilion is missing some of its roof, the dock is reassembled, and the ability to host barbecues has been proven by hosting them for the crews of some of the relief ships.
- Ray's Roti Shop, Smithies, Madiba, and some other cruisers' favourite restaurants are back to normal.
- The bank and the Credit Union are operating, with functioning ATM machines.
- Bakeries are running.
- Northern Food Supply is open and the Picard IGA (near the medical school) is open with limited but growing supplies.
- The moorings are being reassembled for the season.
- Yacht security is set to resume with no damage to the security boat.
- Propane bottles can be filled in Roseau by PAYS during tours and with special or group arrangements.
- The Indian River tour, Milton Falls, Trafalgar Falls, Red Rocks, Cold Volcano, and a growing number of other attractions are open, and one can always take a "Post-Maria" tour.

The PAYS organization members are anxious to serve you all this season, and hope you will visit.

Laurie & Dawn Corbett
http://corbettgonesailing.blogspot.com

Editor's note

See more information on Dominica after Maria on page 28.

If you aren't going to Dominica but want to help with the ongoing hurricane recovery efforts, there are many ways to donate funds. One that sounds immediately useful is to donate just US$25 to Macario Advantage. The funds raised by this special donation will be used to repair the Lamb's Feast kitchen facility, which prepares hot meals for homebound elderly. Prior to Maria, hot meals were provided to elderly people in Dominica who had little access to food and had no one to cook meals for them daily. But now that the facility is damaged, these elderly people are in dire straits. With your help, the meal program can be restored: http://macarioadvantage.org/donate.

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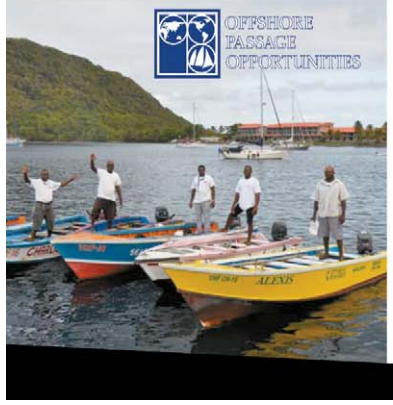
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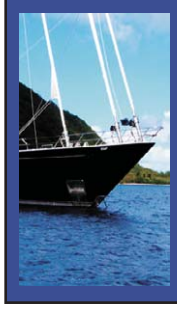
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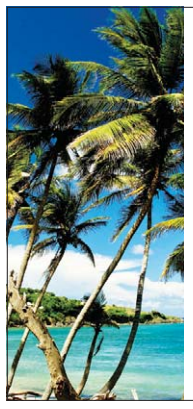
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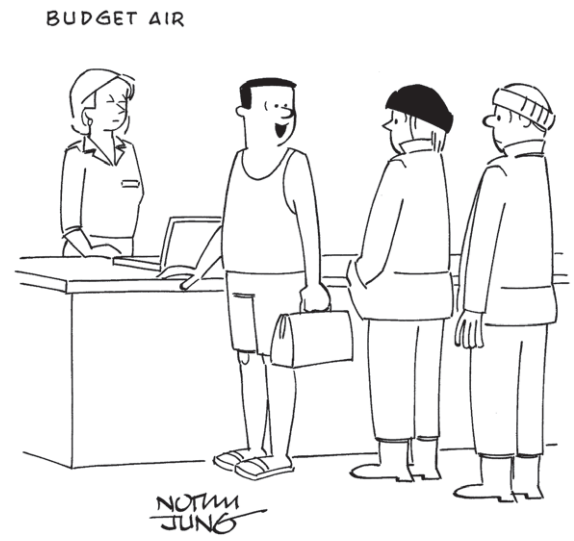
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CALENDAR

JANUARY 2018

1 Public holiday or "recovery day" in many places (New Year's Day); Junkanoo parades in The Bahamas
1 Annual Festival parade in Montserrat. www.visitmontserrat.com/festivals
1 – 6 Crucian Christmas Festival, St. Croix. www.stxfestival.com
2 FULL MOON
2 Public holiday in Cuba (Victory of Armed Forces Day) and Haiti (Founding Fathers' Day)
6 Public holiday in some places (Three Kings Day/Epiphany)
6 Start of World ARC 2018-19, St. Lucia. World Cruising Club, www.worldcruising.com
8 Public holiday in Puerto Rico (Eugenio María de Hostos Day)
10 Public holiday in the Bahamas (Majority Rule Day)
11 Start of Atlantic Odyssey II (Canary Islands to Barbados). Cornell Sailing, www.cornellsailing.com
12 – 14 SSCA Gam, St. Croix. Seven Seas Cruising Associaiton, www.ssca.org
12 – 14 St. Lucia Food and Rum Festival. http://stluciaisparadise.com/tag/food-rum-festival-2018
13 Round the Island Race, Antigua. AYC, www.antiguayachtclub.com
14 – 24 St. Barts Music Festival. www.stbartsmusicfestival.org
15 Public holiday in Puerto Rico and USVI (Martin Luther King Day)
16 – 24 Barbados Sailing Week. www.barbadossailingweek.com
18 – 21 Bequia Music Fest. www.bequiamusicfestival.com
19 – 21 Caribbean Laser Midwinter Regatta, Cabarete, Dominican Republic. www.caribwind.com
21 Public holiday in Barbados (Errol Barrow Day) and the Dominican Republic (Our Lady of Altagracia)
22 Public holiday in Cayman Islands (National Heroes' Day)
24 – 7 Feb Mustique Blues Festival. www.basilsbar.com
25 Public holiday in Aruba (GF Croes Day)
25 – 28 Spice Island Billfish Tournament, Grenada. www.sibt.gd/sibt.html
26 Public holiday in Dominican Republic (Duarte Day)
26 – 3 Feb Conch Republic Cup Key West Cuba Race Week. http://conchrepubliccup.org
27 – 3 Feb Manhattan Yacht Club Challenge, Tortola. myc.org/cruising/de-caribbean-regatta
28 Public holiday in Cuba (Birthday of José Martí)
29 – 3 Feb IWW Grenada Sailing Week. http://grenadasailingweek.com
31 FULL MOON
31 – 4 Feb Superyacht Challenge Antigua. www.superyachtchallengeantigua.com

FEBRUARY

2 World Wetlands Day. www.ramsar.org/activity/world-wetlands-day
3 - 4 Grenada Sailing Festival Workboat Races. www.facebook.com/WorkboatRegatta
3 - 4 Crucian Open Regatta, St. Croix. www.stcroixyc.com/Cruzan-Open
6 – 10 Round Martinique Regatta. www.theroundmartinique.com
7 Public holiday in Grenada (Independence Day)
9 - 12 Jolly Harbour Valentine's Regatta, Antigua. www.jhycantigua.com
9 - 13 Semaine Nautique Internationale de Schoelcher, Martinique. www.cnschoelcher.net/regates
10 St. Kitts KiteBoarding National Championship
10 – 11 Puerto del Rey Sailing Challenge, Puerto Rico. www.facebook.com/Puerto-Del-Rey-Sailing-Challenge
11 Sailors' & Landlubbers' Auction, Bequia, www.bequiasunshineschool.org
11 Karnaval Parades, Bonaire & Curaçao. www.infobonaire.com/www.curacao.com
12 – 13 Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela and other places
13 Round Redonda Race. www.jhycantigua.com
16 Antigua 360 Race. www.antiguayachtclub.com
16 – 18 Pan Pepin International Dinghy Regatta, Puerto Rico. www.nauticodesanjuan.com
18 – 25 Yachtie Appreciation Week, Dominica, www.sailopo.com
19 Start of RORC Caribbean 600 race, Antigua, http://caribbean600.rorc.org
19 Public holiday in Puerto Rico and USVI (Presidents' Day)
22 Public holiday in St. Lucia (Independence Day)
23 Public holiday in Guyana (Republic Day)
24 Governor's Cup race, BVI. www.royalbviyc.org
24 – 3 Mar St. Petersburg – Havana Regatta. epennin09@earthlink.net
25 Public holiday in Suriname (Liberation Day)
27 Public holiday in Dominican Republic (Independence Day)

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

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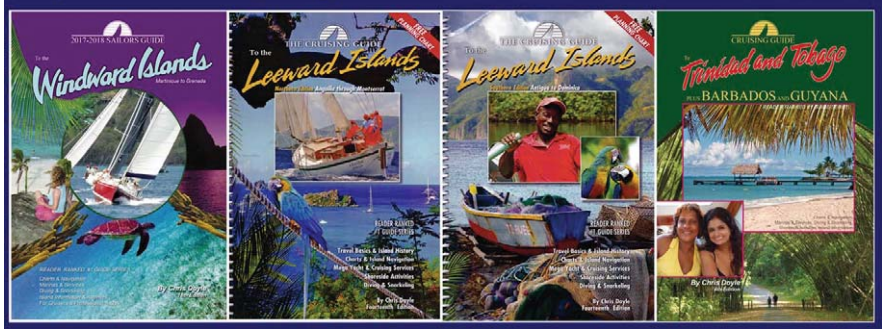
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