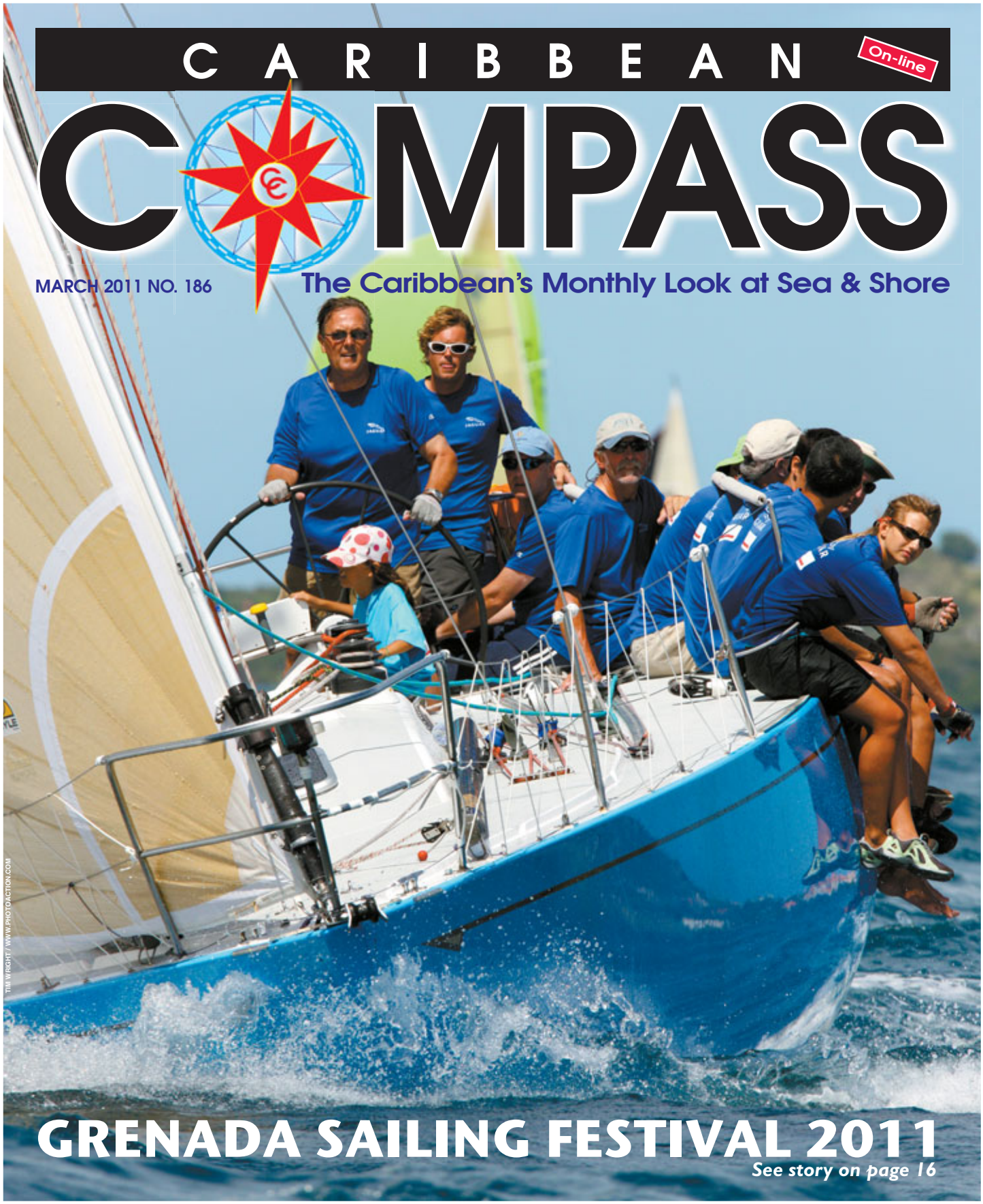
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COMPASS
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The Caribbean's Monthly Look at Sea & Shore



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GRENADA SAILING FESTIVAL 2011

See story on page 16



GEAR UP

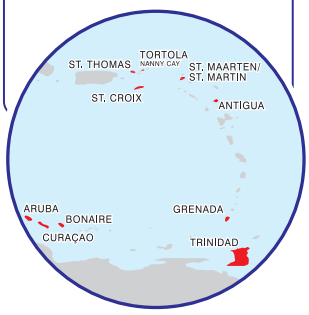
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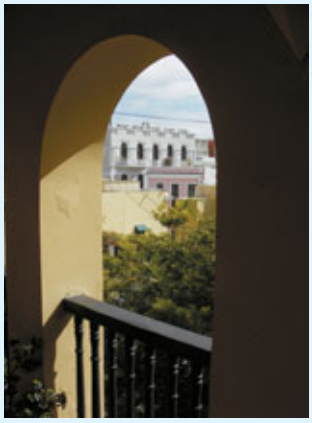
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Tel: (784) 457-3409, Fax: (784) 457-3410
compass@vincysurf.com
www.caribbeancompass.com

Editor.....**Sally Erdle**
sally@caribbeancompass.com

Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com

Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com

Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com

Accounting.....**Debra Davis**
debra@caribbeancompass.com

Compass Agents by Island:

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

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

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

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

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

Martinique: Ad Sales & Distribution - Isabelle Prado
Tel: (0596) 596 68 69 71, Mob: + 596 (0) 696 93 26 38
isabelle.prado@wanadoo.fr

Puerto Rico: Distribution - Olga Diaz de Peréz
Sunbay Marina, Fajardo,
Tel: (787) 863 0313 Fax: (787) 863 5282
sunbaymarina@aol.com

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

St. Maarten/St. Barths/Guadeloupe:
Ad Sales - Stéphane Legendre
Mob: + 590 690 760 100
steflegendre@wanadoo.fr
Distribution - Eric Bendahan
Tel: (599) 553 3850, erich@cirexpresslogistics.com

St. Thomas/USVI: Distribution - Bryan Lezama
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chrisbiss@yahoo.com

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

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Cover photo: Tim Wright shoots a Jaguar ready to pounce at Grenada Sailing Festival 2011



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

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Info & Updates

Grenada Launches Emergency Yachtline

On January 21st, the Marine and Yachting Association of Grenada (MAYAG) brought senior officers from the Royal Grenada Police Force together with the yachting community for the Second Annual MAYAG Security Meeting at De Big Fish Restaurant in Prickly Bay. Cruisers attending last year's meeting requested improvements in police communication and emergency response, which is why this year MAYAG and the police were pleased to launch a 24/7 emergency hotline dedicated to yachts for reporting crimes and suspicious activities in Grenada's waters.

Grenada's yacht crime is declining and MAYAG and the police intend to keep it that way. Ensuring Grenada waters remain safe is a top priority for Grenada, reflected by the panelists who presented at the meeting. The first presentations came from MAYAG's Chair and Vice Chair, Anita Sutton and James Pascal. Both expressed MAYAG's commitment to preserving the safety and security enjoyed by yachts in Grenada.

ASP Mason of the Criminal Investigations Department (CID) reported that the number of maritime crimes declined from ten in 2009 to nine in 2011. Similar to the figures presented last year, this number reflects commercial and recreational boats. According to ASP Mason, most cases of petty thefts from boats were thefts of electronics. He reported that electronics as well as outboard engines are bartered in the inter-island drug trade.

The second panelist was Supt. James, Commander of Grenada's Drug Squad who explained that the hotline has been established for yachting visitors to report crimes, and to improve follow-up and victim response in the event of a crime. He also noted that the hotline can be used for the reporting of suspicious activity on or around yachts and this might include drug trafficking as well as theft or boarding. He noted that for this reason, the 24/7 hotline will reside in the drug squad. The officer manning the hotline has access to all RGPF resources in order to mobilize an appropriate response, and this includes the Coastguard.

Grenada's 24/7 Emergency Yachtline is (473) 405-7490. The number will be broadcast daily by Island Water World on Grenada's VHF Cruiser Net, VHF 16, as well as being publicized at marine businesses and locations.

Solo Sailor Missing, Feared Murdered

In early January, single-handed 56-year-old sailor Don North told friends he was going to leave Chichime in the San Blas islands, Panama, bound for Sapzurro, Colombia. The US citizen sailed his 38-foot Morgan sloop, *Windancer*, along with his Schipperke dog, Kuna. North spent 20 years living on his boat, and during the past year he lived in Panamanian waters. He reportedly communicated frequently with his family. He has not been seen or heard from since the second week in January.





As this issue of Compass *goes to press, Don North, above, is missing and Javier Bermejo Martin, below, is in custody*

In early February, according to Don Winner for Panama-Guide.com, Panamanian authorities seized an apparently abandoned boat bearing the hastily applied name *Green Twilight*, which was subsequently identified by fellow cruisers as *Windancer*.

As this issue of *Compass* goes to press, law enforcement authorities have detained another yachtsman, Spanish citizen Javier Bermejo Martin, whom they believe murdered Don North. Javier Martin had made his living aboard his Beneteau Oceanis 44, *Twyla*, transporting backpackers from Panama to Colombia — until December 8th, 2010, when he sank it on a reef at Chichime. When arrested, Martin had documents belonging to North in his possession.

According to Panama-Guide.com, Martin had previously been questioned but released in connection with the murder of French charterboat owner Jean-Pierre Bouhard. Bouhard had also carried backpacking passengers between Panama and Colombia. On the weekend of February 5th, scuba divers found Bouhard's body in Panamanian waters, tied up and weighted with an anchor. Don Winner reports that after Bouhard went missing but before his body was discovered, Javier Martin took Bouhard's 50-foot aluminum catamaran, *Levante*, from Puerto Lindo to Green Turtle Cay Marina, had a different name painted on it, and presented forged paperwork.

A report in the Panamanian newspaper *La Prensa* said that Martin might also be implicated in the disappearance of another person, which occurred in the British Virgin Islands in 1997.

Anyone with information about Don North is asked to contact his family at esmidgeon@yahoo.com.

Thanks to Don Winner for information in this report. For more information visit www.panama-guide.com.

—Continued on next page



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British Warships to Leave Caribbean

In early February, the UK's *Guardian* newspaper reported "Britain is to abandon its warship patrols of the Caribbean for the first time since the Second World War because of the navy's funding crisis." The Royal Navy's Caribbean patrol was originally set up to guard British dependencies in the West Indies.

Although the Royal Navy can no longer afford to send a destroyer to the Caribbean, it will not withdraw completely from the region. A Ministry of Defence spokesman said, "The Royal Navy will continue to provide a permanent presence in the Caribbean, able to respond to the full range of potential events including humanitarian disaster relief operations. During 2011 this will be provided by a Royal Fleet Auxiliary ship, enhanced with a naval party and helicopter during the core hurricane season."

St. Lucia: Bacchanal Lady Burns and Sinks

On the coast of Tapion, located at the mouth of Castries Harbour on February 8th,



just before five o'clock in the afternoon, the Bertram 37 *Bacchanal Lady* caught fire, burned to the waterline and sank. Though the cause of the fire is unknown, it is believed that it began in the engine compartment.

Speaking to local television reporters, Andre Hackshaw, Managing Director of Captain Mike's, said: "They (captain and crewman) noticed when they were just about to power up the boat one of the engines did not respond. When the crewman went downstairs he smelled a little smoke and when he lifted up the hatch on the vessel he realized there was a fire and did all the necessary emergency procedures."



Going, going, gone. The loss of Bacchanal Lady *reminds boaters to stay on top of fire-safety checks*

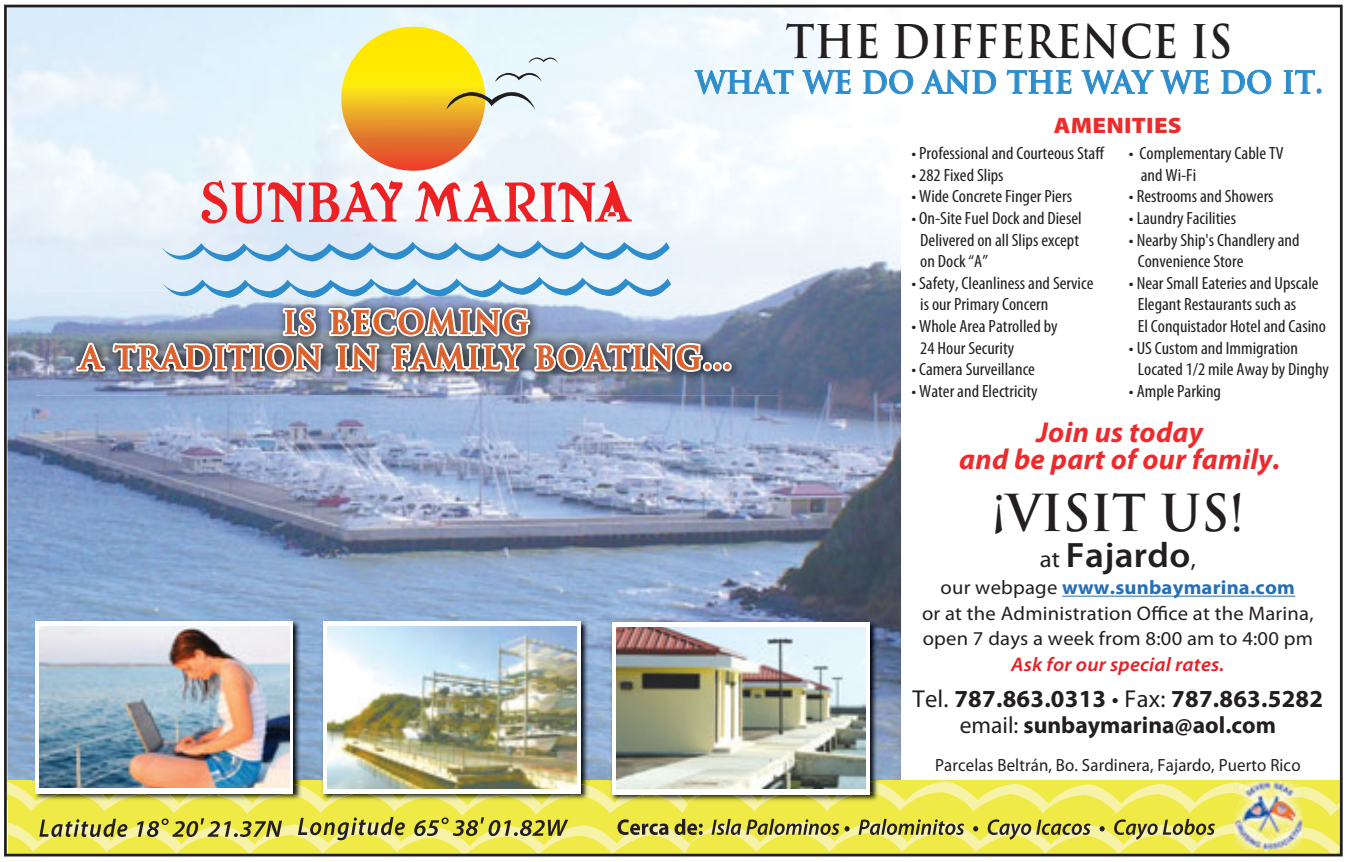


The marine police responded to the distress call shortly afterward, but when they arrived at the vessel it was totally engulfed in flames.

Bacchanal Lady was reportedly returning to Point Seraphine in Castries Harbour following a photo shoot of the island with an American-based company. Fortunately at the time of the incident only two persons were on board, the captain and one crewmember. The two on board were rescued, brought aboard *Hack Attack*, which was within close proximity holding the film crew for the shoot. Onlookers say that *Bacchanal Lady* went down quickly and those aboard *Hack Attack* say they had never seen anything burn that quickly. The vessel was sunk more quickly by other boats making circles around it to create waves. Nothing from the boat was salvaged and losses were estimated in the region of US$200,000.

There were no injuries. According to one sailor on the scene, fire is not usually the first engine problem that is thought of within the sailing community. The incident sent shock waves through the commercial boating community, and the days that followed had captains and crews doing extra checks, including fire extinguishers, aboard their vessels.

—Continued on next page



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RBVIYC Now Offers Visitors' Membership

Mike Kirk reports: The Royal British Virgin Islands Yacht Club in Tortola is pleased to announce a new membership category. Visiting yachtsmen interested in using the club's facility may join the club on a temporary status for a period of up to two months. All membership privileges and discounts are extended for this period. The club is situated at Road Reef Marina opposite the Doyle sail loft and TMM Charters.

Commodore Dick Schoonover explains: "We have always welcomed any visitor or charter client at any time to enjoy the best view in Road Town from our clubhouse, without joining the club. But we have found that some visitors come for an extended period, especially in the spring. This change means they can now enjoy the company of fellow sailors without joining for the whole year. The cost of US$50 per month is very good value. We felt this change particularly important this year as we celebrate the 40th Anniversary of our Spring Regatta."

To take part in this opportunity visit the Club, sign a simple application form and receive your temporary membership on the spot.

For more information contact the Club at (284) 494-3286 or visit www.royalbviyc.org.

Island Events to Look Forward To

• Trinidad will delight music-lovers during March and April with the University of Trinidad & Tobago's (UTT) Campus Concert Series at the Auditorium, UTT Chaguaramas Campus. Admission is free and concerts usually feature string quartets, woodwinds and/or brass performing classical compositions, although Latin music and choral arrangements will also take center stage on different days. *To have your name placed on the mailing list for programmes, e-mail krisson.joseph@utt.edu.tt.*



• Montserrat will celebrate its annual St. Patrick's Festival from March 11th through 20th. There will be a national exhibition, concerts, hikes, kite flying, lectures, limes and jump-ups — even an Irish Cabaret. From March 14th through 19th, the ferry schedule from Antigua will be increased to a daily service, and there will be extra trips on March 16th and 17th. *For more information visit www.visitmontserrat.com.*

• Martinique, having recently won its second consecutive "Best Gourmet Island of the Year" award from *Caribbean World Magazine*, will host its Sainte-Marie Culinary Week from May 9th through 15th. Held in the small northeastern coastal town of Sainte-Marie, this festival features cooking demonstrations and tastings at various venues throughout the area, including the famed Saint James Distillery and Rum Museum. Special menus are also created for a selection of restaurants throughout Sainte-Marie. *For more information phone the Sainte-Marie Tourist Office at (011 596 596) 69 13 83.*

• Aruba will host the second edition of the Aruba International Film Festival from June 10th through 16th at the Paseo Herencia Entertainment Center. Festival-goers will see a wide variety of films from around the world. Last year's inaugural event showcased 25 films from 16 different countries. *For more information visit www.arubafilmfest.com.*

Arts & Crafts Festival 2011 Cancelled

The Caribbean Arts & Crafts Festival 2011, scheduled for March 5th through 10th in Tortola, has been cancelled. Look for this event to return in 2012.

For more information visit www.caribbeanartisan.net.

Got Auction Items?

When you finish partying at Trinidad Carnival and move north, please remember that the Carriacou Children's Education Fund will gratefully accept any and all contributions: clean, used clothing for adults and children; household goods; treasures of the bilge; handmade craft items; and, of course, cash. The items will be auctioned at the annual fund-raising in late July, directly preceding Carriacou Regatta Festival. Proceeds go to provide local needy children with school uniforms, textbooks, lunches, and scholarships to TA Marryshow Community College. Contributions can be left at the Carriacou Yacht Club in Tyrrel Bay. And, don't forget there is free wireless in Tyrrel Bay — just make a donation to CCEF.

For more information contact ccefinfo@gmail.com.

Cruisers' Site-ings

• Robert Williams reports: There is a new website for sailors in St. Martin. Visit ***www.cruisersnet.info*** for local Information, treasures of the bilge, news on safety and security issues in and around St. Martin, a crew finder forum, and a comprehensive local and Caribbean weather page. You can also send electronic postcards of St. Martin.

• Gavin Gorazdowski reports: I have recently launched a new website for buying and selling second-hand electronic charts and cruising guides (books): ***www.chartswap.net***. It's a free, not-for-profit service.

• A useful resource for captains and crew of megayachts is ***www.dockwalk.com***.

Ooops!

When we previously mentioned our "Charitable Writers" who donated their writing fees to charity in 2010, we neglected to mention Louise Kupka and Gordon Nicholl, who donated to the Carriacou Children's Education Fund; Nathalie Ward, who donated to the Eastern Caribbean Cetacean Network; and Keith Bowen, who donated to a needy surgery patient. Apologies for the omissions. Your generosity is appreciated.

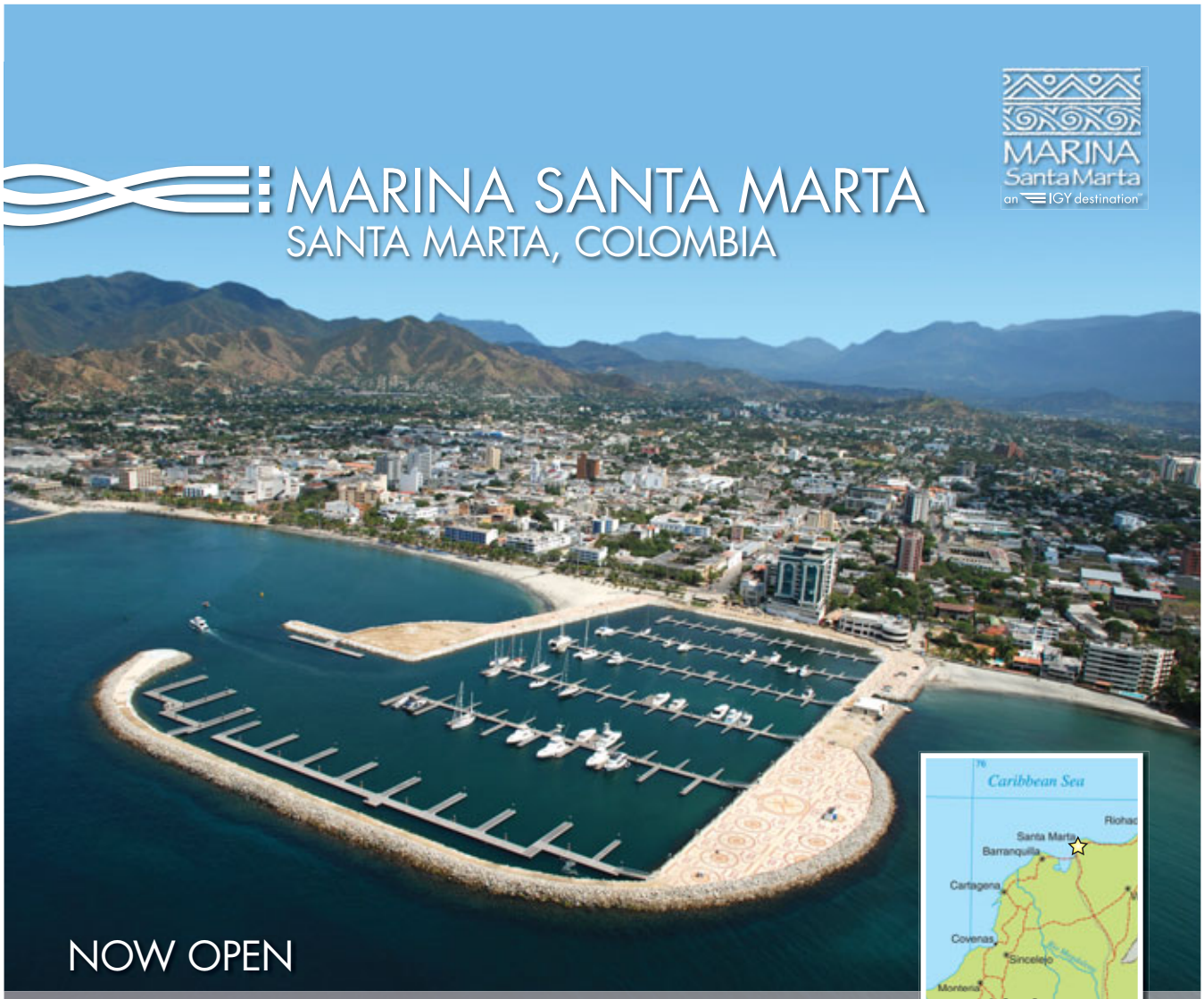
Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Canada Metals on page 9; Marina Santa Marta of Colombia, on page 7; Solaris Restaurant of Antigua, on page 37; and Sunbay Marina of Puerto Rico, on page 5. We also welcome Neil Pryde Sails, of Grenada; Richmond Vale Nature Center, of St. Vincent; and West Palm Hotel, of Trinidad — all in the Market Place section, pages 42 through 45. Good to have you with us!



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CARIBBEAN ECO-NEWS

New Wheel, Cleaner Mayreau

Jonathan Underwood reports: On the morning of January 13th, close to 20 people boarded a Tobago Cays Marine Park boat on the Clifton wharf at Union Island. Sustainable Grenadines Inc., the Union Island Environmental Attackers, the Union Island Revenue Office, and the Solid Waste Management Unit/Central Water and Sewage Authority were represented. The destination was the small island of Mayreau, just over a mile to the northeast. Along with the passengers and crew was a special piece of cargo: a new wheelbarrow, freshly painted with sponsors' names: "Gulf and Caribbean Fisheries Institute" and "Caribbean Marine Protected Areas Management." This gift was sponsored through a CaMPAM and GCFI project, and implemented by SusGren as a part of the "Reducing Marine Litter in the Grenadines Project." It was delivered in partnership with Environmental Attackers.

Some passengers escorted the wheelbarrow into a truck, which left the dock and started up the hill. Halfway to the top, the wheelbarrow was unloaded. It was decorated with a few hats, work gloves, a pair of work boots, a ground rake, and a shovel. A blessing of the equipment by Katrina Adams of Environmental Attackers opened the official presentation.

The recipient of the wheelbarrow was a tall, quiet man. Collin Grant is the only person on Mayreau who removes household waste — transporting it to an unregulated dumpsite. Using only his bare hands and a small, rickety wheelbarrow, he walks the island to collect and consolidate trash. The new wheelbarrow will make his job easier. Martin Barriteau of SusGren described Collin as a "difference-maker." His commitment to the removal of litter from one of the "last untouched islands" has placed Collin on a level of "statesman", Mr. Barriteau added.

Saville Lewis of the Central Water and Sewage Authority of St. Vincent & the Grenadines spoke of the importance of the inclusion of Mayreau in a unified plan to improve waste management across the Grenadines. A small offering of supplies to one man will not solve the developing trash problem on Mayreau. It is the only island in the Grenadines without organized solid waste management. With new roads, a proposed marina, and other land-based construction projects slated for this tiny island, Mayreau's future will require a comprehensive plan for waste. For now, this Grenadine gem has a new wheel. In the coming months and years, it will take many more turning wheels to put Mayreau on a new path of waste management.

Grenadines Network of Marine Protected Areas Established

In Carriacou in late January, representatives of the Sandy Island/Oyster Bed, Moliniere-Beausejour and Tobago Cays Marine Protected Areas had their first networking meeting and are pleased to announce the establishment of the Grenadines Network of Marine Protected Areas. Seeking to share experiences across national borders, the staff and board members of the three marine parks updated each other about their activities and reflected on achievements made and lessons learned so far. This is the first such face-to-face meeting of the staff of all three parks.

Moliniere-Beausejour park warden Cecil McQueen commented, "We work with common objectives and this is a tremendous opportunity to meet our counterparts in Carriacou and in St. Vincent & the Grenadines. We can learn so much by exchanging information and working together to solve some of the important issues we face."

Representatives of the governments of both St. Vincent & the Grenadines and Grenada attended this first networking meeting. Also represented were St. George's University, the University of the West Indies, the Caribbean Marine Protected Areas Management Network and Forum (CaMPAM), SusGren and the Environmental Law Institute. Minister for Carriacou and Petite Martinique Affairs, George Prime, opened the meeting and welcomed the spirit of collaboration between the neighbouring parks.

The first step to cement the network was a day-trip for wardens from Sandy Island/Oyster Bed and Moliniere-Beausejour Marine Parks to visit their counterparts in Tobago Cays Marine Park. After arriving at Union Island, the park wardens from Carriacou and Grenada visited the TCMP office where they saw the park's interpretation centre and office facilities and had the chance to meet the Park Manager and administration staff.

Boarding the park's main patrol boat, the visitors headed first to Mayreau Gardens in the conservation zone of TCMP. Part of the group scuba-dived on the coral reefs of Mayreau Gardens, which are home to the best-conserved reefs of the park, and indeed are among the best coral reefs in the Eastern Caribbean. Others in the group meanwhile snorkeled with the sea turtles that feed on sea grass beds and are such a popular tourist attraction in TCMP.

The visitors then joined their colleagues from TCMP as they patrolled the Cays and checked on yachts and daytrippers. Moliniere-Beausejour Head Warden Coddington Jeffrey explained, "We shared with our counterparts how we deal with the public and we learned more about the conservation efforts and maintenance work that is ongoing in a longer-established marine park."

"We look forward to the next opportunity to meet and exchange experiences about our conservation and environmental protection work," commented Lesroy Noel, Project Manager at TCMP. "We're pleased to now be in contact with each other and to have established a spirit of collaboration between the neighbouring parks."

The visit was organized by SusGren and made possible with support from the UNEP-Caribbean Environment Program through the Small Grant Program coordinated by CaMPAM and GCFI with funding from the Italian Ministry of Foreign Affairs to support the Caribbean Challenge initiative.

For more information please contact SusGren (susgrenpm@vincysurf.com) or CaMPAM (emma.doyle@gcfi.org).

Planning Workshop Held for Grenadines Marine Management

"Fifty years from now, what do you hope to see in the marine areas surrounding the Grenadines?" This was one of the questions posed to fishers, marine protected areas staff, interested community members, government officials and academics as part of a visioning exercise during a two-day workshop held in January to discuss the future of sustainable development and management of the marine environment of the Grenadines.

In the Grenadines, human activities for tourism, fishing, recreation and other uses will continue to place increasing and often conflicting demands on the coastal and marine waters. As a result, important coastal areas are under intense pressure, threatening the beaches, coral reefs, wetlands, mangroves and seagrass beds, and the environmental services they provide, such as coastal protection from storms, food supplies and tourism-based economies.

The objective of the workshop was to kick off discussions about planning for long-term management of the marine and coastal resources of the Grenadine Islands. Attending the workshop were officials from the governments of St. Vincent & the Grenadines and Grenada, marine resource users (fishers, water taxi operators, members of the yachting community, dive shop operators, etcetera), staff from Sandy Island/Oyster Bed, Moliniere-Beausejour and Tobago Cays Marine Parks,



as well as representatives from the University of the West Indies, St. George's University, the Caribbean Marine Protected Areas Management Network and Forum (CaMPAM), Sustainable Grenadines Inc. (SusGren), and the Environmental Law Institute.

Workshop participants were asked to identify and prioritize visions for the future of the marine environment in the Grenadines. "We discussed issues related to intergovernmental coordination and policy, uses of marine and coastal resources (such as recreation and tourism, fishing, and conservation)," explains Martin Barriteau, the Director of SusGren. "We also explored visions for healthy resources and the role of education and awareness in achieving this," he added.

"In 50 years we want to enjoy a clean environment, with healthy coral reefs and properly managed marine protected areas, and to have citizens informed on Grenadines affairs" were some of the highest priority vision statements developed in the workshop. The participants then considered how the visions might be achieved, which included assessing possible strategies for working together across national borders. The visions and input obtained during the session in Carriacou set the stage for taking these ideas to the marine resource users via a series of community meetings on each of the seven inhabited Grenadine islands in June. Further input and reactions will be sought at these meetings to shape an eventual plan to help ensure the sustainable use of the marine and coastal resources of the Grenadines.

For more information or to participate in these meetings contact SusGren on (784) 485-8779 or email susgrenpm@vincysurf.com.

Heavenly Water goes 'Green' for St. Maarten Heineken Regatta

Heavenly Water and Good2Go have come together to introduce biodegradable water bottles to St. Maarten — a first not only for St. Maarten but also for the entire Caribbean. Only a handful of companies worldwide so far have produced eco-friendly water bottles.

Sixteen-ounce water bottles will be available during their water sponsorship for the 31st annual St. Maarten Heineken Regatta in March. Every bottle has a bright green biodegradable cap to make them instantly recognizable. Although they look and feel just like normal plastic bottles, these bottles are made entirely from plants and leave no toxic residue behind after they have biodegraded.

The problem of plastic pollution is becoming a huge issue for St. Maarten and just to emphasize that point, a beach clean-up in Nettle Bay last August collected almost one ton of plastic bottles in just three hours.

Biodegradable bottles can be bought from selected stores on St. Maarten, or you can order cases of earth-friendly bottles direct from Heavenly Water on: (599) 542-0619.

For more information visit www.heavenlywaters.com.

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Cruising with a Cause:
OCEANSWATCH COMES TO THE CARIBBEAN

by Edee Dalke

Encouraging sailors to "Cruise with a Cause," OceansWatch, which has its roots in the South Pacific, is expanding to North America and the Caribbean. Their aim is to work with sailors, divers and scientists on projects to help coastal communities manage their marine environment and develop sustainable livelihoods.

A team of volunteers from OceansWatch recently visited Trinidad, Grenada, Union Island and Bequia as they made their way across the Caribbean to end in the Dominican Republic. The current assignment as a "pioneer boat" is fact-finding about each area's particular needs, making important business and governmental contacts and raising cruiser awareness.

The OceansWatch mission is to work with coastal communities that request assistance. OceansWatch partners with any organization, large or small, already in place and any project that is undertaken by OW is by invitation from that community based on their needs.

The organization works to help preserve the ocean environments, reef systems, and people living in maritime communities on islands and in coastal villages in developing countries, with need for environmental sustainability and humanitarian aid, where there is little infrastructure and/or support services are lacking, where delivery by sailboat is the most efficient way to reach areas in need.

"At any given time there are many cruisers in the Caribbean, all with different skills and knowledge that could be used to help local communities," said volunteer team member Becky Treneer from England. Working with yacht owners, sailors, divers, students, teachers, doctors, nurses, ecologists and scientists, OceansWatch members can help with projects such as volunteering sailing skills or use of their yacht to be a part of an OceansWatch expedition or host a scientist.

"Volunteering with OceansWatch and visiting the Caribbean for the first time, I have to say, as a biologist, I'm really impressed by the goodwill of some of the yachties showing interest in hosting scientists for future missions and their level of awareness of environmental issues," said volunteer team member Jake Navarro from Spain.

Members can become involved in conducting Reef Check surveys, helping to set up and monitor Marine Protected Areas, installing yacht moorings to protect coral reefs, marine mammal surveying, and humanitarian projects such as setting up sister schools, delivering school supplies, providing medical aid and installing drinking water, sanitation and sustainable clean energy systems.

"As a diver, I have recently completed the Reef Check training, which is a simple system of reef survey that OW is assisting with to monitor the health of our reefs. These surveys are being continued yearly and are something that any enthusiastic diver can become involved with," said Captain Andy Clarkson, long time live-aboard cruiser from England. "I have also recently been introduced to Coral Watch, which is a system that requires no training and can be conducted by anyone with a mask and snorkel."

The emphasis of OceansWatch North America (OWNA) is on projects in the Caribbean, Central and South America. Projects are ongoing in Belize and Haiti. In 2011 OWNA is initiating projects in support of supplies to schools and children in Haiti and the Dominican Republic, with additional projects underway or planned for Mexico, Belize and Guatemala.

By joining OceansWatch, members join a global network of sailors, divers, environmentalists, students, academics, scientists, engineers, concerned citizens, aid workers, volunteers and people who want to help save the oceans and the people who need it most. A membership will help to provide supplies, materials, logistics and support for the projects in developing countries. Memberships start at only US$25 and members then receive a newsletter, have access to the members' forums to meet other members and learn about opportunities to join projects or initiate their own, receive guidance from International OceansWatch on being an environmentally friendly sailor, have opportunities to attend workshops so that they can more effectively assist in marine conservation and humanitarian projects, and receive an OceansWatch sticker for their boat or vehicle.

Members also have access to the Members Only area on the website, which includes training material, learning resources about climate change, reef ecology, a range of resources to help teach kids, guidelines for observing and reporting on marine conservation, humanitarian issues and marine mammal sightings. All memberships are dual with OceansWatch International and OceansWatch North America.

Founder and CEO, Chris Bone of New Zealand, started OceansWatch to fill a void he saw in the South Pacific Islands. During a time as a superyacht captain, he was personally impacted, sailing into the harbor in New Zealand on the day of the sinking of *Rainbow Warrior*. The idea of OceansWatch evolved in following years, when he was captain of a Greenpeace vessel, and on other sailing excursions. Having the resources to help villages by sailboat seemed a natural fit. And it did. OceansWatch members have made a real difference in several communities. Projects in the South Pacific are going on in Tonga, Vanuatu, the Solomon Islands and Papua New Guinea in partnership with other organizations.



'How can we help?' Captain Andy, Becky, Edee and Jake on OceansWatch's pioneer Caribbean cruise

"I became involved after meeting Chris Bone in New Zealand and have witnessed its achievements and the good that it has done in Melanesia," Clarkson said. "I believe that with the help of like-minded cruisers in the Caribbean and Central America OW can be a beneficial force here, too." Expansion into North America is being overseen by OWNA president Donna Lange of the United States, a solo circumnavigator.

OceansWatch North America, Inc. is a 501c3 tax-exempt charitable corporation so membership dues, donations and gifts are US tax-deductible as allowed by IRS tax regulations. It is an all-volunteer and donor-funded organization.

"As a recent member I have already noticed how worthwhile it is to be actively working in these areas and responding to the needs of local communities knowing you are making a difference," Treneer said.

For more information visit www.oceanswatch.org.



Sailor's Delight:
BE A CITIZEN SCIENTIST!
Help with Humpback Whale Research

by Nathalie Ward

The Caribbean Humpback Fluke Project, CARIB-FLUKES, sponsored by the Eastern Caribbean Cetacean Network (ECCN), is an international project investigating the movements of humpback whales between the breeding populations in the Eastern Caribbean and the North Atlantic feeding populations. If you would like to help with humpback research, read on!

Tails Tell a Tale

As mentioned briefly in last month's Caribbean Eco-News, individual humpback whales are identified by the black and white patterns on the underside of their flukes (tails). To date, the *Catalogue of Humpback Flukes for the North Atlantic* contains over 6,000 individual humpback whales images and has provided detailed data on humpback reproduction, migration, social interactions and population dynamics.

Tail Typing

The tail fluke types are ordered from all white to all black (see Figure 1) and combinations in between. We'll call them Type 1 (white) through Type 5 (black). Whales are matched against the photographs in the existing catalogue. Information on each whale sighting (such as date, time, location) is kept in a database. Using this data, we have learned that humpbacks mature in four to five years, may have calves every two years, travel to the Caribbean in winter to mate and give birth, and appear to return to the same northern feeding area each summer.

It's A Matching Game

• Figure 2 shows six different flukes in the left-hand column — number them, top to bottom, 1 through 6. Note the tremendous variation in the patterns. The right-hand column shows the same six flukes but in a different order — let's call them A through F. Can you see the matches?

Answers: 1C, 2D, 3A, 4B, 5F, 6E

• Look at these flukes and categorize the fluke types from number 1 through number 5.

Answer: 1. Arrowhead (Type 4); 2. Gemini (Type 1); 3. Triton (Type 2); 4. Breakers (Type 4); 5. Flyer (Type 2); 6. Peajack (Type 3)

Different Angle, Same Whale

Figure 3 shows four images of "Handglide", a humpback whale born to "Knuckles" in 2005. As you can see, sometimes a photo of a partial fluke is sufficient to identify an animal.

Submitting Your Photographs to the Catalogue

The Eastern Caribbean Cetacean Network (ECCN) welcomes submissions of your photographs as long as they meet their stringent requirements. The Catalogue is only as good as the photographs it contains, so any submitted photographs must be in focus, properly exposed, and of a sufficient size to be easily matched. Here are the requirements and examples of what is acceptable.

• Fluke must occupy at least 50 percent of print, or be taken at a range where identifying marks and trailing edge can be clearly seen.

• Focus must be good enough that identifying marks and trailing edge can be clearly seen.

• Contrast (the difference in the black and white parts of the photo) must be sufficient to clearly show the markings and define the trailing edge of the fluke.

• At least 50 percent of the fluke must be included in the photograph.

• The angle of the fluke must be close to 90 degrees or such that the flukes are facing you to allow marks and the trailing edge to be seen.

If interested in participating in the project, go to the ECCN website, www.eccnwhale.org, to learn how to take and submit your images to contribute to the Humpback Whale Catalogue.



FIGURE 2











NATURAL I.D.S

Photo-identification uses natural markings to identify individual animals over time. This research technique is used on many species of marine mammals. Initially, scientists used artificial tags to identify individual whales. Discovery tags were the first to be used, in the 1920s. These were tags that were shot into the blubber of a whale, and then discovered after a whale was killed and flensed. While the use of these tags taught us about the movements of individual whales, their use was limited. Most whales that were tagged were not recovered, and those that were, had died and could provide no additional information. Over the years, a variety of other tags were used with limited success. In the 1970s, scientists discovered that individuals of many species could be recognized by their natural markings. These scientists began taking photographs of individual animals and comparing these photos against each other to identify an individual animal's movements and behavior over time. Since its development, photo-identification has proven to be a useful tool for learning about many marine mammal species including humpbacks, killer whales, sperm whales, and bottlenose dolphins.

BUSINESS BRIEFS

Budget Marine Offers New AIS Search and Rescue Transponder
When a crewmember falls overboard you need to know two things to be sure of a quick and successful rescue. First, you need to know immediately that someone has gone overboard. Second, you need accurate, continuous updates on the exact position of the person in the water.
The easyRESCUE personal SART (www.easyais.de) gives you all that and more. It combines a fast acquiring GPS and an AIS transponder in a waterproof 350-gram package. As soon as the easyRESCUE is activated, your AIS-enabled plotter gives an alarm. The plotter then continuously shows the position of your crew and gives a course to get back to that location.
Not only that, but the alarm and crew position appear on the AIS enabled plotters of all vessels in the vicinity. This ensures that immediate help is available if required, even for a single-hander. SOLAS approved, the easyRESCUE is designed and built in Germany and will transmit for 96 hours. Available through Budget Marine locations.
For more information on Budget Marine see ad on page 2.

Yikes — More Bikes!
It's even easier now for visiting boaters to get around on St. Martin/St. Maarten. Island Water World has donated two bicycles each to Marina Fort Louis, St. Martin and Yacht Club Port de Plaisance, St. Maarten — as the "bikes for sailors" initiative is a success!
For more information on Island Water World see ad on page 48.

IGY Enhances Customer Loyalty Program
Island Global Yachting announces new enhancements to its customer loyalty program, the IGY Anchor Club. The program continues to reward captains of yachts over 80 feet, but was redeveloped to further benefit captains for choosing an IGY destination. A point-accruement system allows the member to redeem points for electronics, fine jewelry, home and outdoor gear, travel opportunities, and products and services for vessels. Captains gain automatic membership when they dock at any IGY destination or when they register online.
The only program of its kind within the yachting industry, the IGY Anchor Club now has a custom website through which captains may register, browse a seemingly endless catalog, and keep up with the latest captain and crew events: www.igyanchorclubrewards.com.
For information on IGY Marina Santa Marta see ad on page 7.

Now, Motor Yachts for Horizon Charters, Grenada
Horizon Yacht Charters Grenada, celebrating their tenth anniversary, is launching a new division: Horizon Motor Yachts. "The company has been created to fill an obvious gap in the motor yacht market in the Southern Caribbean, where currently no full service dealership exists," says Horizon's co-founder James Pascall. Horizon Motor Yachts has been awarded the exclusive dealership for both Sea Ray and Meridian yachts. The territory covers St. Lucia, Barbados, St. Vincent & the Grenadines, Grenada and Trinidad & Tobago.
Horizon Motor Yachts will offer a full, bespoke dealership service throughout the Southern Caribbean. "We will be there to offer advice throughout the whole process of acquiring your yacht," said Horizon's Jacqui Pascall. "We will advise on which type of boat will best suit a customer's needs, help to personalize it so it has everything they need, and we can arrange delivery anywhere they choose with all the paperwork and logistics handled by us".
For more information on Horizon Yacht Management Grenada see ad on page 13.

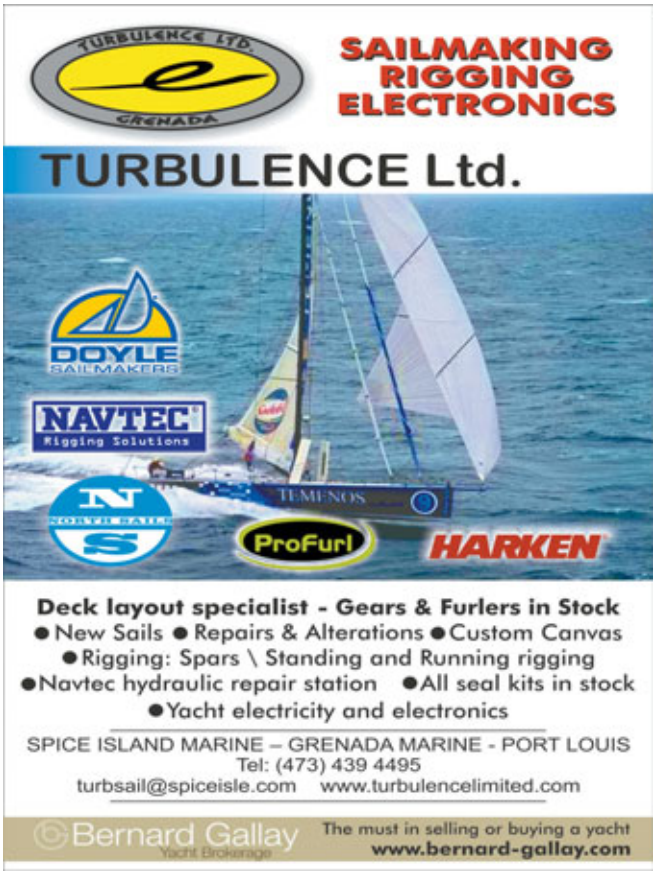
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Multi: 1 – 30 nights $1.50; 31 – 180 nights $1.12; 180+ nights $0.96
• ***High Season*** (June 1st through December 31st)
A Dock: 1 – 30 nights $0.75; 31 – 180 nights $0.56; 180+ nights $0.48
B, C, D Docks: 1 – 30 nights $0.90; 31 – 180 nights $0.67; 180+ nights $0.58
Para: 1 – 30 nights $1.35; 31 – 180 nights $1.01; 180+ nights $0.87
Multi: 1 – 30 nights $1.80; 31 – 180 nights $1.34; 180+ nights $1.16
Minimum charges: 40 feet for A and B Docks, 50 feet for C Dock, 60 feet for D Dock, 40 feet for multihull (all docks). Reservations for High Season stays, confirmed on or before March 31st, are entitled to Low Season rates.
For more information contact CrewsInn at tel (868) 634-4384/5, fax (868) 634-4175, VHF 77 or www.crewsinn.com.

Funds from Fuel for BVI Youth Sailing
Sol Petroleum, the largest petroleum company in the BVI with service stations in Tortola and Virgin Gorda, has teamed up with Nanny Cay Resort & Marina in a pilot scheme to raise funds for the Royal British Virgin Islands Yacht Club (RBVIYC) Junior Sailing Programme.

—Continued on next page





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Expert, friendly and helpful third party measurers, fluent in many languages, are conveniently on hand at all CSA regattas for pre-regatta measurement, rating advice, class allocation and to assist owners with optimization for specific events and conditions. This hands-on approach and active network of measurers allow the Rule to respond to measurement issues rapidly and effectively.

THE AUDIENCE
The Caribbean has long been the preferred destination for racing sailors. The conditions, the variety and the multitude of cultures and events offer you, the sailors, the best possible experience. The CSA Rating Rule is proud to have done its part for almost 50 years.

CSA - right rule, right place!
Visit www.caribbean-sailing.com for details of the CSA Rating Rule and more information on the Caribbean Sailing Association.

—Continued from previous page

The collaboration between the two businesses, which is retroactive from January 1st, facilitates the collection of a donation from every gallon of fuel sold at the marina. The companies agreed to benefit the not-for-profit organization by a synergic approach based on their existing relationship as supplier/distributor. The monies will be paid over to the RBVIYC each month and will be used to advance the development of the programme for the young sailors of the territory.

The RBVIYC is in the process of expanding the scheme to include other marinas offering Sol fuels. Sol supplies the BVI marine community at Hodges Creek, Nanny Cay Marina, the Moorings, Village Cay, Bitter End, Biras Creek, Peter Island, Virgin Gorda Yacht Harbour and Leverick Bay.

The Sol Group was formed through the acquisition of Shell's petroleum distribution and marketing businesses in the Eastern Caribbean, Guyana, Suriname and Belize in 2005.

For more information on Sol contact deborah.benjamin@solpetroleum.com. For more information on Nanny Cay Marina contact miles@nannycay.com. For more information on the RBVI junior programme contact youthsailing@royalbviyc.org.

Budget Marine Rigging, Trinidad Pulls a BIG Mast

Ruth Lund reports: On January 14th the Budget Marine Rigging team in Chaguaramas, Trinidad unstepped a 100-foot mast weighing 2.6 tons from *S/V Nomadess,* using two cranes (45 and 15 tons respectively) in the process.

Budget Marine Rigging has taken down and put up a number of big, heavy masts over the years, including *Mari Cha III's* 130-foot mizzen. Cushioned bags to protect the furler and turnbuckles on the way down and heavy-duty metal stands with strong slings to hold the mast gently, but firmly, are part of the equipment prepared specifically for this type of job.



While on the hard in Trinidad, *S/V Nomadess* will be having furlers replaced, rod rigging dismantled and checked on site via non-destructive testing (X-ray/dye penetrant), winches serviced, engines rebuilt and hydraulic powerpack system upgraded, among other projects.

Two boats down from *S/V Nomadess,* another yacht of more than 100 feet is having its broken carbon fibre boom replaced.

The bottom line is that anything that needs to be done on boats both big and small can get done in Chaguaramas, with its wide range of readily available skills and services.

For more information contact Rigging.Trinidad@budgetmarine.com.

And in Grenada, a New Mainmast for *Jambalaya*

Fred Thomas reports: The Carriacou-built schooner *Jambalaya* originally used spars from an old Alden schooner, and chartered successfully in the Grenadines and competed in Caribbean regattas for some time.

In October 2010, Peter Bennett, the boat's new human, appeared in Shipwrights Ltd. shop in St. David's Harbor, Grenada saying, "The split is so big I could see straight through the mast at the last Antigua Classic Regatta!"

Well, that's something to be concerned about. After inspection the decision was made to build a new mast of slightly larger diameter to match stresses of the boat. Spar-quality Sitka spruce was ordered from a supplier from the States. (It's nice to have suppliers that you've worked with for 30 years to get the special stuff.)

Jambalaya's new 71-foot mainmast is round and hollow, with an increased diameter to just over ten and a half inches tapered to six inches at the top. All original hardware was re-installed after slight alterations to suit the new size. *Jambalaya's* newly varnished spruce mast was stepped on December 20th, 2011 at Grenada Marine next door to Shipwrights Ltd.

After a month of charters *Jambalaya* was back for some bottom work and for Shipwrights to measure up for a new spruce foremast and booms. We love building spruce spars.

Exclusive Yachting Photography Now On Line

Exclusive Yachting Photography's new website, www.MegaYachtPictures.com, is now on line. EYP is fully operational with a helicopter to make aerial shots of your yacht and will also do interiors, exteriors, sailing shots and other yachting-related photography.

New Caribbean Magazine Launched

Two Vincentians — Holly Bynoe, a visual artist and Nadia Huggins, a digital photographer — have released the inaugural issue of *ARC Magazine,* a collection of works by contemporary artists practicing in the Caribbean and its diaspora. Featured artists from Suriname, Guyana, Trinidad and Tobago, Grenada, Barbados, St. Lucia, Dominica, Haiti and Jamaica represent a variety of media, including photography, film and video, painting, graphic illustration, mixed media, performance and poetry.

The ambition of *ARC (Art Recognition Culture)* is to inspire and give voice to a new generation of independent, do-it-yourself and emerging artists. *ARC* gives license to artists who are negotiating their own space and place by offering a neutral ground that accommodates dialogue.

For its premier issue, *ARC* has gathered a collection of artists who are as diverse as the Caribbean lands and people. Jamaican photographer Radcliffe Roye's photographic serials are disassembled, while the viewer is introduced to his vivid and confrontational documentary style. Andil Gosine pays homage to Lorraine O'Grady's first foray into moving images while discussing her importance as a model of feminism. Katherine Atkinson's introduction to Headphunk — a spoken-word collective working to keep the creative fire raging in St. Lucia — finds itself in conversation with a group of veteran poets. Their conversations and interactions allow for specific focus to be placed on the role of collective energy in creating a free space for exploration and experimentation.

With this collection and philosophy in mind, *ARC* demonstrates the rich and dynamic undercurrents of the current generation of contemporary Caribbean artists and their dialogue with a global experience. *ARC Magazine* is a quarterly, independent visual arts magazine made possible by the subscription and support of its readers.

For more information visit http://arcthemagazine.com/arc/

WHY RALLY?
To Carry on Cruising!

by Rachel Hibberd

THE end of the Caribbean season needn't mean the end of your cruising adventure. Rather than hunkering down in a boatyard or hurricane hole, why not spread your wings and extend your season into summer, by cruising the east coast of the US or crossing the Atlantic to Europe?

World Cruising Club has two rallies leaving from Tortola in the British Virgin Islands in May. Both have been established for many years, adding an extra dimension to cruising for those who take part, some returning year after year.

The Atlantic Cup was established by the Cruising Rally Association (now part of the World Cruising Club) and runs from Tortola, BVI to Bermuda and then on to Hampton, Virginia and other East Coast ports. It is a fun way to return home for US sailors, or for European sailors to start an exploration of the American East Coast.

ARC Europe also stops in Bermuda, before heading east across the Atlantic to cruise the Azores archipelago and then on to Lagos in Portugal or north to the UK. ARC Europe attracts ARC (Atlantic Rally for Cruisers) participants returning to Europe and wanting to keep the social atmosphere of a rally, and also North American sailors starting their sailing adventure to Europe and the Mediterranean.

Bermuda, Atlantic Stepping-Stone

Tortola to Bermuda is generally an 850-nautical-mile comfortable reach with light to moderate tradewinds. Sailing north out of the Caribbean to Bermuda, rather than direct to the US or Azores, shortens the weather window. A stopover in Bermuda is also a great opportunity to make the voyage into a real cruise, to enjoy the delights of Bermuda, and perhaps to change crews.

Whichever route they take on departure from Bermuda, skippers and crews will have enjoyed great parties, the security of radio nets, daily weather forecasts and satellite tracking. Just like the ARC, the best fun is to be found in making friends and socializing with fellow participants. The emphasis in these events is on adventure, camaraderie and fun competition.

Camaraderie, Safety and Fun

"We do the Atlantic Cup each year for three reasons — security, safety, and conviviality. It's a lot better to do four days up to Bermuda, then four days over to the States instead of the seven- to ten-day direct passage. It's more common to find two short weather windows than one long one at that time of year," says Diana Quinlan, of the Taswell 58 *Special Delivery*.

Rallies continue the relaxed and convivial atmosphere of island-hopping cruising, but over a longer distance. Berthing all of the rally boats together, in Nanny Cay in Tortola and St. George's Dinghy and Sports Club in Bermuda, allows skippers and crew to swap ideas and share preparations. Social events onshore, such as crew suppers, rum tastings and awards ceremonies, help break the ice, reinforced by a twice-daily radio net at sea.

The organization removes hassles over arrival in a new port — berthing and liaison with Customs and Immigration services are all handled for you. Weather reports are provided daily for the rally route, and before departure a full weather and passage-planning briefing helps skippers to decide their tactics. For added peace of mind, all yachts are fitted with a satellite tracker, which automatically plots their position on a website — great for family at home to follow your progress.

Part of the fun of joining a rally is to take part in a little light-hearted competition. A simple rating rule gives each participating yacht a basic handicap, so that passage times can be compared. This isn't racing; we're talking about normal live-aboard yachts loaded down with all the kit for comfortable cruising, and they're able to motor as required. The yachts leave port at the same time, cross an imaginary line and follow the same route to their destination. It is really an excuse for a party at the finish!

The start line does bring a focus to departure preparations that may otherwise be unending, and creates a sense of excitement and anticipation. The docks are a hive of activity as the last of the provisioning is stowed onboard, water tanks topped off and crews say last-minute farewells. The mix of emotion and expectations of what lies ahead is underlined ever so slightly by the competitive streak found in all of us.

All sorts of people take part in rallies, from experienced sailors to those making their first ocean passage. It is not a "nursery" event only for novices, and it is not exclusive to a particular type of person or boat. All sailors who want to enjoy good company and cruise in safety are welcome.

"Since we returned, one question keeps popping up in my mind: what next? The ARC Europe will be a hard act to follow," says John White of the Beneteau Oceanis 473 *Rafiki*.

Why not go all the way?

And if you fancy cruising further, then World ARC sets sail from St. Lucia in January 2012, bound for Panama, Galapagos, the Pacific islands, Australia, Indian Ocean islands, South Africa and Brazil, before finishing in St. Lucia in March 2013. The current edition of World ARC started in 2010, and the yachts are on the final leg of their circumnavigation, back towards St. Lucia. Their last port of call was carnival in Recife, Brazil, followed by a spice island rendezvous in Grenada. What could be better?

Key Facts

Atlantic Cup start: May 1st, 2011
ARC Europe start: May 5th, 2011
World ARC start: January 8th, 2012
Minimum boat size: 27 feet (8.23 metres), or 40 feet (12.19 metres) for World ARC
Minimum crew: two including skipper
Booking deadline: April 1st, or December 1st, for World ARC

Rachel Hibberd is a Communications Executive with World Cruising Club.
For more information on WCC events see ad on page 19.







No Speaking Necessary, Just a Dash

by Christy Recaii

THE Diamond Dash has been described as a race of great winds, great fun and good company; for gaff cutter *Spica of Dart*, it was the optimum experience. After not sailing his boat for 11 years and deciding to enter the Diamond Dash Race 2011, Robin 'Rob' Unwin, skipper of *Spica* as she is affectionately known, along with his crew, came in third place. Not bad, right? However, it was no easy task convincing Rob to be a part of this article.

Unlike most people in this era of reality TV, when seeking their 15 minutes of fame is on everyone's agenda, Rob certainly does not ascribe to that aesthetic! He just did not see his story as one worth telling. After some convincing at the Prize Giving Ceremony on Sunday January 16th, the day after the Diamond Dash Race, my journalistic instincts sailed in. I said to the avid reader of *Compass*, "Here's a chance to be in the pages of the publication that has undeniably become the handbook for Caribbean sailors wishing to stay in-the-know on marine happenings." Apparently my negotiating skills worked, as Rob, still reluctant, agreed to share his story with fellow readers — as long as no solo photos of him would be included.

The decision to enter the race started with much encouragement (read, sailor language) from his first mate. Rob decided to enter the Diamond Dash Race 2011 with a crew of three, including IGY Rodney Bay Marina General Manager Adam Foster, Adam's wife Alex, and first mate Adam Slayed. Rob, who came across to the Caribbean in the first ARC in 1986, sailed throughout the Caribbean and has been based in St. Lucia since 1995. He works as a boat builder. Sailor language aside, Adam gave Rob a good deal to get *Spica* race ready, but the finances were only half the battle. Rob spent ten hours a day getting *Spica* raceworthy again, which involved scrubbing the bottom of the boat, priming her and refurbishing the rudder.

"This time was not just spent invested in the race. It was spent getting the boat up and running again," Rob said of his dedication to *Spica* in the days leading up to the race.



ALL PHOTOS: DANIELLE DE ROUCK

Above: SLYC Commodore Stephen King, with Spica *crew: Rob Unwin, Adam Foster, Alex Foster and Adam Slayed*



Below: Spica, *at left, vying with second-place winner, the J/24* Loose Cannon

The Tyler-designed *Spica* was built in 1980 in Cornwall. The people it was built for no longer wanted it, so Rob was able to buy the boat in 1981.

The Diamond Dash Race, completed in a day, is open to all types of yachts and the CSA handicap system applies. Organized by the St. Lucia Yacht Club, the race runs from Rodney Bay in the north of St. Lucia to historic Diamond Rock on the southwest coast of Martinique and back. [*See a full report on the Diamond Dash in this month's Regatta News, page 18.*] Dr. Stephen King, Commodore of the SLYC, explained that Diamond Rock has a distinct historical attribute: the British navy put cannons on it and used it for the ongoing war with the French Navy based in Martinique in the 1800s. "Diamond Rock has this interesting history as a rock that stands for a sort of courage, bravery and bold action. It fits very nicely into a race. It's naval, it's courageous and it's historic," Dr. King said.

A total of 12 boats participated in this year's Diamond Dash, and organizers of the race agree that this year had a great response. As for the 31-foot *Spica's* experience in strongest winds of 25 knots, and 20 knots generally, it took eight hours to complete the race at an average speed of six knots. "It was good. It was a good bunch of people, and we had a good time," Rob recalled of the day.

At full sail, *Spica* is stunning, a classic vessel to behold. Let us hope Rob will not wait another 11 years to let *Spica* stretch her legs and deny spectators the sight of this gorgeous gaff cutter.

Christy Recaii is a St. Lucian journalist who has a passion for sailing. She is a Hunter College graduate with a BA in Media Studies. You can find her either on the water or the docks seeking out the next marine scoop!





COURTESY WILL JOHNSON

75th Anniversary Mount Gay Rum Round Barbados Race

by Renata Goodridge

Seventy-five years after Captain Lou Kennedy and his schooner *Sea Fox* won the first schooner race around Barbados, another schooner raced the 60 miles around the rock.

On January 21st, 19 yachts had staggered starts in front of the Barbados Cruising Club in Carlisle Bay, ranging from local yacht *Liza*, a Vega 27, skippered by Adam Bishop, to the magnificent *Elena*, a 55-metre (180-foot) A Class racing schooner, skippered by Captain Steve McLaren. The last to start was current round-the-island multihull record holder, *Silver Bullet*, a Supercat 30, skippered by Robert Povey, which left Carlisle Bay as many others neared North Point.

Spectators gathered along the island's coasts to catch sight of the race and to watch *Elena* beat the previous Round Barbados Schooner Record of 10 hours 20 minutes set by *Sea Fox*, finishing in 6 hours 11 minutes.

Mount Gay Rum chartered Ondeck's Farr 65 *Spirit of Juno*, inviting a wide range of people onboard to experience the race from the course.

Dolphins swam alongside many yachts as they rounded North Point, heading into the full force of the Atlantic in winds of up to 20 knots. The 20-mile stretch to Ragged Point on the East Coast proved too much for *Liza* who retired, and *Whistler*, a J/105, lost her steering but was assisted by the Barbados Coast Guard.

With the British Beneteau 50 *Novus Arca* ahead of the pack, a thrilling race developed between *Bruggadung*, a Barbados-based Beneteau First 10, skippered by Paul Johnson, *Spirit of Juno*, and *Elena* as they rounded Ragged Point and headed into the final stretch. First to cross the finish line was *Novus Arca*, followed by *Bruggadung*, *Elena* and *Spirit of Juno*.

On behalf of the Barbados Cruising Club and the race organizers, Commodore Mike Krimholtz wishes to thank sponsors Mount Gay Rum, The Barbados Tourism Authority, Miele, Scotiabank, Diamonds International and The Beach House.

For more information visit www.mountgayrumroundbarbadosrace.com.

Left: Five schooners start the first Round Barbados Race, January 1st, 1936

Below: Elena *approaches the finish line to break the 75-year-old Round Barbados schooner record*



CHRIS MCHALE

30TH ANNIVERSARY

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GRENADA SAILING FESTIVAL 2011

Jaguar Nips *Julia* in Cruising I Thriller

Since its beginning in 1994, the Grenada Sailing Festival has become a stellar Southern Caribbean event, offering top-notch international yacht racing, competitive local open-boat racing, and, more recently, a Junior Dinghy Racing Championship, plus a plethora of fun shoreside parties and activities.

The yacht-racing portion of this year's edition, running from January 28th through February 1st with Port Louis Marina again as title sponsor, attracted 38 entries in four healthy-sized handicap classes — Racing, Cruising I, Cruising II and Multihull — and a one-design class for J/24s. The organizers reported the biggest-ever number of nationalities participating: yachts and skippers from as far afield as Singapore, Norway and Germany entered the event for the first time, joining old friends from the UK, the USA and Austria, plus a skipper from Luxembourg returning to the Festival after six years. Keen Caribbean contenders included boats from Trinidad, Barbados and Antigua. Eight yachts from Grenada and Carriacou joined the fray.

The Festival kicked off at The Victory Bar at race headquarters, Camper & Nicholsons Port Louis Marina. Race days sponsored by Mount Gay, Scotiabank, Budget Marine and Camper & Nicholsons provided a total of six or seven races in the various classes.

The nail-biter of the regatta was the tussle in Cruising I between Grenada's Peter 'Champie' Evans with his Swan 48 *Julia* and Trinidad's Peter Morris in *Jaguar*, a Frers 43. Over the four days of racing these two skippers alternated taking first position, so that everything rested on the final race. After some three hours of competition in the last race, *Jaguar* beat *Julia* by less than three minutes corrected time to take first place and the Class win, and ultimately the coveted 2011 Festival Winner title. With ten points each after six races, this was the closest points finish ever for the Overall Festival Winner.

Renowned Antigua-based racer Jamie Dobbs on his J/122, *Lost Horizon*, fought off a serious challenge by Trindadian Peter Peake's Reichel Pugh 43, *Storm*, taking four firsts and two seconds to top Racing Class. Dobbs and Peake are both past Festival Overall Winners.

Cruising Class II was no less exciting, with Jerry Stewart's Carriacou-based Hughes 38, *Bloody Mary*, duking it out with Dieter Huppenkothen's Austrian Swan 43, *Rasmus*, to eke out a victory by two points after seven races. The 40-foot Carriacou sloop *Glacier* came on strong in the fourth race to take a first, resulting in being third in class — a great effort racing against 11 modern designs in her first Festival.

There was also close competition in the Multihull Class, with Joseph Walsh's Lagoon 470, *Suave*, and Horst Mueller-Peters' Balticat 43, *Hundertwasser*, swapping first and second place throughout seven races, with *Suave's* tally of four firsts taking the cake.

In the all-Caribbean J/24 Class, Grenada's Robbie Yearwood with *Die Hard* took first ahead of Trinidad's Stephen Bushe with *AmBushe*, and Gus Reader from Barbados in *Glory Daze*.

The Prize Presentation was held at the Dodgy Dock at True Blue Bay Resort.

The Grenada Sailing Festival wishes to thank its sponsors and supporters: the Grenada Board of Tourism; Camper & Nicholsons Marinas; Digicel; United Insurance; FLOW; ScotiaBank; Mount Gay Rum & Heineken with their agent Bryden & Minors; Budget Marine; True Blue Bay Resort; The Moorings; North South Wines; The Victory Bar & Restaurant; Coca Cola; SOL EC Ltd.; American Airlines; British Airways; Island Dreams Yacht Services; Horizon Yacht Charters; Spice Island Marine Services; Turbulence Ltd; Court's; Deyna's Tasty Foods; Grenada Electrical Contractors; Southern Electrical; Steele's Auto Supplies; Grenlec and Glenelg Spring Water.

For complete results visit www.yachtscoring.com. For more information visit www.grenadasailingfestival.com.

The sailing action continued with the Grenada Sailing Festival Digicel Work Boat Regatta, February 5th and 6th. We'll have a full report in next month's Compass.



Above: Jaguar *shows* Julia *her claws at the mark*
Below, top: Fresh from the Round Barbados Race, Spirit of Juno *showed Racing Class spirit if not results!*
Below, bottom: Want ice with that? Glacier *drops into* Bloody Mary



ALL PHOTOS: TIM WRIGHT / WWW.PHOTOACTION.COM



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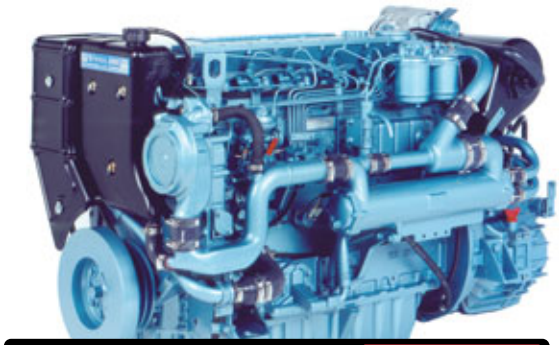
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Club Náutico de San Juan Celebrates a Decade of Regattas

The 10th International Regatta of Club Náutico de San Juan, Puerto Rico, held February 4th through 6th, provided great wind for 42 dinghy sailors from Puerto Rico, the British Virgin Islands, Anguilla and St. Maarten, proving once again that Puerto Rico is a top sailing venue with ideal conditions that allowed for up to ten races in the three days of intense open-boat competition within the San Juan Bay area.

Snipe, Laser, 2.4 and Sunfish

Hometown heroes Raul Rios (2008 Optimist World Champion) and Marco Teixidor (CNSJ) triumphed once again in a strong first position in the Snipe class, followed by Alejandro and Fernando Monllor (Ponce Yacht & Fishing Club), and Enrique Torruella and Richard Papa (CNSJ).

Sole contender Jesus Rosario was, of course, the winner of Laser 4.7. The 2.4 Meter division was won by Julio Requero, followed by Pedro L. Fernandez and the legendary Olympic sailor Enrique 'Kike' Figueroa. Elvin Aponte, with all bullets, beat José Luis Rivera in the Sunfish.

With average winds of 14 to 17 knots and up to 24 knots, almost four daily races, and top-notch coordination, the event was a success, said CNSJ Commodore, Ralph "Agie" Vicente and Regatta Director, José Gilberto "Yoyo" Berrios.

Optimist Competitions

A group of 26 younger sailors participated in the Optimist category (divided into Red, Blue, White, and Green fleets) with Jorge Gonzalez as Best Overall Sailor in the Optimist category and also in the Red division, where he scored eight firsts (and one throw-out) in nine races.

Gonzalez was followed by Andrés Reguero and Agustín Lázaro in Red. The Blue fleet was won by Miguel Monllor, Lucas Miranda and Ricardo José Valenzuela. The White fleet was conquered by young sailors from the PYFC with a female sailor, Savanah Baus, in first position, followed by David Pérez and Noah Vilariño. In the Green fleet, Vilariño took first place, followed by Sergio Andrés Blanco and Emmanuel Rosario.

The Anguilla Youth Sailing Club participated with coach Chris Simon and sailor Starlin Rosario, who traveled to Puerto Rico to compete in the event.

Strong and constant winds were recorded from Day One. On the Saturday, winds came from the east and southeast at 15 to 16 knots and on the Sunday winds were 13 to 14 knots and up to 24 knots in the afternoon.

CNSJ Sailing Program instructors, Jorgito Hernández, Gerardo Fernández, and Francisco Vélez also helped stage the event, with coordination efforts from Marely Gutiérrez, among other members of the Organizing Committee.

CNSJ offers sailing classes throughout the year for children aged six years and older, as well as for adults.

The Puerto Rico Sailing Federation recognized CNSJ's strong support and commitment to the sailing sport, as well as the Regatta Organizing Committee's efforts, and delivered a recognition plaque to CNSJ. The event also served as a qualifying game for the ISAF Youth Sailing World Championship, to be held in Zadar, Croatia in July.

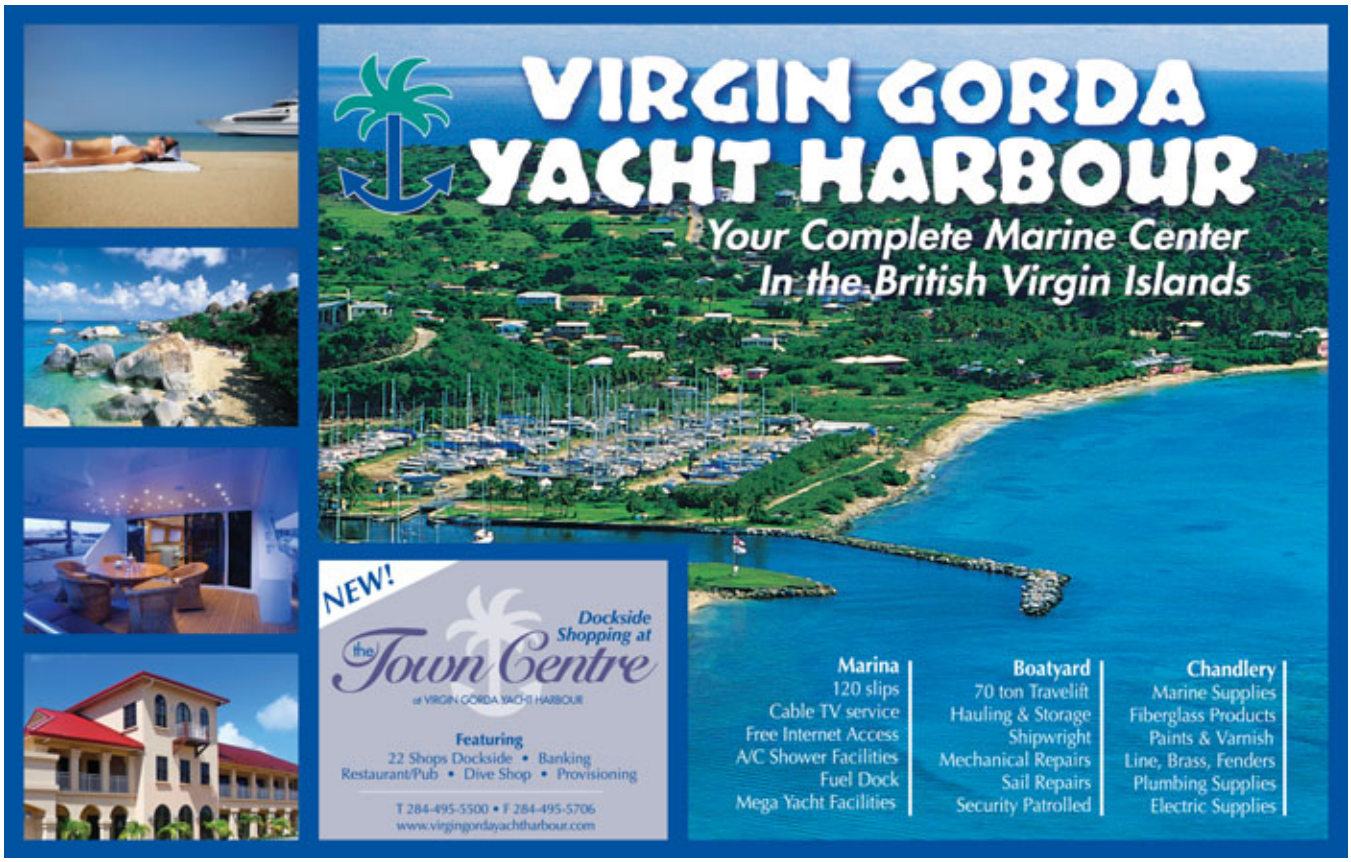
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PHOTOS: RAQUEL TORRES ARZOLA



Laser Radial action in Puerto Rico. Above is winner of last year's Laser Radial class, Ramon Gonzalez from Salinas, Puerto Rico, who came in second this year, just one point behind Manuel Inserni. Below is Miguel Rigau, who placed sixth in the nine-boat class



REGATTA NEWS

St. Lucia Yacht Club's Diamond Dash

Sean Fuller and Danielle De Rouck report: Yachts anchored in Rodney Bay woke abruptly on January 15th, as 12 boats jostled for the 7:30AM start of the 45-mile Diamond Dash race off the St. Lucia Yacht Club beach in Rodney Bay. The boats race around Diamond Rock, a towering pinnacle just over a mile off the southeast corner of Martinique. Blue skies and a gusty 20-knot breeze promised some exciting conditions, and entries ranged from a J/24 to the 55-foot alloy sloop *Silver Bullet*.



The winning Sweet Surrender *crew: 'We went along to the St. Lucia Yacht Club expecting to enjoy a couple of cold beers.... Imagine our surprise!'*

First over the start line was the veteran local J/24 *Loose Cannon IGY*, quickly setting a spinnaker, followed by *Red Fox*, a 29-foot Ranger, and *Spica*, a gaff-rigged 31-foot Twister which, prior to race, had not been sailed for 11 years (see story on page 14).

The fleet headed around Pigeon Point and wallowed in the lee of the headland for a moment before heading straight for Diamond Rock on a close fetch. They were led by *Caol Ila*, a Hanse 54, an ARC rally sailor, and *Silver Bullet*.

A large swell was giving the smaller boats a hard time but they soon got into their stride while the bigger boats excelled in the brisk conditions and were able to ride through the swell more easily, opening a gap with the bulk of the fleet. Following behind was *Sweet Surrender*, a Beneteau 46. First around the Rock was *Caol Ila* but a tactical mistake allowed *Silver Bullet* to tuck inside and take the lead. The sheer 600-foot-high 'HMS Diamond Rock' has deep water all round and one or two yachts were able to take advantage of the venturi effect and sail all the way around without losing the wind.

The yachts headed back to Rodney Bay on almost the same reach as on the way to the rock, owing to the strong westerly current.

First over the line, just after 1300 hours, was *Silver Bullet*, followed four minutes behind by *Caol Ila* with third place going to *Sweet Surrender*.

Prizegiving took place at the St. Lucia Yacht Club the next day, with generous prizes presented by Diamonds International. First place on handicap went to *Sweet Surrender*, second to *Loose Cannon* and third place to *Spica*. Every crewmember from all the participating yachts received an IGY bottle cooler.

The St. Lucia Yacht Club would like to thank Diamonds International for their generous vouchers and IGY Rodney Bay Marina for the never-ending supply of T-shirts, coolers and caps. Also, thank you to Dwain from the IGY RB who started the race, and Frank Capers who manned the finish line.

For more information visit www.stluciayachtclub.com.

BVI's Top Female Optimist Sailor in Puerto Rico

Thirteen-year-old Mollee Donovan, the British Virgin Islands' top female Optimist sailor, represented the BVI at the 10th International Sailing Regatta at the Club Náutico de San Juan in Puerto Rico, February 4th through 6th, which was attended by many of the top youth sailors from throughout the region (see story on page 17). Prevailing winds of 25 to 30 knots made conditions extremely tough for the young competitors.

Mollee, who is a cadet member at the Royal BVI Yacht Club Youth Sailing Programme, was awarded the regatta trophy for Top Girl Optimist sailor. She achieved seventh place in the Red Fleet and 8th Place overall out of 18. She also won 1st Place Top Girl Optimist Advanced Fleet.

For more information visit www.royalbviyc.org.

Youths Conquer All in St. Maarten One-Design Event

Petra Gilders reports: When Interlux, the US arm of International Paint, agreed to sponsor the 9th annual one-design regatta in St. Maarten's Simpson Bay Lagoon on February 5th and 6th, representative Michael Kent said, "We like the notion of participants striving to raise the bar: youths pushing their mentors, visiting competitors challenging local expertise, everyone striving to do their very best in an atmosphere of camaraderie and fun!" And "push their mentors" they did!



A keen team of teens conquered the all-age Interlux challenge

Remarkably, four young sailors, not yet old enough to drink, drive or vote, won the Interlux Regatta and the admiration of their elders at the St. Maarten Yacht Club. Jolyon Ferron (15), Rhone Findlay (14), Saskia Looser (13) and Stephen Looser (16), set a superb example of sportsmanship and teamwork. "Teamwork is the key," said Jolyon's mother, CSA President, Cary Byerley. "These kids are reminding the adults what it's all about."

The youths topped nine other teams in an extremely challenging competition marked by high winds with strong fluky gusts that caused broaching, knockdowns, and men overboard!

The success of this team reflects the quality of sailing at the St. Maarten Yacht Club. The SMYC Youth Programme currently boasts 43 children ranging in age from seven to 17. During the past three years, the number of children racing Optimists in Saturday afternoon club races has grown from five to 15.

The Curaçao team, led by Hans van der Gulick, came in second place. Local sailors filled in the rest of the roster: Frits Bus placed third; Luc Knol took fourth place; and Andrea Scarabelli, with team Budget Marine/Gill, was fifth.

Alfred Koolen: 2010 Sailor of the Year

On February 6th, the 2010 "Lagoon Sailboat Rental and St. Maarten Yacht Club Sailor of the Year Award" was presented to Alfred Koolen. In honour of his ongoing contribution to the SMYC, LSR Racing, and sailboat racing in general, Alfred was awarded a GILL WOII Regatta Master II watch and a framed, inscribed photograph.

Koolen has been active in the SMYC since its inception in the early 1980s, when its most popular racing centred on a handful of keelboats, Sunfish and windsurfers — Alfred was then St. Maarten's top windsurfer. He has been instrumental in the progression of the St. Maarten Heineken Regatta's success, and influential in establishing the Caribbean Sailing Association's handicap rating rule. Today, Alfred is one of the CSA's senior measurers. He regularly volunteers as Race Officer at the Antigua Classic Regatta and many other sailing events in the region. To top it off, this past year, Alfred has contributed to a very successful racing season with Jamie Dobbs on *Lost Horizon*, winning almost all the regattas they have entered.

The Lagoon Sailboat Rental and St. Maarten Yacht Club Sailor of the Year Award, established in 2007, is presented to individuals who exemplify good sportsmanship and make an ongoing contribution to the SMYC, the Heineken Regatta, to LSR sailing and to sailing in general.

In receiving this award, Alfred Koolen joins past honorees Bernard Sillem (2007), Rien Korteknie (2008), and David de Vries (2009).

St. Croix Yacht Club Hospice Regatta 2011

A fleet of 17 yachts from St. Maarten, St. Thomas, Puerto Rico and host island St. Croix, plus an Optimist Division, enjoyed steady easterly winds ranging from 12 to 18 knots during the St Croix Yacht Club Hospice Regatta 2011, February 11th through 13th.

—Continued on next page



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—Continued from previous page

With former J/24 world champion Jens Hookanson and last year's Hospice Regatta winners Chris and Peter Stanton in the class, Spinnaker Racing had no shortage of talent. In the end, Morgan Dale's Melges 24, *Boogaloo*, held off a late challenge from Jaime Torres's Beneteau First 40, *Smile and Wave*, from Puerto Rico.

Although the S2 7.9 *Ambivalence* seemed to dominate the "fun class" with line honors in all six races, she was actually hard pressed by Stan Joines' Alberg 35, *Windflower*, and Vincenzo Ambrosi's Mariner 38, *Delphine*: her margin of victory in four races averaged only 25 seconds on corrected time.

For complete results visit www.yachtscoring.com/emenu.cfm?eID=418.

The Regatta Committee felt the STCYC Hospice Regatta was a great success, sustained by the generous support of the St Croix community. Partnering with the Continuum Care Inc. helped raise awareness and funds for Continuum Care Inc.

The St. Croix Yacht Club Hospice Regatta is the kick-off for the 2011 Cape Air Caribbean Ocean Racing Circuit (CORC). Five boats entered the Cape Air



The crew of Ambivalence, *who carried away the Fun Class*

CORC in this first leg. Cape Air CORC standings by class at the conclusion of the St. Croix Yacht Club Hospice Regatta saw *Smile and Wave* lead the Spinnaker Racing A class with Puerto Rico's Jonathan Lipuscek's J/105, *Dark Star*, second. In Spinnaker Racing B, the leader is St. Thomas' Paul Davis driving his J/27, *Mag 7*. The USA's Tom Mullen's J/95, *Shamrock VII*, is first in the Performance Cruising Class with St. Croix's Tony Sanpere's J/36, *Cayennita Grande*, second.

The CORC's second leg is the Puerto Rico Heineken International Regatta, March 18th though 20th. New this year, the International Rolex Regatta, March 25th through 27th, will be the third leg. The fourth and final leg is the BVI Spring Regatta & Sailing Festival, set for March 28th through April 3rd.

For more information about the Cape Air CORT Series, visit www.prheinekenregatta.com.

Bequia Easter Regatta to Celebrate 30th Anniversary

In recognition of 30 unbroken years of the Bequia Sailing Club's Easter Regatta, long-time major sponsors Heineken have increased their commitment to the event — now the Bequia Heineken Easter Regatta — for 2011.

Veteran major Bequia Regatta sponsors Mount Gay Rum will also once again have an unmistakable presence in Bequia with Mount Gay Rum flowing and special 30th Anniversary Bequia Easter Regatta Mount Gay Red Caps hopefully for all yacht competitors!

New on board in Bequia this year, also as a major regatta sponsor, is Barbados-based United Insurance, who have already lent their support to the Grenada Sailing Festival since 2007, and more recently to J/24 racing in Barbados. In recognition of their close association with the ever-growing J/24 Southern Caribbean fleet, the Saturday J/24 three-race series in Bequia will be named the United Insurance Challenge, with a special trophy awarded to the Saturday series winner.



United Insurance St. Vincent's John Barnard presents Easter Regatta sponsorship cheque to Bequia Sailing Club secretary Nicola Redway

More accolades await the 2011 Overall Winner of the J/24 class in Bequia who will also be named "J/24 Southern Caribbean Champion 2011" by the recently formed J/24 Southern Caribbean Council.

Although much increased in size and status, for 30 years the Bequia Easter Regatta has never lost its unique small island appeal. The sight of at least 30 locally built sprit-rigged double-ender boats competing with extraordinary skill on the same waters as more than 50 yachts of all shapes and sizes, has no equal. And with superbly run yacht races for Racing, Cruising I (CSA rated) and Cruising II (for live-aboards and "fun" competitors) Classes, and two One Design Classes — J/24s and the "Surprise" boats from Martinique — it's no "surprise" that the Bequia Sailing Club is expecting yet another record turnout for its 30th Anniversary year, April 21st through 25th.

For more information see ad on page 15.

Antigua Sailing Week's Ocean Series

Antigua Sailing Week's third annual Ocean Series of races will be run in tandem with Antigua Sailing Week 2011, April 24th through 29th. Yachts can enter both the Ocean Series and Antigua Sailing Week, or either of the events.

The Series consists of three offshore or coastal races ideally suited for ocean-going yachts. The Regatta Organizing Committee plans to provide courses that are tailor-made for the type of yachts that enter the Series and for the prevailing weather conditions. The results of all three Ocean Series races will be combined to determine the winner of the overall trophy, to be presented at the official Antigua Sailing Week Prize Giving Ceremony.

The ever-popular Guadeloupe to Antigua Race on April 22nd will remain as a feeder race to Antigua Sailing Week but it will no longer form part of the Ocean Series.

For more information visit www.sailingweek.com.

Date Change for Anegada Pursuit Race

Owing to the intensity of regatta schedules, the Royal BVI Yacht Club has changed the date of the Lowell Wheatley Anegada Pursuit Race & Cruise to the weekend of May 21st and 22nd.

For more information visit www.royalbviyc.org.

Chief Minister's Cup International Youth Regatta

The 2011 Chief Minister's Cup International Youth Regatta will take place in Tortola from July 8th through 10th, hosted by the KATS and Rotary Clubs of the BVI. Entry into the regatta is by invitation. There will be no entry fee.

For more information contact John Lewis at lewisyonder@yahoo.com or Tom Gerker at tom@partsandpower.com.

World ARC 2012 — The Fleet is Growing

Entries are coming in strongly for World ARC 2012 and organizers expect at least 30 boats to be gath-



ering in St. Lucia in January 2012 for the first leg of this round-the-world adventure. As of December 2010, 24 yachts were either confirmed or have paid a deposit. Two families with children have joined the fleet, as well as early retirees and people taking a sabbatical. Some yachts will be joining the fleet for the whole circumnavigation, others leaving or joining in Australia for a half rally. The 2012 fleet includes production boats from Beneteau, Jeanneau, X-Yachts and Lagoon, as well as Oyster, Amel and traditional cruising yachts.

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

Value Added to the CSA Rating Rule

In order to add value to the CSA Rating Rule product, the Caribbean Sailing Association has introduced in the CSA 2011 Rating Rule a dual headsail rating certificate. This means that the owners can choose to measure in two different-sized headsails and have those ratings displayed on the same certificate. This is essentially eight ratings for the price of four. The boat owner must inform the measurer at measurement or when updating or re-validating his/her certificate for 2011. The owner must then present two headsails for measurement or two headsail certificates. By convention, the larger of the two sail LPs will be entered first on the certificate.

Only one size headsail rating maybe selected for a particular event or series. Once a rating has been declared at registration then this rating will be in effect for the balance of the event or series. Changes in rating may be exercised between events.

Regatta or event scorers are asked to provide an extra column so that the declared LP percentage can be displayed alongside the rating and sail configuration.

For the first time, the CSA 2011 also allows boats to use either bow pole or spinnaker pole once they have declared and measured in their largest asymmetric and symmetric spinnakers. E-mail address for the owner or owner's representative is now mandatory so that an electronic copy of the certificate can be sent to the person listed.

For more information please contact the CSA Chief Measurer at chiefmeasurer@caribbean-sailing.com.

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Don't Forget Your Sister (Islands)!

The Lost Islands of the Caribbean

by Frank Virgintino

DESTINATIONS



The Sister Islands are part of the Cayman Islands. They are located south of Cuba and northwest of Jamaica (see map on page 3). Approximately 85 miles east-northeast of Grand Cayman is Little Cayman and about 20 miles farther is Cayman Brac. There is much to see in the Sister Islands but they are rarely visited by cruising sailors. They are the lost islands of the Caribbean. As a result you will find them pristine in every respect.

The best time for a cruising sailor to visit them is from mid-March through June. This is because they are affected by northers coming down from the States during the winter months.

Because the current flows westwards in the Caribbean and the prevailing wind is easterly, the trip to the Cayman Islands from any port east of them is usually good sailing. Add to this that you may be sailing under the lee of Hispaniola and Cuba and you should encounter excellent sailing conditions.

The Cayman Islands (pronounced CAY mon and not CAY man) are a British Overseas Territory and thus part of Great Britain. There is certainly an undertone of English culture, however, owing to proximity to the United States, the American influence is strongest in many ways. Because there were no sugar plantations on the islands, there was no slavery, and as a result the population of the island, while diverse, lives without acrimony. You will find people to be extremely civil and very helpful.

What makes a trip to the Sister Islands desirable is that they are untouched and they are very safe. They have some of the best (if not the best) snorkeling and scuba diving in the Caribbean. Throw in white sand beaches, nature reserves and rock climbing and you have to wonder why they have been overlooked. Essentially the entire northwest Caribbean has been overlooked and thus these being among the smallest of the islands in that sector, it is not remarkable that they have been missed.

Cayman Brac

A useful waypoint for Cayman Brac is located at 19°46.0N, 79°44.4W, one mile off the island's northeast corner, Booby Point.

Brac is Gaelic for the English word 'bluff'. It was given by Scottish fishermen who settled on the island in the 17th century because the northeast tip of the island is an enormous bluff. The fewer than 2,000 people living on the island are called "Brackers". The island measures approximately 14 miles long by an average of two miles wide.

You will find the local populace so friendly that you might think they all drink something that makes them that way. They are affable, social and polite and if they could export their social behavior to different parts of the world, they would have a monopoly on a scarce commodity.



Above: Iguanas greet visitors at the Little Cayman Museum

Below: Little Cayman offers anchorages at Bloody Bay and Owen's (South Hole) Sound



The bluff rises out of the sea almost 50 metres and is quite imposing. There are many limestone caves and many who climb the bluff do so to see them, although you can also visit them from atop. The largest, Great Cave, has a number of sub-caves.

The island hosts great diving opportunities, in particular at Scott's Anchorage where you can scuba or snorkel, as many of the sites are in 15 feet of water. One of the big attractions is the *M/V Tibbets*, which was sunk in 1996 and is loaded with sea life. To visit it you will find the three mooring balls that are attached to bow and stern of the ship. There is also great wall diving here in 100 feet of water.

Bird watching is wonderful as well and there are nature parks that have bird sanctuaries and parrot trails.

You can clear in at The Creek at the northeast end of the island. Call the Port Authority on VHF 16 and they will direct you to a dock (put out good fenders as the dock is concrete). The approach depth to the dock is more than ten feet. You can also pick up the mooring close to the town dock if you think that it is too rough to dock or that your boat will not dock well against the dock facility, which is quite high. If this is your first stop in the Caymans and you are not coming from Grand Cayman, you will be visited by Immigration, Customs and Mosquito Control.

The north side of Grand Cayman is good to anchor on although at times the easterly seas work their way around the island and then, unless the wind is blowing strongly from the east, you will roll.

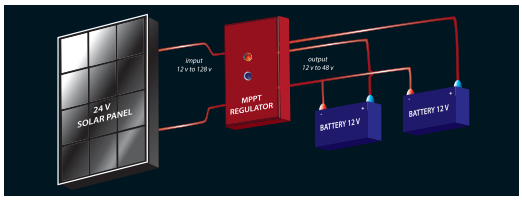
At the southwest end of Cayman Brac is Dick Sesinger's Bay. A waypoint at 19°40.84N, 79°53.12W will place you about half a mile off the entrance stakes. DO NOT attempt to enter this bay if conditions are rough, or at night. The anchorage is to the east after you enter. It is preferable to enter after 1:00PM to have the sun behind you so can spot the shoals. Stay in the middle of the channel between the stakes. You will see a dock and some moorings that belong to Divi Tiara Resort. You can call on VHF 16 to see if they have a mooring available or else anchor in six to seven feet of water. If you anchor, do not let out too much scope or you will swing onto a shoal. You will find this anchorage very secure from wind and seas.

The island has a few grocery stores; the largest are in the Stake Bay area. There are also a number of restaurants, all informal and reasonable. There is a hospital called Faith Hospital**.** There are no buses or taxis and you will need to walk or, if weather permits, dinghy to your destination. There are scooter and car rental agencies for those so inclined. The island has many, many excellent dive locations. Consult the local dive businesses for information. The dives are well worth it — they are exceptional.

Rock climbing has developed as a sport here since the early 1990s, when the first organized climbing began. The island is now known as a world-class climbing destination. One must be somewhat experienced. Many climbs are what is called "over vertical" and best left to advanced climbers. The island offers some of the most spectacular scenery in the Caribbean. Today climbers come from all over the world to sample superb limestone climbing on Cayman Brac.

—Continued on next page

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—*Continued from previous page*

Lastly, do you remember the 1968 Sunday Times Golden Globe race, a single-handed round the world race? Do you remember the strange story of Donald Crowhurst and his boat, *Teignmouth Electron*? Well, the wreck of the boat ended up on Cayman Brac and if you get there soon enough you can see it if you are interested.

Little Cayman

A useful waypoint for Little Cayman is located at 19°43.15N, 79°56.68W, one mile east of East Point. To visit Little Cayman you must have cleared in at Grand Cayman or Cayman Brac.



Get down, get up, get down — spelunkers, rock climbers and scuba divers will find activity galore on Cayman Brac





From the east side of Cayman Brac to the southwest point of Little Cayman is approximately 23 nautical miles. However, at their closest points the two islands are no more than four miles apart. Unlike its sister island, Little Cayman is quite low.

Little Cayman is about ten miles long and about one-and-a-half miles wide. If you are looking for solitude this is the place for you. The permanent population of Little Cayman is fewer than 170 people. The truth is that there are many more iguanas on the island than there are people. Perhaps the iguanas will come out to greet you as well!

On the northwest side of the island you can anchor in 15 feet of water. Bloody Bay is a fair anchorage in normal tradewind conditions, although at times it can roll, especially if the wind lets up — usually at night. This is no place to be in a norther or northwester and in those conditions one can go to Owen's Sound at the southwest corner of the island.

At the southwest side of the island there is a channel that enters Owen's Sound. The channel entrance carries about six to seven feet. The entrance is simple and straightforward between the markers. The channel doglegs to starboard after entry. You can anchor in five to seven feet of water; the water shallows to five feet as you go east. If you draw more than six feet, you will need to anchor at or near the entrance. Do not try to enter in rough conditions. There are two lit markers, a red and a green, at the entrance. They are privately maintained.

On entering, the shallower your draft the farther east and the closer to Owen Island you will be able to reach. However, watch out for shoals while navigating. They are easy to spot. You can go even farther east in your dinghy to explore South Hole Sound.

On most charts the main settlement is shown as South Town, which is today called Blossom Village. It is at the southwestern end of Owen's Sound. At the village there is a car rental, gas station and a nurse if you need one. The Little Cayman Museum is a pleasant place if you are interested in the history of the island. The Customs officer is located here. If you need to hail him, try VHF 16.

The main road is called Guy Banks Road and it goes right around the island. There is a nature reserve, Booby Pond, which is the largest sanctuary of its type in the Caribbean.

It is well worth the effort to stop at the Sister Islands — the lost islands of the Caribbean!

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



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St. Thomas	→	Palma de Mallorca	04/2011
St. Thomas	→	Toulon	03/2011
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MERIDIAN PASSAGE OF THE MOON

MARCH & APRIL 2011

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. tide the 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!

March					
DATE	TIME	21	0108	9	1640
1	0940	22	0205	10	1733
2	1025	23	0304	11	1837
3	1108	24	0402	12	1919
4	1150	25	0500	13	2014
5	1230 (new)	26	0556	14	2104
6	1311	27	0649	15	2156
7	1352	28	0738	16	2250
8	1435	29	0824	17	2346
9	1520	30	0907	18	0000 (full)
10	1604	31	0949	19	0045
11	1658	**April**		20	0145
12	1751	DATE	TIME	21	0245
13	1846	1	1029	22	0344
14	1941	2	1110	23	0440
15	2036	3	1151	24	0522
16	2131	4	1234 (new)	25	0620
17	2225	5	1318	26	0705
18	2319	6	1404	27	0747
19	0000 (full)	7	1455	28	0828
20	0013	8	1557	29	0909
				30	0950

NOTES FROM TOBAGO

by Angelika Grüner

Departing Trinidad for Tobago in December 2010 aboard *Angelos*, we had to visit Immigration and Customs, even though these two islands are one country. My husband, Richard, and I were pleased, however, to discover that there is no fee, not even on weekends.

Anchoring in Store Bay, Tobago we went by taxi (TT$6, or US$1) to Scarborough for the check-in. We were surprised to be welcomed as the only visitors at the Immigration office on the first floor of the ferry terminal. Since a recent change, the Immigration office for locals is somewhere else; the office in the ferry terminal is now ONLY for sailors. Before, we had to wait — sometimes for four to five hours — in between all the passport applications, etcetera, till we had our check-in papers in hand. Now, the officials wait for us, like in Grenada! And they were very friendly as well at Customs, like in Grenada or St. Vincent.

Nevertheless, I ask myself why Customs and Immigration in Tobago, especially in Charlotteville, has made the check-in simple, easy and relaxed, while in Chaguaramas, Trinidad it seems to be done in a more complicated way. It is no problem in Tobago to check out for the next day. Asking to do the same in Trinidad, however, is like awakening a fiercely barking dog. Are we different people when we are arriving in Trinidad?

However, once you've checked in at Scarborough, if you want to sail to Charlotteville, you'll need to check out at Scarborough, and you'll have to make a "float plan" asking for written permission to stop in any bays en route before entering Charlotteville — where you have to check in again.



Clean, green and serene — and the tedious 'float plan' requirement keeps Tobago's anchorages uncrowded!

That's really annoying, but the reason told to us was, "We need to know where you are; you could get lost!" Thank you, guys, but we cruisers have crossed oceans for weeks with no land in sight in every kind of weather; we don't need to be baby-sat, we can take quite good care of ourselves!

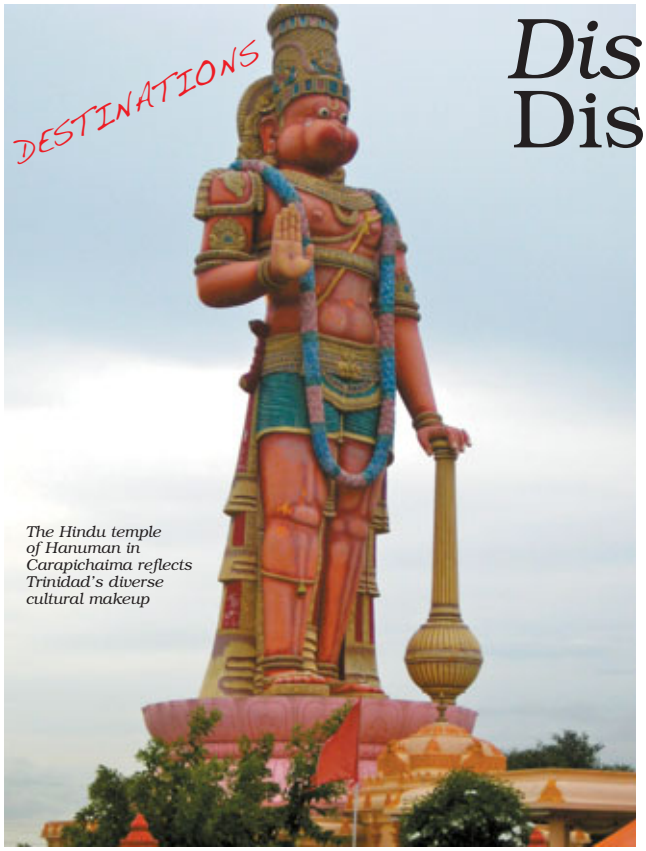
Think about the many islands belonging to St. Vincent & the Grenadines, for example. If we would have to check in and out for each island and bay we would become crazy and I'm sure SVG would have far fewer yachts. The income would drop tremendously for SVG's people and government as well. Could this be a reason Tobago has not many yachts? During the Christmas holidays there were only 12 yachts with us in Store Bay. How many were in Bequia during the same time? I'd guess at least eight times more.

Nevertheless, if you ask me, I like the empty Tobago! We have the whole Buccoo Reef lagoon for us alone for kite- and windsurfing. Nobody bothers us because we are only a few. It is only on long weekends that more Trinidad people come over to enjoy the watersports in the lagoon. We like to stay in Store Bay during Christmas and New Year because it is quiet, no hassle, and the Coco Reef Resort has an outstanding firework display to offer for New Year's Eve.

There is now a "marine service" in Store Bay beside the beach bar. The store offers internet or WiFi. Additionally there are scooters for rent to explore the island, and a washing machine for laundry. In case you need a general practitioner, there is Dr. Kumar, phone (868) 639-3157.

For those staying awhile in T&T, there is now the possibility of purchasing at b-mobile a local SIM card. B-mobile also sells a data SIM card, which I put in my laptop. You have to go with your laptop into the b-mobile shop (there is one at West Mall in Trinidad), and pay a fee for adjusting and getting the system running. The monthly flat-rate fee for internet was TT $150. We tested that, and it works fine. In Tobago we can even use Skype. That data SIM card works as well in a cell phone together with the computer via Bluetooth.

Try Tobago!



The Hindu temple of Hanuman in Carapichaima reflects Trinidad's diverse cultural makeup

Discovery Discovers TRINIDAD

by Elizabeth Brouse

Discovery V, a Bowman 57-foot cutter-rigged ketch, has been our family's home now for over a year and a half. My husband, Kirk, our twins, Claire and Wesley (now 12 years old), and I sailed her from Toronto, Canada, across Lake Ontario, down the St. Lawrence River to the Atlantic Ocean and down the East Coast from Nova Scotia to Virginia. We all sailed *Discovery* in the Caribbean 1500 Rally, reaching Tortola in November of 2009.

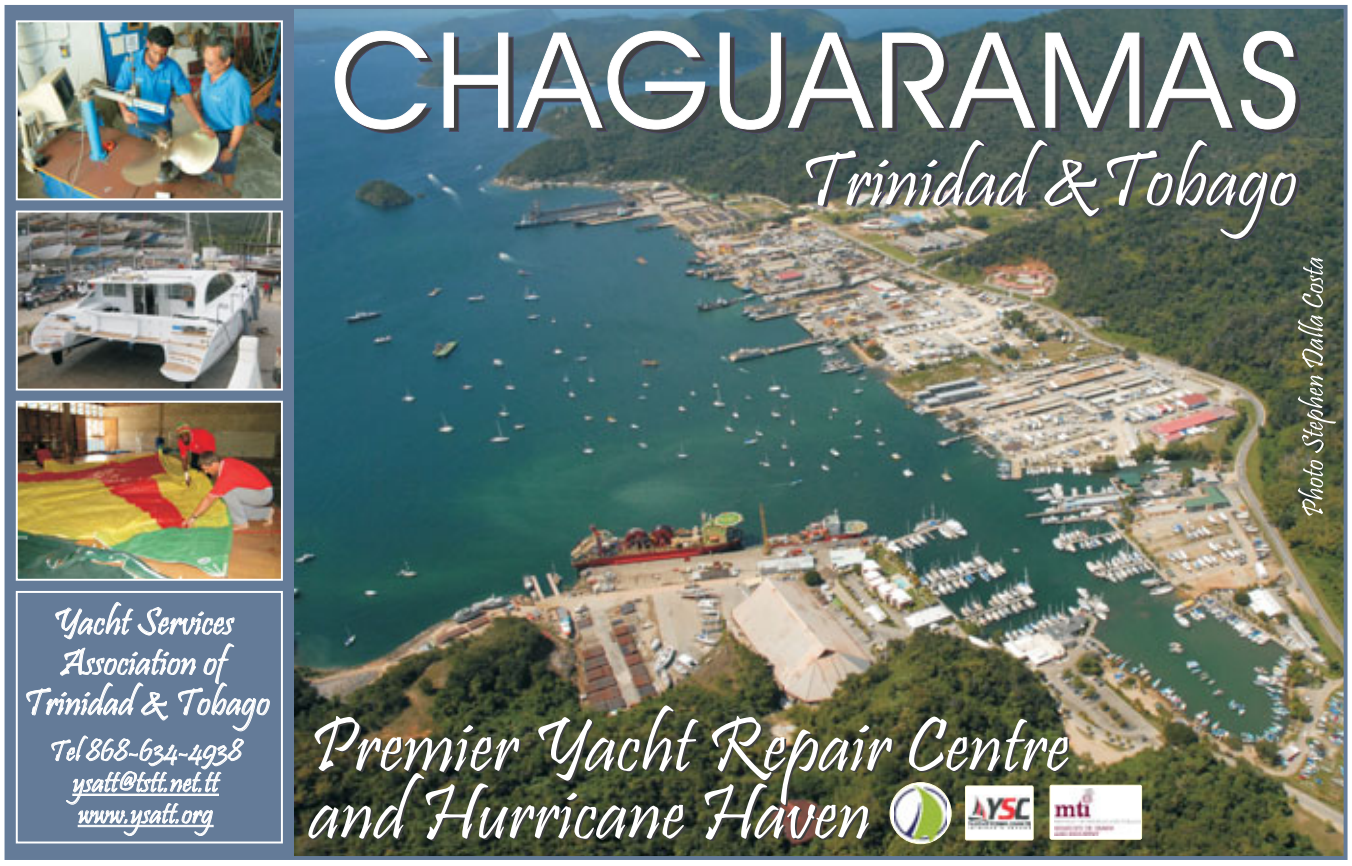
Singularly focused for many months on packing up our land lives to realize our dream of exploring the world on *Discovery V*, the wind was taken out of our sails as we were stalled in the BVI for two months rebuilding our Yanmar 100-horsepower engine which took its last gasp on Day Three of the Caribbean 1500. We rang in 2010 at Nanny Cay with a rebuilt engine and no real plan of what to do next. Time was not an issue as Kirk had quit his job, our house was rented and we were quite content to be independently poor as long as all crewmembers were happy with our new lifestyle. Many months passed pleasurably as we cruised down island, often staying several weeks or even a couple of months at islands we liked, valuing the opportunities to make friends and become involved in the communities we visited.

With summer 2010 approaching, we found ourselves debating where to stay during the upcoming hurricane season. The appeal of the range of boat parts and services Trinidad had to offer, combined with the desire to connect with friends living there, were weighed against the negative accounts of stolen dinghy outboards, hostile Customs officials, polluted water and a general sense of unease around personal safety. Approaching our one-year anniversary of life on the water with nothing but positive experiences (even in places considered undesirable for cruisers, such as Chateaubelair, St. Vincent — see my article in the January 2011 issue of *Compass*), we set our sights on Trinidad.

On June 29th we had an uneventful 15-hour overnight sail from Prickly Bay, Grenada to Chaguaramas, Trinidad with seven other boats. We were on heightened alert as this passage had seen some Venezuelan piracy in prior months near the oilrigs (lit up like Christmas trees) approximately 25 nautical miles off the north shore of Trinidad.

Tying onto the dock at CrewsInn in the busy port of Chaguaramas, we found our anxiety about checking in (especially with our family dog, Skipper, on board) unfounded as the Customs and Immigration officials were courteous and efficient. Immediately after check-in we sailed around Point Gourde to tuck in the corner of Carenage Bay and anchor in the nice mud and calm waters of the TTSA (Trinidad & Tobago Sailing Association), which we had heard was the best place for a cruising family to call home for hurricane season in Trinidad.

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TTSA has a pool, showers, laundry facilities, barbecue pit, a covered outside area with tables and internet access, Candice's family style restaurant and Spinnakers Bar, all within a fenced compound guarded 24/7. During our time there, it was home to a dozen or so live-aboard cruisers and had a nice sense of community.

We settled quickly into life at the TTSA and the very active cruising community held together by the morning cruisers' net at 8:00AM on VHF channel 68. It was on the radio we first heard the voice of the renowned Jesse James at "Members Only" Taxi Service (no membership actually required). You can't talk of Trinidad without his name coming up and I can't say enough good things about him. He is not only the local yachtie "go-to guy" for tours, provisioning runs, and general interface between cruisers and anything Trini, but "de man" for just about anything you can think of! His sincere, caring, friendly and professional approach helped us out immeasurably for everything from dealing with the bureaucracy of shipping our dog, Skipper, out of the country to directing us to YSATT (the Yacht Services Association of Trinidad & Tobago) for resolution of the one not-so-pleasant experience with a marine service supplier.

Trinidad's transient yachting community has been shrinking over recent years owing to a number of issues including crime and political instability. In response, YSATT (a non-profit organization comprised of local marine services and businesses) has risen to the challenge to make a concerted, well-organized effort to address cruisers' concerns. The *Boaters' Directory* and YSATT hosted forums involving various levels of government, designed to facilitate greater communication and improve the quality and security of the cruising experience in Trinidad. [*Editor's note: See a report on one such successful meeting on page 45 of the February 2011 issue of* Compass.]

Trinidad does live up to its reputation for heat and humidity. Chaguaramas is at approximately 10°40'S — the farthest south we have travelled to date. When the sun is out it is like nothing I've ever experienced. The rainy season is really something with 20-minute showers filling our 11-foot dinghy with six inches of water.

Discovery spent three and a half months in Trinidad (our family took a six-week break and flew to Canada, leaving *Discovery* anchored at the TTSA). In our time there we found that Trinidad is a nation of contradictions. The polluted, plastic-bottle-filled waters of the main anchorages of Chaguaramas and TTSA make you want to cry, and last year dinghies were regularly stolen for the outboards (lift it, lock it or lose it!). The natural beauty and clean waters of the north shore beaches and the islands around the Boca are stunning.

Violent crime between groups of locals (often along racial lines) is an issue but is not specifically aimed at yachties. Do not walk alone after dark and choose carefully the areas within Port of Spain to explore. More than once I steeled myself for the approaching man heading my way to chat me up, worried how the exchange might go (would he ask for money or go beyond the acceptable flirting?) only to have a polite and non-threatening conversation. We enjoyed many friendly exchanges with people in shops, restaurants, and on the street who often had some link to Canada (had lived, worked, attended university, or had family there).

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Above: The TTSA anchorage was our home for more than three months



Right: Twins Claire and Wesley would have loved to adopt these leatherback turtle hatchlings





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Bus drivers and passengers often went out of their way to help me get where I wanted to go. Everyone seemed genuinely concerned that we have a pleasant experience on their island.

Food, beer, liquor, and transportation are all very inexpensive in Trinidad. Traffic can be crazy but getting around the island is easy via maxi-taxis (white vans with yellow stripes) to take you just about everywhere for two to six TT dollars.

There is no excuse for boredom as Trinidad offers many opportunities to explore nature, including the Caroni and Nariva Swamps to see the scarlet ibis (Trinidad & Tobago's national bird) and howler monkeys respectively. There is also the Asa Wright Nature Center for bird watching and nature trails; the hikes and waterfalls of Chaguaramas National Park; and leatherback turtle watching. If nature is not your thing, not to worry, you can tour a steel pan yard, a rum distillery, or the Angostura Bitters plant, take in a movie at the large MovieTowne multiplex, or shop to your heart's content at the lovely malls and North American-style grocery stores.

We took advantage of many of Trinidad's offerings between boat projects and a week on the hard for bottom work. Our friends drove us up to Maracas Beach on Trinidad's wild and rugged north coast for delicious shark 'n' bake at Richard's and some beach time. I took Jesse's shuttle one Saturday morning to traipse around the fresh market in Port of Spain, which is the largest and most diverse I've seen from the BVI on down. We spent a day travelling down to the south end of the island to visit the colourful and ornate Hindu temple of Hanuman in Carapichaima and the Temple in the Sea at Waterloo. Claire and I enjoyed a trip to one of Port of Spain's fun shopping areas for shoes, gold and textiles, just blocks from the bus terminal. Off Independence Square, Frederick Street is Trinidad's answer to Yonge Street in Toronto, with a good vibe and variety of shops, restaurants, people, and music.

We stretched our legs taking a leisurely stroll along the Savannah, a huge park in the centre of Port of Spain used as playing fields for cricket and football, enjoying our first of many Trini snow cones made the usual way only with a secret ingredient on top: sweetened condensed milk! The Savannah is flanked by "The Magnificent Seven" — seven historic mansions (including the prime minister's residence and the archbishop's house) in different architectural styles and various states of repair. At one end of the Savannah are a lovely zoo and the Botanical Gardens, both worth a visit.

Sailing "down the islands" (Monos and Chacachacare) to anchor for the day in Turtle Bay on Monos Island was a refreshing escape from the industrial Chaguaramas area. "Down the islands" is where many Trinidadians rent vacation homes and attracts a number of boaters on the weekends to swim and play in the clean water. The green colour of the water is caused by the effluent running off from the Orinoco River in Venezuela, which also dilutes the salinity of the water in the area.

The most memorable experience for our family in Trinidad was a great weekend with our friends up in Grand Riviere to see the leatherback turtles laying and hatching. We stayed at Mount Plaisir Estates with its modest, clean and air-conditioned hotel rooms directly on the beach. It was quite a thrill to witness huge female leatherbacks (1,800 to 2,000 pounds) slowly lumbering out of the surf around 10:00PM to find just the right spot to lay their eggs.

Environmentalists were out in full force, measuring and tagging turtles and offering information to the turtle watchers about the experience. It took about 20 minutes for the turtle we watched to warm the sand and dig a two-and-a-half-foot hole with her back flippers. As she began to lay big soft-shelled eggs we were permitted to touch her while she was in her egg-laying trance.

This beach is just under a mile long and is so popular with the turtles that on the busiest night last season more than 500 leatherbacks were recorded laying eggs here. These turtles are the most travelled in the seas and some are known to migrate between the breeding grounds in Trinidad to feed on jellyfish as far north as the Canadian east coast.

As we returned to our beachfront rooms later that night, we were greeted by the leatherback hatchlings lined up at our doors. Seems they go towards the light, which in a world without man would be the ocean. In this case they were attracted to the light under our doors and the kids happily spent the next little while carrying armloads of these tiny creatures down to the surf. Claire wished she could keep "just one" as a pet on the boat but was reminded that these palm-size hatchlings would grow into Volkswagen Beetle-sized adults!

As a self-confessed "foodie" I have to rave about the local food in Trinidad! I knew this was the home of the roti but why did no one tell me about "doubles"? Roti is for



A weekend stay with friends at the seaside Mount Plaisir Estates, Grande Riviere, was a memorable getaway

lunch and we have had some tasty ones here from street-side vendors who fry up the roti skin right before your eyes (in a cool little neighbourhood called St. James). Doubles, a breakfast food purchased from street-side stands for TT$3 apiece, is made with curried channa (chickpeas) served wrapped in two slightly sweet crêpe-like pieces of fried bread with condiments such as hot pepper sauce, chutney and spicy cucumber. I can't tell you how yummy doubles are — you just have to try one for yourself. The East Indian influence on Trinidad's culture and cooking is marvellous with so many fragrant spices, smells and tastes.

When we finally managed to tear ourselves away from Trinidad on October 14th it was with mixed feelings. We were looking forward to continuing our journey and visiting countries where we could relax our guard a bit about personal safety and security of our boat, but we had grown very comfortable in Trinidad and fond of its people. Trinidadians are some of the kindest, most helpful and friendly people we have encountered on our travels. Perhaps we'll be back for Carnival one day!

If you find yourselves facing the decision on where to spend the hurricane season, I highly recommend Trinidad for its rich culture, and warm people.

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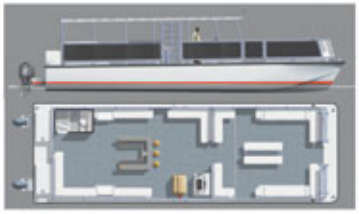
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WHERE TO REFIT IN THE CARIBBEAN

by Todd Duff





Left: View from the deck of One World *during Hurricane Earl. No damage!*

Right: A weary One World *is hauled at VGYH after ten countries and 4,000 miles*

After spending the better part of the previous year cruising down and back through most of the Eastern Caribbean islands, plus Venezuela and as far west as Curaçao, last summer we were faced with the need for a haul-out. Where in the Caribbean could we do a substantial amount of work on our steel brigantine, in a place that would allow us to have skilled help when it was needed, but also be left alone to do our work without unnecessary interruptions or distractions, that would allow us to have pleasant surroundings and to live aboard in safety and relative comfort?

Having sailed all over the Caribbean since the early 1990s and being fairly familiar with most of the boatyards from Puerto Rico to Curaçao and west to Honduras and Mexico, when the brigantine *One World* was in need of some paintwork and interior renovations, we gave a lot of thought as to where would be the ideal place to take on these projects.

Always being conscious of the relative costs involved in a haul-out, we were happy to discover that the boatyards in southern Grenada were very likely the best deals in the whole of the Eastern Caribbean. With a Budget Marine and Island Water World, and several very skilled and accommodating contractors on island, willing to work in any part of the island, we very nearly decided to do our haul-out there. Quite a bit south and considered to be fairly safe from hurricanes, Grenada was definitely in the running.

Trinidad also was in the running until we thought about the frequent rainfall that could make getting exterior paintwork done very difficult. Trinidad has also been 'discovered' and prices there are no longer the bargain they were back in the '90s. From our recent research, we could have spent the same amount of money for a haul-out there as we would have if we had taken the boat up to New England! The general hustle and bustle of Trinidad was also unattractive to us, so in the end, last year's reports of crime, the rainfall and the prices kept us from choosing Trinidad.

Some of the smaller islands like Carriacou, St. Vincent and St. Kitts offered inexpensive haul-outs at charming boatyards, but parts availability would have made the unexpected little things that always seem to come up on a refit with a boat like ours a bit more troublesome. The peaceful settings, though, would have been a possible trade-off.

We considered Venezuela, where the haul-out and labor prices are very good. Puerto La Cruz and Cumaná have modern facilities. Parts availability for specialized items is a real problem, though, and security is also a concern, although the bigger yards boast armed guards. Still, the very high duty on marine parts and the safety concerns sent us elsewhere.

We looked at the boatyards in St. Thomas and Puerto Rico where there is instant access to a wide variety of supplies at good prices, but the facilities seemed crowded, overregulated and overpriced to us. One boatyard manager in St. Thomas had no interest in taking the time to talk to us after finding out that we needed to be out for over a month. Apparently they need to keep boats coming in and out; keeping the lift crew busy was a major consideration for them.

We seriously considered the boatyards in St. Martin. We've always liked Bobby's on the Dutch side and Time Out in Sandy Ground on the French side, and had a very good exchange with JMC's knowledgeable manager as well. Even though in the middle of the hurricane belt, St. Martin is in an ideal location central to the main cruising grounds and easily accessible from most major airports in the US and Europe. The friendly and cordial way our inquiries were treated, and the overall ambiance of the yards on the French side in particular made it almost worth going. What turned us away was the insistence that we take our masts down. *One World* is a brigantine and rigging or de-rigging takes the better part of three days to accomplish, so we didn't really want to do that. When I asked why this was a requirement, I was told that some boats…

—Continued on next page

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...had lost their masts in previous hurricanes. I tried to explain that sloops or catamarans were much more likely to lose their masts than we were; that the chance of us losing our masts, which would quite likely stand in a hurricane even without the rigging, was so remote that it was not even worth considering, I was met with somewhat colloquial French indifference and a small concession: "Well, if you insist, you can leave your masts up but if they fall on the boats next to you, the people who took their masts out will be quite incensed." Indeed... But with 28 shrouds, ratlines and a yardarm to contend with, this was enough to turn us away from St. Martin.





Left: Virgin Gorda provided us a tranquil setting for a refit

Right: All done and ready for more cruising

We also considered going back to Curaçao, as we had found the boatyards there very accommodating. There are two Budget Marine stores and a new Island Water World recently opened, and there are many skilled workers available plus a bustling yet enticing island lifestyle. All this made Curaçao a very viable choice. What turned us away from doing our haul-out there was that we intended to live aboard while accomplishing the refit. One of the two yards in Curaçao is located in an industrial area of Willemstad, far from pleasant surroundings, and the other is far out of town. Either location would have made it necessary to have a car.

We also rejected the very nice boatyard at Rodney Bay in St. Lucia because they did not allow living aboard on the hard.

In the end we turned our eyes back towards the BVI. With several very good boatyards and a multitude of services and skilled craftsmen available, thanks to the world's largest permanent bareboat and crewed charter trade, one can get virtually any kind of work done in the BVI. We decided against Nanny Cay, even though it is a world-class facility and very well known to us, mainly because we know too many people there and would have been often distracted by social visits and other activities! Ultimately we decided on the Virgin Gorda Yacht Harbour. I had done refits there in the past and had enjoyed good experiences. Virgin Gorda is very safe, has a beautiful boatyard setting with a nice swimming beach just a few metres from where we ultimately hauled out. The facilities were clean and tidy and the management very accommodating. The Workbench carpentry shop and CRC engine and machine shop were right next door and the people there were always ready to offer help whenever needed. The rainfall in the BVI is typically light and sporadic in the summer and the waters around are beautiful. True, the BVI is in the middle of the Atlantic hurricane belt. But despite a close call with Hurricane Earl, whose eyewall passed 30 miles to the north of us, thanks to good preparation no boat in the yard was damaged aside from one whose owner elected to leave the bimini top up, which ripped a seam, and one boat that was hit by a piece of roofing material.

From a security viewpoint, Virgin Gorda is so safe that theft is of virtually no concern. We never locked the boat, left our bicycle unlocked every night, sometimes left our tools out and never once had any concerns. The BVI is by far, from our experiences, the safest place in the Caribbean and just a glance at their flag gives you a hint as to why: the crest on it is of a traditionally robed lady, St. Ursula, holding a candelabra high with her eyes wide open, and the Latin word "Vigilate" below. In the BVI, everyone is watching and noticing. The entire country only has 30,000 citizens and another 8,000 or so expats. Almost everyone knows each other, or knows your neighbor. While the BVI as a whole is safe, Virgin Gorda in particular is exceptional. The pace of life is slow, like down island, but the people all seem to be doing well and nowhere do you feel the hustling or insistent bargaining that you find in some places. There is a quiet, laid back sophistication here. Not the sophistication one associates with a major First World metropolitan area, but a worldliness and general well-informed consciousness, mixed with the world-renowned Caribbean openness and warmth.

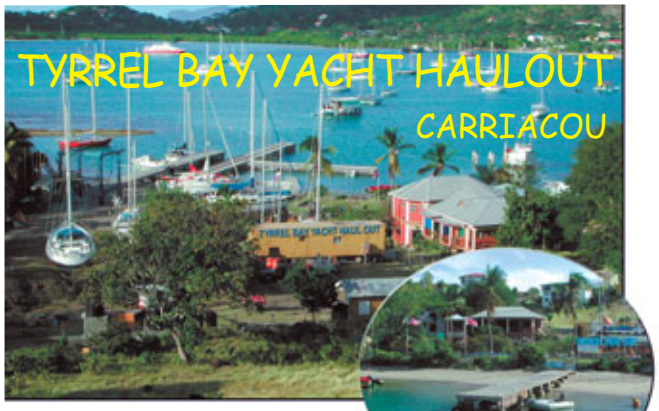
Of course, for cruising and variety, all of the Caribbean islands have their charms, but for me, doing a haul-out on Virgin Gorda is the best of all worlds: you can get anything you want done, from simple jobs to complex rebuilding, and yet the place retains its small-island charm and hospitality. At the end of a long workday, a beautiful swimming beach is only a short walk away.

While there are many good choices for boatyards in the Caribbean Basin, each captain must choose the one that fits his or her own requirements. My eldest son has accomplished very inexpensive and quite acceptable refits in Cienfuegos, Cuba and La Ceiba, Honduras. Not long ago I did a 'short haul' at one of the new boatyards at Fronteras on the Rio Dulce in Guatemala and recent reports are that this area is becoming more viable each year as a place to accomplish a refit. While the facilities in Jamaica are unknown to me, friends have reported Port Antonio to be worth considering. I have also heard good reports of some of the yards in and around Cartagena, Colombia. Of course, Guadeloupe and Martinique have major boatyards and, although we found them to be pricey by our standards, the workmanship available appears to be first rate.

I welcome comments by e-mail at sailadventurer@gmail.com from other captains and crews regarding their own experiences in Caribbean yards. As we all know, each yacht and crew has different requirements and expectations. Ours were met in the BVI, while I expect others might well find satisfaction elsewhere.

Enjoy the remainder of this year's sailing and have a great haul-out at the end of the season!

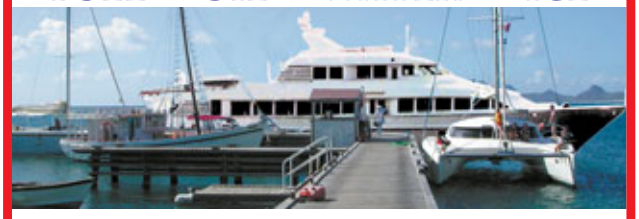
Todd Duff has been living aboard various sailing craft since 1987 and cruising Caribbean waters since the early '90s. After a six-year stint working in the BVI, he is currently in Panama with his fiancée, Gayle Suhich, son Alex Duff and various crewmembers. He is on his way to the Pacific aboard his schooner One World *(www.schooneradventures.com) for an open-ended sailing adventure.*



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Following Our Noses in Puerto Rico

by Devi Sharp

Sea Lover's in Fajardo, Puerto Rico is a no-frills marina, the docks and pilings are sound and security is performed by the large iguanas near the shower and bathrooms. This simple marina fit our needs for a secure place to leave our boat, *Arctic Tern*, for a week while we made a trip to the mainland United States to visit family. I quickly made friends with our boat neighbors and enjoyed the opportunity to speak Spanish, although most could speak English in degrees varying from halting to fluent.

It was Christmas season and the docks were bustling with families toting food and supplies for day and weekend outings and men with toolboxes going to work on their boats. My favorite individual was the canvas worker who could come to your boat with his sewing machine on a cart. Music helped everyone with their chores and tools and beverages were shared freely. My husband, Hunter, and I were the only cruisers on the dock. Everyone was friendly and many folks stopped to chat with us and ask if we really came all the way from Alaska. We settled into our new home for more than a month.

We had intended to rent a car for just over two weeks so we could meet up with family who were visiting the island, tour the interior and reprovision. The gentleman at the counter told us that at 16 days we got the monthly rate, so we might as well call it a month and return it when we were ready. We were ready for land exploration of Puerto Rico.

El Yunque National Forest is only a 20-minute drive from Fajardo. On our first visit we paid the few dollars to enter the Visitors' Center, see the video and exhibits and collect the free trail map. It is helpful to learn about the forest and its ecology before taking a drive and hike. There are 24 miles of trails in El Yunque and most have been paved or graveled to prevent erosion. The vegetation is lush at the higher altitudes and the rainfall is in excess of 200 inches per year, so it is smart to travel with a rain jacket or poncho. I was keen to see a Puerto Rican Tody. This small bird looks like a very fluffy and fat hummingbird and is endemic to Puerto Rico. We were rewarded with a pair of todies that were busily feeding. I later learned that todies have a voracious appetite; a captive specimen ate about 40 percent of its weight in insects daily. Studies have shown that todies eat 1.8 insects per minute from dawn to dusk.

After a few hours of walking we headed back to Fajardo and stopped at the *kioskos* at Loquillo. These kiosks provide a wide selection of typical Puerto Rican foods, especially seafood and fish. We salivated as we looked at a conch stew and fish stew that could be the filling in an *arepa* (fried bread). There were grilled and fried fish and chicken, *tostones* (mashed and fried plantain chips), *empanadas* filled with seafood or meat, *bacalaitos* (codfish fritters), *mofongo* (mashed plantain or yucca) and of course there was the ubiquitous *arroz con gandules* (rice and pigeon peas). Determined to experience as much Puerto Rican local cuisine as we could, Hunter and I each ordered different foods, ate well, and took the remainder home for dinner.

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PHOTOS: DEVI SHARP INSET: GUY POISSON



Above: While bird watching in El Yunque, I was keen to see the endemic Puerto Rican Tody (inset)

Below: Hunter exploring in El Viento Cave

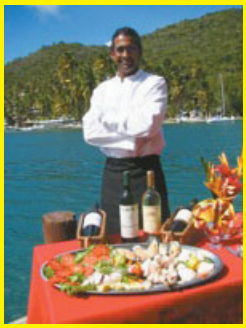


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A few days later, after a morning of boat projects, we decided to visit the Ruta del Lechón. Roast pig, or *lechón*, is a favorite food in Puerto Rico and the place to eat it and see the pig on the spit is the Ruta del Lechón in Guavate. We got to the strip for an early lunch and sniffed around. Pig was in the air and we were getting hungry. We made our decision on where to eat based on the attendance in the restaurant and the pig in the window. There was also roast chicken and turkey for the non-pig inclined.



The next decision was what sides to choose. There were the usual side dishes including *pasteles* (like tamales), yucca and onions, tostones, mofongo, and other crispy fried things. We got two plates heaped with lechón and sides, ate what we wanted and took the rest home for dinner (the cook really likes it when dinner is already made!).

As you drive through the Puerto Rican countryside you will see signs advertising lechón on specific days. The pig is marinated in sour orange and spices for a few days, and then skewered with a metal spit and roasted for four to six hours, infusing the air with delicious aromas. It amazed me that Hunter could smell lechón a mile away. He would sniff loudly a few times and ask, "Can you smell it? I smell lechón!" — and of course a stand would appear.

We visited Old San Juan twice. During the day we toured Fort San Felipe del Morro and traveled back in time to when the Spanish defended the island, and huge San Juan Harbor, against the British and the Dutch. There are many historic buildings around town and you can get a free map. On another trip we arrived in the evening and had dinner and strolled around town mingling with the mostly local folks who brought their families out for a visit to Old Town. As much as we were enjoying *comida criolla*, traditional Puerto Rican food, we opted for a Turkish restaurant, and we were not disappointed in our goat and eggplant dinners. There are many choices of restaurants and of course there are food stands selling juice, confections made from coconut and chocolate, and *churros* (the Latin American answer to the doughnut). We felt very safe at night and enjoyed the family atmosphere.

Hunter and I really wanted to visit the central part of the island and even though the island is only 100 by 35 miles it does take a portion of a day to travel the hilly and twisted mountain roads, so we decided to spend a few nights in a mountain lodge in the karst (limestone) region. On our way to see the Arecibo telescope we stopped at a roadside stand for a quick lunch of *papas rellenas*, which are baked potatoes filled with meat, beans or vegetables. The Arecibo telescope is a very large telescope built into a karst sinkhole. The interpretive exhibit was very informative and interactive. In the Guajataca State Forest we hiked to El Viento Cave and with flashlights explored the stalagmites and stalactites, curtains and draperies of the cave. Of course we had to find dinner, so we stopped at a restaurant that advertised comida criolla. I ordered an *asopao de pollo* — a rich chicken stew with vegetables and rice. Hunter ordered the *mofongo relleno*: mashed plantain filled with meat and baked in a wooden bowl until the mofongo gets crusty. The food is not spicy hot and I became a fan of "*pique*", which is a mix of hot peppers, garlic, oregano, vinegar, oil and water and is often sold and served in what looks for all the world to be an old rum bottle.

Left: Puerto Rico is the place for pork

Right: With rainfall in excess of 200 inches a year, the mountains' vegetation is lush



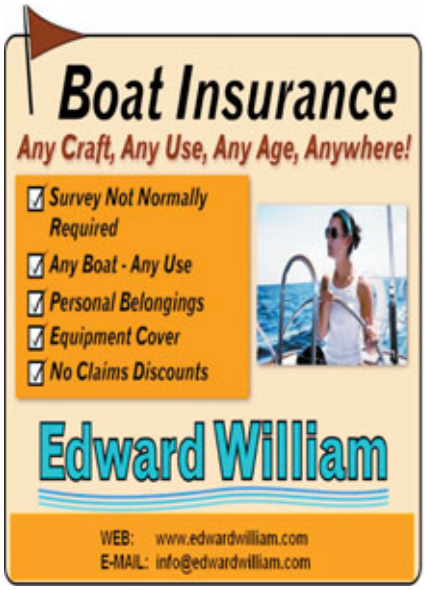
We returned to Fajardo via the panoramic highway, which takes you over the spine of the mountains. High in the mist of the mountains we sniffed out a lechón stand and returned to our boat with leftovers for dinner.

When we finally cast off our dock lines our dock friends and neighbors seemed shocked and disappointed that we were actually leaving. We promised to return.









24 HOURS OF SOMBRERO

by Mark Denebeim



Even with three decades of Caribbean sailing experience, the author didn't take this passage — his first solo overnight passage in a while — lightly

What's in this stuff? 'I was bouncing around in no time...'

So what did you do today? Let me tell you about a 24-hour day I had recently, I think you're gonna like it!

My Island Spirit 37 catamaran, *Sanctuary*, and I had just spent three straight nights in White Bay, Jost Van Dyke when I checked windguru.com and saw that a northeast weather window was forming sooner than anticipated for my December crossing to Anguilla. I had already topped up the diesel and water at Soper's Hole Marina prior to relaxing in White Bay and had stocked up on provisions. Instead of leaving around December 10th, as hoped, "Guru" indicated I should leave December 4th — the next day. But I was now on the wrong (west) end of the BVI for my departure.

Knowing it could be done, and that I had to be in St. Martin before December 18th, I sailed from JVD to Road Town, docking for a radar reflector and some other items, and then motored around Beef Island and anchored in Trellis Bay in front of the Loose Mongoose in five feet of water at sunset. It was now Friday night and I wandered ashore to have an Awesome Fish Sandwich at the cyber café where I checked the weather one more time. If I didn't leave Virgin Gorda at 1700 the next day, I would miss the favorable light northeast winds and small seas that were expected until Sunday morning. The wind would then shift southeast, increase in speed and last for another week. This would delay indefinitely my solo overnight offshore crossing (leave in daylight, arrive in daylight) of 70 to 80 miles. Not that another week in the BVI would be so bad, but I wanted to leave before the Christmas Winds began!

Thus began the 24 hours of Sombrero (Passage).

1000

Saturday morning I dropped by the Trellis Bay market and picked up the best seven-dollar chicken roti on Tortola, weighed anchor at 1000 and motor-sailed up wind between George Dog and Great Dog Islands and into North Sound, Virgin Gorda, arriving at Saba Rock about four hours later. The wind was moderate at ten to 13 knots and the sky clear and bright. Ducking through Anguilla Cut at the south tip of Mosquito Island — *Sanctuary* only draws three and a half feet — I needed to find a mooring within my extended antenna's range to steal some free WiFi...

1400

Once parked in front of Saba Rock, my bud Leonard from the Moorings dropped by, I sent out a few last-minute internet and Facebook farewells to some family and friends, and prepped the boat. Often called the Anegada (or Ah, Do I Have To?) Passage, the waters between the British Virgin Islands and St. Martin are actually the Sombrero Passage. This is often a rough, wet, upwind motor-sail.



Caption

My intention was to round Pajaros Point on the far eastern end of Virgin Gorda at 1715, during the last moments of daylight. After closing the computer, I did everything on my offshore checklist: raise the radar reflector, lower flags, secure the dinghy on the davits, lay out my harness, install jack lines, double check running lights, check flashlights, close hatches, store counter items, close unnecessary seacocks, and top up engine oil and water and check belts, etcetera — you get the drill.

1645

During the offshore preparation I noticed the raw water intake hose on the starboard engine had a crimp in it, and spied a single drop of water hanging from the bend. I squeezed the area and it split apart easily at the hose clamp. Moving quickly as the light was fading, I clamped the hose, cut off the split end and reset the hose on the pump orifice, just as the clock struck 1700.

If the entire hose had been unusable, with no spares aboard and no chandlery within five miles, I might miss the weather window and delay the trip by more than a week at least. I tested the hose at idle for a few minutes then began the 20-minute motor in shallow Eustatia Sound, making my getaway through the narrow reef gap just as the sun was setting gloriously over the descriptive mounds of the Fat Virgin.

1730

I set course for 115 degrees magnetic on the autopilot and began the long motor-sail east-southeast. That's when I noticed the GPS chart plotter was indicating a course of 90 degrees and was tracking us north of east. Initially confused, I brought out the back-up handheld GPS and sure enough, it showed the same position and bearing. (I own a second GPS because I don't want to rely on a single space-age navigational electronic device, so I logically bought another!)

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...24 hrs Sombrero

So where was I headed? I knew from many chats with veteran captains that 115 degrees was the correct course, but why were the GPSs showing me off by as much as 25 degrees yet they had the correct



'Making my getaway just as the sun was setting...'

coordinates? That's when I realized both GPSs were set to true and I was of course steering magnetic. (In the BVI you just point and drive, so I had never utilized the GPS compass.) Once I set the GPS to Magnetic, things fell into place and off I motor-sailed in the ten-knot east-northeast winds and small waves in my first attempt in a long time to pull a solo all-night passage.

2100

It was a perfect star-filled night as the moon was in its new phase and all the winter constellations were visible, even the Southern Cross, and Venus was as bright as I have ever seen her. Ursa Major made an appearance and of course the drama of Taurus, Orion, Apollo, Pegasus, Cassiopeia and the Pleiades was brilliantly spread across the dark sky. *Sanctuary* only motor-sails at around five knots, thanks to its undersized twin 18-horsepower Yanmars, but I was enjoying the show and wanted to arrive during daylight anyway. Motoring with just the full mainsail, we maintained our speed, the diesels hummed smoothly, the horizon was clear. And then the real challenge set in: staying awake.

0100

I cranked up the tunes, which helped for a while, but soon after midnight sleep was taking over. Since I do not, and never have, consumed caffeinated products, I had purchased that often-advertised five-hour energy drink for just this moment. Not knowing how it would affect me, I drank only half the little bottle and immediately felt the rush! *Wooohoooo!* I was bouncing around the cockpit in no time, dancing to the Rolling Stones (I had just finished reading Keith Richards' autobiography, *Life*), Santana (my favorite!) and the Red Hot Chili Peppers (hyper and fun!) and darting among the paper charts, my log (kept hourly) and the cockpit at random. I even turned on the deck lights and went forward several times just to keep moving and look around!

0200

I stopped bouncing around long enough to realize that the wind had freshened and shifted northeast so



Often called the Anegada Passage, an eastbound crossing of the Sombrero Passage can be a rough and wet slog. An open weather window helps

I killed the auxiliaries and rolled out the jib. Now we were scooting along at 7.4 knots in a 12- to 14-knot breeze, an absolutely perfect sailing night — except for one thing: at this pace we would arrive before daylight. Reluctantly, I reefed the jib and settled in at a leisurely 5.7- to 6.1-knot pace. Safety before speed and it extended the sailing portion of the trip, which is a good thing!

I saw but one commercial vessel on the distant horizon, there were no squalls, no rogue waves, and unfortunately, no mermaids all night. Oh, I did have one moment of apprehension when I ran out of ice about 0300. (For the ginger ale of course, I never drink alcohol on offshore passages.) There was very little current or set, except a five-degree south Course Over Ground set at first, and as we got closer, it was a five-degree north set. The wind never exceeded 17 knots or fell below 12 as we plowed through the small swells. The weather window held as predicted and we were right on target.

0500

Just before daybreak sleep deprivation crept back so I drank the other half of the magic bottle, and bam, was bouncing around *Sanctuary* again. Dog Island (Anguilla) was coming up fast so I further reefed the jib, but still passed between it and Prickly Pear Cays in total darkness while relying on both of my GPSs and clearing all landmasses by at least a mile. All morning I had been following a blinking red light dead ahead and by now was certain that it was the Anguilla airport range light just above Sandy Ground Village. On the chart it says it has an 18-mile visibility but I must have first spotted it about 30 miles out!

0700

The sun began its ascent as we sailed east for the ten-mile homestretch into Road Bay, allowing for more jib and increased speed to over seven knots. The anchor touched down at precisely 0700, exactly when planned and I was ready for sleep, about 21 hours since leaving Trellis Bay.

Or was I? The energy drink was running things now, so I cleaned up the boat, undid all the offshore precautions, and even took a shower on the transom with the music still blasting through the cockpit speakers and the harbor. At last I tired about 0800 and took a two-hour nap before clearing in at Customs and Immigration about 1000, thus ending one of the more pleasant yet busy and rewarding 24 hours of boating in recent memory.

What did you do today? Well, I went for a sail across the Sombrero Passage.

Captain Mark Denebeim has spent 31 years sailing and running charter boats in the Caribbean. For more information visit www.OceanBreezeTours.com.

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MARCH 2011

♈ **ARIES (21 Mar - 20 Apr)**
This will be a fun month for you, so celebrate it by spending time with salty friends. Boat business is slow so make the most of this positive aspect while it lasts.

♉ **TAURUS (21 Apr - 21 May)**
Your sails will be full of the winds of romance so cruise to some secluded cove, drop the hook, and spend time alone with your inamorata.

♊ **GEMINI (22 May - 21 Jun)**
There are rough seas in several areas of your life right now but there's also a good aspect for romance in the business sector, so be open and positive — good things are in the wind.

CANCER ♋ (22 Jun - 23 Jul)
Aspects this month favor travel, either to a new destination or a favorite place. Meeting and communicating with people will be easy.

♌ **LEO (24 Jul - 23 Aug)**
Crew or cruising pals may be difficult and you may be tempted to make them walk the plank. But it's best to avoid a mutiny by suppressing your inner Captain Bligh and remaining calm and patient. Hoist your sense of humor and you'll get through the squalls unscathed.

♍ **VIRGO (24 Aug - 23 Sep)**
Creativity may be a close haul this month with small misunderstandings creating choppy seas and possibly retarding your VMG. Take heed of the moments of inspiration that you will experience and use them to the fullest to keep things on course.

♎ **LIBRA (24 Sep - 23 Oct)**
Don't let slack sails in communication and commerce bring you down. Focus on romance and let irritations slide off you like water off a seagull's back. You will be building a good foundation in your relationships in the main cabin.

♏ **SCORPIO (24 Oct - 22 Nov)**
Vexations and distractions in your love life should not be allowed to prevent you from making headway in your creative endeavors. Stow your temper and good things will flow your way.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Most of the arrows you let fly in the area of inventiveness will be blown off course but your sense of humor and talents in communications will be right on target and make this an interesting month.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Business is still in the doldrums and you may feel frustrated by the lack of way you are making in that area. This will pass soon so just stay on course until aspects get more on the positive side.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Concentrate on nautical business and establish a framework to build on when the winds change and things pick up again. Then you will be ready for the new deals sailing your way.

♓ **PISCES (20 Feb - 20 Mar)**
Romance will be on course for the month. There will be calm seas and warm breezes to fill the sails of love and keep you moving steadily forward.

Read in Next Month's *Compass*:

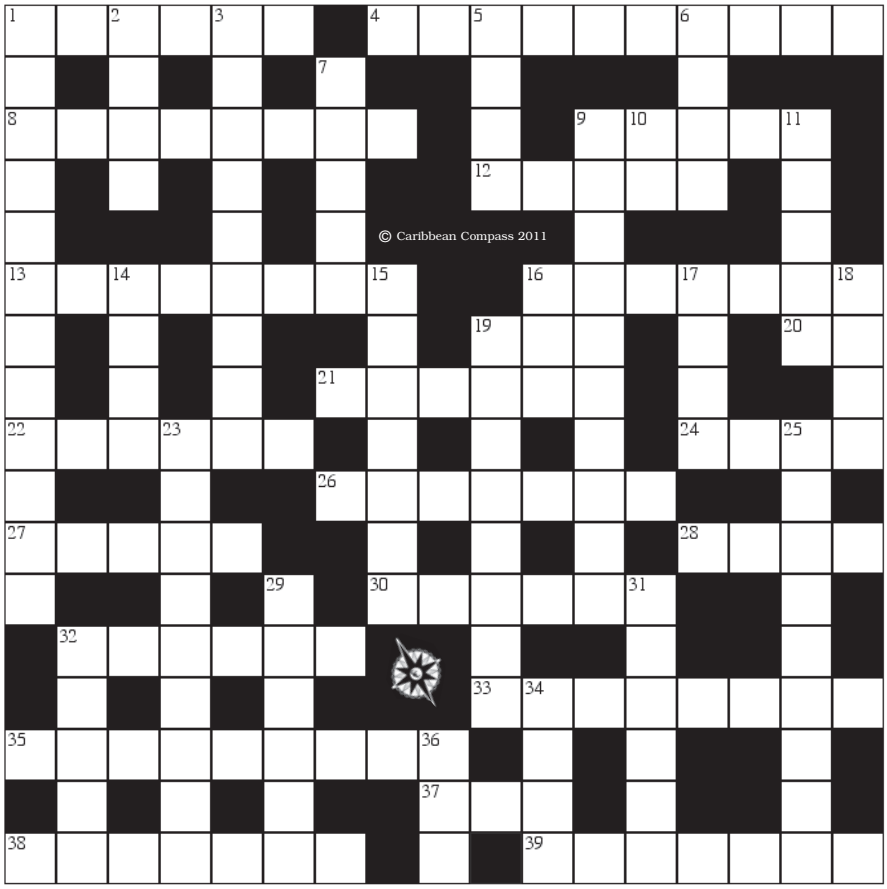
Antigua Amazes

Barnacle-Bound in Cartagena

Diesel Fuel and the Caribbean Boater

... and more!

Compass Cruising Crossword



'RIGGING'

ACROSS

1) Strip of stiffening material
4) Ball of lignum vitae on mast ring
8) 16th century multi-decked ships
9) Large vessels
12) Many fittings are made of this
13) Anchor-hoisting device
16) Not aft
19) What racers want to do
20) Direction of Atlantic tradewinds (abbrev.)
21) Rendering whale blubber
22) 12-foot cat-rigged boat
24) This can be dry, floating, graving or wet
26) Ancient time-telling device
27) Constellation containing navigational star Zubenelgenubi
28) Still popular spar material
30) These can be reef, nurse or hammerhead
32) _____ sails are set from yards
33) Star shaped
35) Platform made of wooden slats
37) Employ
38) Baltimore clippers' masts had a _____ rake than most other schooners
39) A becket holding the heel of a sprit

DOWN

1) Chafing gear on 15 Down
2) "___ 9 Across and tall kings..." — JR Tolkien
3) A loop spliced in the end of rope or wire
5) Sea ___: offshore a safe distance from shoals or shores
6) Remove water manually
7) Combinations of turns and tucks in a rope
9) A beam used to support sections of hatch covers
10) Half a laugh?
11) Aft end of boat
14) Tide that occurs near the moon's quadrature
15) Standing rigging running from mast to ship's sides
16) Type of keel
17) Measure this in 7 Down
18) "All hands on ___"
19) See 13 Across
23) A two-rope purchase used to hoist casks
25) Spreader
29) Dutch emigrant ship _____ *Beer*
31) Easterly wind on Spain's east coast
32) What some boats' sterns do underway
34) Makes 7 Down
36) Payable

Solution on page 45

CARIBBEAN MOONLIGHT

Island Poets

The full moon throws a ribbon on the sea
The white beach gleams, all silent in its light,
Except for gentle sounds of lapping waves,
All edged in silver on this perfect night.

How wonderful to see a night like this,
Especially as you are growing old,
To see the moonlight spread and feel the bliss,
Of watching all this majesty unfold.

My thoughts drift back to other moonlit nights,
Champagne and laughter, youth and revelry,
The romping and the merriment, delights,
The friends, the fun, and wild festivity.

But now I'm glad, when drowsy in my bed,
I watch the gentle progress of the moon,
I see the twinkling lights of Hillsborough town,
And look upon my aging as a boon.

For we are like the moon, we wax and wane,
Childhood and adolescence fly so fast,
We reach our zenith, shine and then again,
Diminish gently as the years speed past.

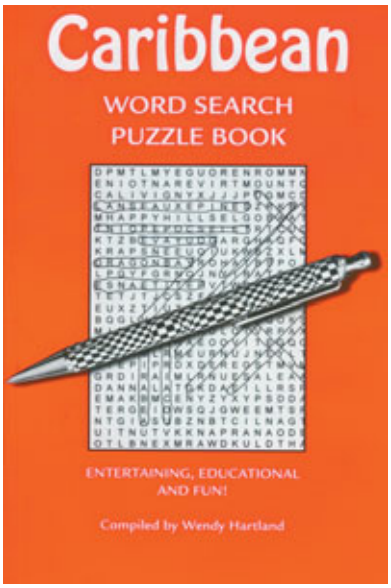
And I regret that still and silent nights,
And moonlit empty beaches are now rare,
But still in my beloved Carriacou,
The moonlit peace and beauty is still there.

— Nan Hatch



Word Search Puzzles for Us!

Grenada-based author and artist Wendy Hartland has created a 60-page book full of word search puzzles with specifically Caribbean themes. She says that she has even included some especially "with the yachting market in mind. I can just see [sailors] relaxing and working on the book on board or on the beach."



Individual puzzle themes include various Caribbean island nations, animals, birds and sealife, flowers, trees and vegetables, "Enjoying an Island Cruise", "Yacht Marinas" and "Water, Water, Everywhere". Wendy has previously published a cookbook, *Great Caribbean Recipes from Belmont Estate*, so it's not surprising that she's also made puzzles about "Luscious Fruit", "Herbs and Spices" and "West Indian Cuisine".

The layout is simple and clean, with one puzzle per page (with the words listed below the grid) in the first section, and the solutions — four per page — in the following section.

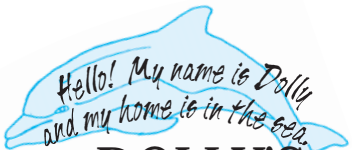
A Puzzle Quiz seemed an excessive addition, but if you're having one of those days where nothing has gone right and you really need a feeling of accomplishment you might want to take the challenge.

We tried working the "Islands and Cays" puzzle and found it satisfyingly authentic — Inner Brass, Battowia, London Bridge, *et al*, are places that will ring a bell for Caribbean voyagers. The other puzzles look equally well focused.

The puzzles might well prove educational, too. We wondered why US civil rights activist Stokely Carmichael was included in "Famous West Indians", so we Googled him and learned that he was born in Port of Spain, Trinidad and moved to New York at age 11 — one of those "hey, I never knew that!" moments. On a roll, we looked up "word search puzzles" in Wikipedia, which claims "The word search puzzle… was originally designed and published by Norman E. Gibat in the *Selenby Digest* on March 1, 1968 in Norman, Oklahoma…. The *Selenby Digest* was a small want-ad digest distributed free at Safeway and other stores in the town." Four decades later, there is a dedicated Caribbean word search puzzle book. Wonder what Mr. Gibat would think?

This handy little book (paperback, six by nine inches) will make a fun gift for cruisers, bareboaters, Caribbean residents and other word search aficionados. It's available at shops in Grenada, or you can contact the author at framesart@spiceisle.com for information on availability in other islands.

Editor's note: Word search puzzle fans will notice that Pauline Dolinski's puzzles have been missing from the Compass *recently. This is due to illness. Please join us in wishing Pauline a speedy recovery.*

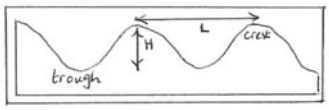


DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Wave action can cause coastal erosion. When waves are powerful and water levels are high, the coast erodes more quickly. **Where do waves come from?**

All waves (wind-generated, electrical, radio, mathematical, etc.) have characteristics in common. The top of a wave is its crest; the bottom is the trough. The height of a wave is measured from the top of the crest to the bottom of the trough. The wavelength is measured from crest to crest (or trough to trough). The frequency of a wave is the number of crests (or troughs) passing a particular point in a particular time, usually one second.

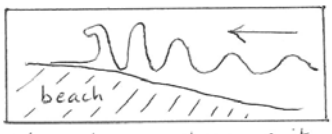


H wave height
L wave length

Most waves that you see from a beach are wind-generated, probably from winds many miles out to sea. If there were no wind, the sea would be flat and the only forces acting on it would be gravity (pulling the water down) and surface tension (pulling the water molecules together). As the wind blows across the water surface, it transfers energy to the water. Ripples are formed. The ripples give the wind more water surface to work on so they gradually increase in height and start to travel outwards. In addition to the effects of the wind, the waves may be affected by incoming waves from other systems farther away.

The size of the wind-generated waves at sea depends on several factors. The stronger the wind, the larger the waves formed. The distance over which the wind blows is known as the **fetch**. The longer the fetch, the higher the waves formed, because the wind has more time to transfer its energy. The depth of the water over which the wave is travelling also affects the height of the waves.

As waves enter shallow water, for example, as they approach a beach, they slow down and change shape. Their frequency does not change but as the wave slows down, the wavelength decreases. The crests become thinner and the troughs become longer. Eventually, the base of the water cannot support the top and the wave breaks.



Wave changes shape as it approaches shallow water.

Experiment: Fill a bowl with water. Turn on a fan and aim it over the water surface. See how waves form!

ELAINE OLLIVIERRE 2011 ©

BOOK REVIEW BY J. WYNNER

The Sea, a Shark and Staying Alive

The Painted Canoe *by Anthony Winkler, Macmillan Publishers Ltd ©2006. ISBN 10:1-4050-6880-9*

The Painted Canoe is a story of courage and fighting to stay alive against all odds. The book could have been titled "Lust for Life", if that were not already the title of Irving Stone's biography of the painter Vincent Van Gogh.

The Painted Canoe, however, has nothing to do with painting, unless perhaps one could term Jamaican author Anthony Winkler's first novel, originally published in 1987, word painting, especially of the sea, for he has vividly captured every imaginable mood and hue of the sea.

The story is about the hardships of a fisherman from the village of Charity Bay, Portland, Jamaica. The book's opening lines introduce the reader to the protagonist and his earliest misfortune.

"His name was Zachariah Pelsie. He was unspeakably ugly. When he was a child he contracted a disease that left him horribly disfigured. His jawbone was swollen and elongated, giving his face the truculent underbite of a barracuda. His hands were huge and dangling. He walked with the stooping, shuffling gait of a seafarer and squinted at everything about him as though even the grassland and trees sparkled with the painful scintillation of the open sea."

Other hardships follow. Zachariah is dirt poor. For 28 days his bed is his painted canoe drifting in the Caribbean Sea, shadowed by an enormous hammerhead shark. Zachariah is also terminally ill. Could anything else be wrong? He's obstinate, self-opinionated, and not only ugly, but, "stupider dan fowl!" according to Parson Mortimer, another of the characters.

Mr. Winkler, a white Jamaican, writes with knowledge and feeling of his mainly black characters and is a master of the Jamaican vernacular. Regardless of how coarse the language appears, it does not seem awkward or offensive. To be sure, *The Painted Canoe* has its share of crass Jamaican expressions, but they in no way hinder the beauty of the writing, or the story. There is quite a bit of sex, including a rude barroom conversation about the genitals of the fairer sex between the constable and the clinic's English doctor, whom the villagers swear is a madman.

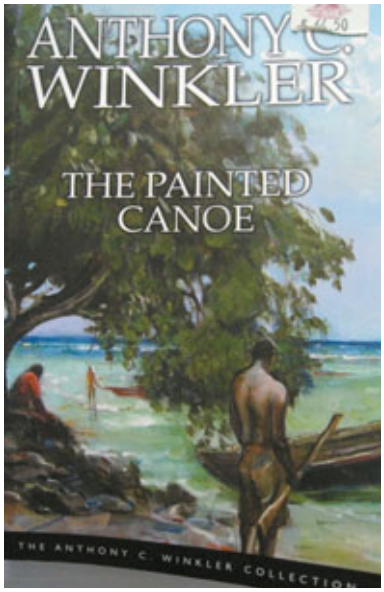
In *The Painted Canoe* the story shuttles between sea and land. Very often Winkler's 'ferry' is to have Zachariah "guard against falling asleep by thinking. He must be constantly thinking. He must think about Carina, about his sons, about his mother. He must not stop thinking." And so the reader is transported to land and learns about Zachariah's relationships with his family, other villagers, and about life in general in Charity Bay.

The Painted Canoe also brings to mind *The Old Man and the Sea*. In *The Painted Canoe*, Winkler uses the sea and a stalking hammerhead as characters: his protagonist is pitted against the sea and the shark. Although Hemingway's hero, Santiago, a Cuban fisherman, is not adrift, he spends three days reeling in his prize marlin, 18 feet in length, but he too has to fend off sharks when they begin to prey on his catch. Santiago returns to shore with only the skeletal remains of his huge marlin tied to his skiff — the flesh of the great fish having been won by the denizens of the Gulf.

Zachariah's return to his village is a bit puzzling. There was no build-up to indicate this, when, out of the blue, we read, "Untangling the rope from around the centre thwart, Zachariah set sail, steering towards the horizon. The canoe soughed through the seas. Across its stubby bow, the tip of a blue mountain lumbered on the horizon, crouched there, and waited.

"When Zachariah sailed into Charity Bay, men went wild with joy...."

However, regardless of Zachariah's enigmatic return home, he still has another demon to face — his illness. Zachariah also has to deal with Parson Mortimer trying to claim his soul for the Lord before his illness claims his life. "Brodder Zachie, de time come for repentance, for a softening o' de heart and looking forward to God for mercy." But Zachie has other ideas, which do not include the Parson meddling in his affairs. Their differences go way back. "The argument began when Zachariah told the Parson that he thought he understood why God did not come more often to the aid of suffering men. God did not help, Zachariah solemnly said, because men called on him too often, over every foolish little trouble that only required human effort and persistence to solve. So when real trouble came, and the sufferer called out to God, the Almighty turned a deaf ear, for he was constantly being badgered to help over foolishness." The Parson, with his mission unaccomplished gets in his car to drive off, but not before Zachariah's wife, Carina, shows the Parson a knife and threatens, if he ever comes back, to cut off his "hood" — meaning manhood.



Zachariah also finds himself at loggerheads with the English doctor at the clinic. "As the months passed, with the fisherman struggling obdurately against the agony of cancer, the doctor got madder and madder at his implacable, unbending attitude in the face of death, at his unyielding stubbornness, his inflexible will to survive, to drag on through the pain that would make ten other men howl for their mothers, that would cause even a saint to whimper and beg for mercy. But even with this excruciating pain that Zachariah was suffering, still he persisted in acting as though he would live to be an old man, still he ventured out three times a week to fish and bring home food for his family, still he had not even cracked open the brown packet of pills that his doctor had given him."

No doubt, Zachariah is a strong and unique character. He fights his battle his way, not according to how the Parson or the doctor or anyone else thinks he should.

I found *The Painted Canoe* a fascinating, engaging read. I particularly enjoyed the descriptive passages in which Zachariah battled against the sea and the shark. This book will appeal to various sensibilities: the readers who love the sea, those who are interested in learning about a different culture, and those who love survival stories. Give it your time and find out the answer to Zachariah's survival. You'll discover, too, ironic twists at the end.

This book is available at bookstores or from www.macmillan-caribbean.com.

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THE SKY IN MARCH

by Scott Welty

The Planets in March
SUN – rises at 0610, sets at 1815
MERCURY - rises at 0635, sets at 1830
VENUS - rises at 0400, sets at 1530
MARS - rises at 0545, sets at 1750
JUPITER - rises at 0800/0620, sets at 2000/1830
SATURN - rises at 2030/1830, sets at 0830/0630

Rising and setting times are averages over the month if there is not much variation. If there is a big change from the beginning of the month to the end I show both times. The first time is for the 1st of the month and the second time is for the 31st.

Look for planets in the morning if they rise before the sun.

Look for them in the evening if they set after the sun. For example, Venus rises at 0400 but the sun doesn't rise until 0610. Venus is up in the morning.

If the rising or setting time for a planet is close to the rising or setting time for the sun — you're not going to see the planet!

All times are AST.

Sky Events This Month
1st - Get Up! 0530 Venus is up with the pretty crescent moon (Figure 1).
4th - New Moon
19th - Full Moon
20th - Spring Equinox
20th - 2230 and later. Nice grouping: Moon, Saturn and the bright star, Spica (Figure 2).
31 - Repeat performance from March 1st!

Why We Can't See Most of the Planets This Month and What's So Special About the Equinox

Take a look at Figure 3. This shows the sun (with the sky darkened) at 1515 on the vernal equinox, March 20th (the actual moment of the equinox is about four hours later but I didn't want Venus to set). Now, this arrangement of the planets has nothing to do with the equinox but notice how they are all close to the sun. That means they will be very difficult, if not impossible, to see. The ones to the east of the sun might be visible a little after sundown and the ones to the west a little before sunrise. Saturn is the only one that has strayed from the pack and of course Venus and Mercury can never stray too far from the sun.

As to the equinox, notice where the sun is on this day. Astronomers use a coordinate system to locate things in the sky in much the same way sailors use latitude and longitude. As with us, there has to be an agreed upon origin from which to measure north-south and east-west. We navigators use the equator for the zero of north-south angles and the Prime Meridian in someplace called "England" for the zero of east-west. Similarly, in astronomy we use the celestial equator, which is really just the Earth's equator projected out onto the stars for north-south (called *declination* by astronomers... oh, they think they are so special!). The east-west line is a line perpendicular to the celestial equator going through the sun *when* it crosses the celestial equator on its northerly journey through our sky. Astronomers call this angle away from the meridian right ascension and they measure it in hours instead of degrees. Oh, they really ARE special! So you see the sun is right smack dab on the origin on the vernal equinox.

On this day nothing special happens with gravity, the polar ice caps do not melt, nor do penguins sing Aida. However, you can stand in the shade of your own sombrero if you're on the equator on this day.

To Contemplate While Having a Glass of Wine on Deck

Interesting that we have mentioned the equinox *and* the star Spica in this month's entry. As it turns out the equinoxes don't really stay fixed in the sky and for the same reason that the Earth's axis doesn't always point toward Polaris. The Earth wobbles like a top and the slow wobbling (26,000 year long period) is called precession and it was first noticed around 150 BC by a clever chap named Hipparchus and he noticed it by comparing the location of the star — wait for it — Spica to even more ancient measurements of that same star from about 3200 BC. Spica is easy to find. You know... you use the arc in the handle of the big dipper and, "Follow the arc to Arcturus and speed on to Spica! (See Figure 4.) Enjoy.

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



FIGURE 1



FIGURE 2



FIGURE 3



FIGURE 4

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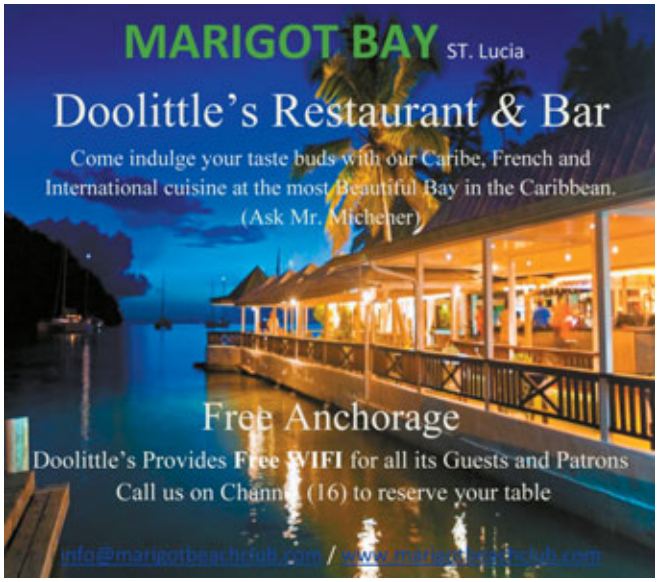
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WE SHIP AROUND THE WORLD!

Tide's Table

by Ross Mavis

Bark is Better than its Bite

It was a great disappointment to me. When I was very young, my first taste of cinnamon right from the jar didn't resemble anything like the wonderful fragrance that came from my Mum's apple pies. Cinnamon is one of the most commonly used spices next to pepper. There is nothing quite as exotic as the smell of cinnamon wafting from the galley. My wife Willa makes an incredible banana cinnamon bread pudding that is to die for and it's even better the next day cold and sliced for breakfast.

Cinnamon is quite an uncommon spice in that it is neither from the fruit nor leaf of the tree from which it is harvested. This finely ground tree bark goes well in both sweet and savory recipes. Yes, it is the bark or inner cambium covering of the branches of an Asian evergreen tree that produces the cinnamon we so often use in our galley and kitchen.



The *cinnamomum cassia* tree is the most common type of the spice we encounter. Ground cinnamon is somewhat difficult to distinguish from ground cassia. True cinnamon is tan in color with a warm, sweet flavor. Ground cassia is coarser in texture, reddish brown in colour, and has a more bitter, stronger flavor and a more aromatic bouquet. At its best it should have a rich brown color and deep earthy fragrance. Good cinnamon should be as finely ground as flour. The coarser, gritty brands are a sign of poor quality. The other Asian variety of cinnamon, one from Sri Lanka called *cinnamomum zeylanicum*, is known as true cinnamon botanically and is more popular in England than it is elsewhere. It has a milder flavour with overtones of citrus. English Christmas confections and sweets often contain this type of cinnamon.

Two other varieties of the cassia tree are found in the Caribbean, China and Vietnam. Both of these types have a sharper, hotter taste than what we often find in North American markets. Both have the bite and heat found in the small cinnamon candy hearts that are available at this time of year. Vietnamese cinnamon produces irresistible sticky buns, fancy cakes and tasty sauces. Less of this spice is needed due to its intense flavour. These Asian types are more common now than they were some years ago.

Finely ground cinnamon is best kept on board in a closed jar in the coolest part of your galley. I'm accustomed to having cinnamon on the top of custard, rice pudding or in an apple pie or coffee cake.

My wife Willa doesn't enjoy the taste of cinnamon as much as I do. She actually prefers nutmeg instead. There simply is no accounting for some people's tastes. Don't hesitate to be diplomatic and add both to any recipe that calls for one or the other. You won't go wrong. A great idea is to have a mix of cinnamon and sugar in a shaker for easy use. A hot piece of buttered toast is easily turned into a late-night snack or early morning sweet with a simple shake of the sugar-and-cinnamon mix. The thought of sautéed bananas with brown sugar, butter, cinnamon and a dash of rum as a special dessert makes me tingle.

Most creamy drinks involving chocolate or a chocolate liqueur go well with whipped cream but a sprinkle of cinnamon makes them truly exotic.

Here is one of my favorite recipes featuring the grand flavour of cinnamon. This can be baked in the oven or in your pressure cooker on top of the stove.

Banana Raisin Bread Pudding
6 slices of white bread
Butter
1/2 Cup raisins
1 1/2 teaspoon ground cinnamon
2 ripe bananas (cut into half-inch chunks)
1 Cup sugar
4 eggs (two whole eggs and two yolks)
1 1/2 Cups milk or cream
1 teaspoon vanilla
1 Tablespoon dark rum

Butter well a large six to eight Cup casserole that fits nicely into your pressure cooker. Butter each slice of bread and cut into quarters. Spread six pieces of bread in the bottom of the casserole. Add one third of the sliced banana, a sprinkle of raisins and half a teaspoon of cinnamon. Then add another layer of bread, bananas, raisins, and cinnamon, and finally a third layer, finishing with the remaining pieces of bread. In a separate bowl, beat eggs, egg yolks, sugar, milk or cream, vanilla and rum. When well mixed, pour over the layers of bread and bananas, pressing bread down well to be sure it is well saturated. Tie foil tightly over the casserole to keep out steam and water. Put casserole onto a trivet (or metal Mason jar sealing ring) in bottom of pressure cooker. Add 2 Cups water to cooker, close and bring to pressure. Reduce heat to keep pressure stabilizer rocking and cook for 25 minutes over medium heat. Remove from heat and let cool before opening lid. Carefully remove pudding and cool before serving.

Delicious warm with ice cream or sliced when cold the next day.



Dear *Compass*,
I read with great interest the letter about the birds on St. Vincent by Gerelyn John in the January issue of *Compass*. I too have witnessed the same behavior up here at Cap Estate, St. Lucia. The blackbirds raid the neighbor's dogs' food bowls, fly over to our house and dip the dog food pellets in the rain gutter, which usually has a little water in it, and like Gerelyn's birds they wait for the pellets to soften then eat them. This they repeat a couple of times. I imagine the birds' tummies are not that big. Funnily enough, I've seen the Antillean pigeon doing almost the same thing. It is really quite interesting to watch.

Now the question is, are the birds more intelligent than we give them credit for? They are obviously hungry, and if the opportunity presents itself they will take advantage of it.
Captain Sean Kessell
Reel Extreme

Dear *Compass*,
Regarding the news item in the Business Briefs in the February issue of *Compass*, Danny Donelan from Port Louis Marina in Grenada describes his positive feeling about the Venezuelan yachting market, i.e. seeking to bring Venezuelan yachts to Grenada. He is absolutely right. It is no longer a secret that many middle- and higher-class Venezuelans have already transferred their yachts, mostly motor launches, to Grenada for safety, in fear of Venezuelan president Hugo Chavez's continuous expropriation of private property.

But for the moment, there is no way of thinking that the reverse might be true — of sailing or cruising to Venezuela — as it might come out of the article. Venezuelan pirates are getting more and more power, apparently condoned by the president. Not even the islands of Los Testigos and about 50 nautical miles around are "safe". Venezuelans are reduced to stealing food, as happened not long ago in Porlamar, when a bus loaded with all the goods cruisers had bought at a big supermarket (the cruisers were seated, as usual, in a second bus) was hijacked and emptied out.

Incidents of piracy in Venezuelan waters have happened as recently as last December. The reader must know that not all incidents can be published in the *Compass* because this is not only a "thrilling" magazine, but there are so many other topics to be covered. And the businesspeople and charter companies are in no way interested to publicize any incidents in fear of losing their clients.

If there is any intention of a "Venezuelan yachting market", this should operate in both directions, not as it is for now, in a one-way road.
Angelika Grüner
S/Y Angelos

Dear Compass,
This is regarding the letter from John Pompa in February's Readers' Forum. First off, let me state that I have the highest respect for Mr. Pompa and his wife for their selfless work with the Safety and Security Net and the kid's charity in Carriacou. I also appreciate his concern about having cruisers give input about the new marine park in Carriacou.

However, I was taken aback when he wrote (italics mine), "On December 17th, I sent letters to Mr. Barriteau and Mr. Baker saying that *since I had heard nothing further* from them about scheduling a meeting, I could only assume that they were not serious about meeting with the yachting community." Since when is Mr. Pompa the official liaison for the yachting community? Is he the only way for the rest of us to be notified about a meeting?

Moreover, in his postscript, Mr. Pompa wrote (again, emphasis mine), "I was no longer available to meet with them… I find it very hard to believe that those associated with SIOBMPA could not find any time to meet with members of the yachting community until *the yachting community said that because of other commitments they were no longer available.*" Does he think he IS the yachting community?

I don't mean to pick on Mr. Pompa, but this issue concerns me. The yachting community is all of us and most of us are free thinkers. There is no doubt that at times a spokesperson would be a good thing to have, but one should perhaps better be elected than self-appointed.

I know I'm casting barbs at an icon, so…
Please sign me,
Concerned Cruiser

Editor's note: We passed Concerned Cruiser's letter on to John Pompa for his comments, which follow.
See a report on the meeting in question in this month's Eco-News, page 8.

Dear Concerned Cruiser,
In November 2010 the editor of the *Caribbean Compass* forwarded a letter from Mr. Martin Barriteau that was addressed to me personally along with "others who have written (to *Caribbean Compass*) on Carriacou's SIOBMPA". Mr. Barriteau's letter subsequently appeared in the December *Compass*. In this letter, Mr. Barriteau offered to facilitate a meeting with the yachting community to discuss ways to improve the SIOBMPA for yachting. Mr. Barriteau also said that he was hopeful that interested parties would contact his office to discuss further.

I responded to Mr. Barriteau and thanked him for his offer to meet and discuss the issues that have been raised. I also sent him a number of discussion or agenda items for the meeting and very clearly said, "please understand that what we (aboard *Second Millennium*) are suggesting is from us; we do not presume to speak for the rest of the yachting community". In fact, the first agenda item was "establish a line of communication between SIOBMPA and the Carriacou yachting community".

I told Mr. Barriteau that I would solicit input from other cruisers, which I did. I gave Messrs Barriteau's and Baker's e-mail addresses to the cruisers I contacted and suggested that if they had additional concerns or other agenda items to send them directly to Mr. Barriteau or Mr. Baker. I do not know how many others made a contact or responded to Mr. Barriteau's request that others contact his office.

Since the yachting community is such a disparate and far-flung group, I also wrote to the *Compass* and asked if I could suggest to SIOBMPA that they use the Readers' Forum or a press release to the *Compass*, to solicit comments. Ms. Erdle's response was "Yes, of course". Unfortunately, because the meeting did not take place, this was never discussed with SIOBMPA.

All *Compass* readers had the same opportunity as I did to respond to Mr. Barriteau and comment on the statements and actions by SIOBMPA, and to offer their opinions on the effect these actions will have on yachting and yacht tourism in Carriacou.
John Pompa
Second Millennium

Dear *Compass*,
The Letter of the Month in the February issue of *Compass* related to a problem that the owner of a boat had regarding bottom paint that was applied in a yard in Trinidad. Surely if the owner was "scammed" he has every right to his indignation. In all businesses one can find examples of dishonest practices that are intended to cheat the consumer.

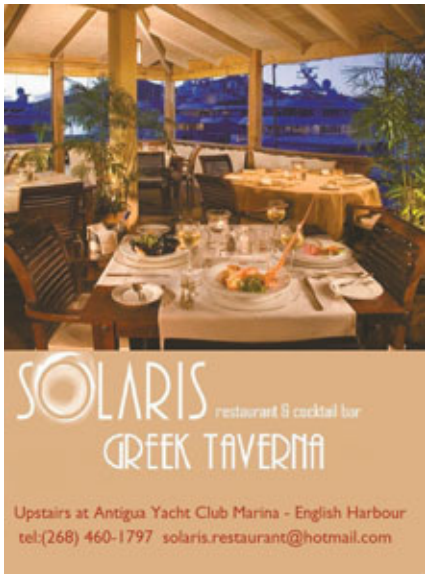
The problem with this particular example is that it is based on hearsay and I am surprised that *Compass* would publish such a complaint as "Letter of the Month". Bad business practices cannot be "swept under the rug" or ignored; they must be brought to light. However, we must be sure that what is alleged to have happened did in fact happen.

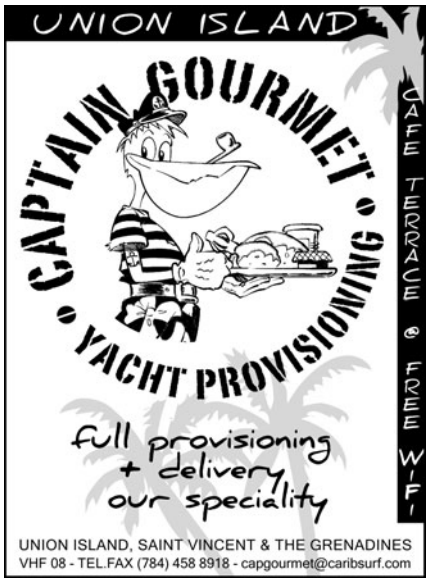
While everyone is entitled to their own opinions, one is not entitled to their own facts. The paint that should have been applied was supposed to be an ablative paint. Ablative paint is a relatively soft bottom paint that "scales" off especially when the boat moves. The alternative is a "hard" bottom paint usually used on racing sailboats. These types of paint do not have the same anti-fouling properties as ablative paints. They essentially do not "scale" and can protect a bottom only by virtue of the anti-fouling property without any ablative assistance. The only other type of paint that could have been applied would have been a non-bottom paint, which would have no anti-fouling properties.

If the contractor in question were dishonest, he would not have applied a hard bottom paint as its cost is approximately equal to an ablative paint and in some cases higher.

It appears that the owner painted the bottom of his boat black. Chris Doyle pointed out in his response that "to make copper based paint another color, you have to add another colorant, which is very unlikely to aid, and quite likely to hinder the anti-fouling properties". Indeed he is correct and especially in the case of black bottom paints. I have owned and operated marinas for over 30 years and black bottom paints always have had the worst anti-fouling capacity.

—Continued on next page









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In all businesses competition is present. The bottom paint business is no exception. When the "distributor" of a paint is quoted as saying that he believes that someone is replacing his paint in cans with cheaper paint, he may very well have reason to be suspicious. Or in fact, it may be that the contractors, for one reason or another have gone over to another product and his anger at losing the business results in him finding a way to "even the scales". This often happens in a recession where another distributor gets a "buy" and sends in many gallons of bottom paint to his dealers at a bigger discount. The tradesmen quickly give up their loyalty to one brand and switch to the brand with the better price. At a point like that everyone has a story for the consumer. The distributor who lost out most likely will say that the competitor's brand is not as good, the distributor who got the deal will say his competition is overpriced, and the contractors most often will say anything just to get the job. The same holds true for many boatyards. In this case a "boatyard in Tortola" was quoted as saying that they had to re-do several boats that had just been painted in Trinidad". That is an easy thing to say when someone shows up at the door saying they think they have been cheated. In some cases it may be so and in other cases it is simply a public relations statement designed to agree with the consumer to get his business.

What can this owner do to really determine what happened? The best thing he could do would be to have a chip of the bottom paint analyzed for its properties. This is inexpensive and conclusive. He can either send it to a laboratory and ask what its properties are, or he can forward it to the paint company whose paint he thought he was purchasing to ask if it is theirs.

If in fact, the paint is not bottom paint, the owner would then have an action against the contractor and possibly against the yard as well. If it turns out that it is their paint, it may be that he received a bad batch or that it was applied wrongly. Application is important in bottom painting and in this case the owner indicates that there was "15 years of bottom paint built up in some spots and worn down in others" which resulted in having the bottom taken down to gel coat. Taking a bottom down to gel coat sounds like the right thing to do but often creates as many problems as it solves. A bare bottom must be primed and adhesion of both the primer and the bottom paint becomes a risk. Additionally when bottom paint is applied over primer, some primers and some bottom paints do not mate well and anti-fouling properties can be lost if the bottom paint does not "cure properly".

The entire matter of bottom paint properties and primers, preparation etcetera, is much more complicated and technical than most people realize.

Compass indicates that it has a policy "of not publishing individual consumer complaints". Yet this was published according to the editor "in light of the fact that this might be a more widespread problem". Such a comment supports hearsay. While I am, and we should all be sensitive to the plight of someone who may have been cheated, we first must determine if in fact they were cheated.

The recession has hit consumers and the marine industry in the Caribbean extremely hard. Jobs in the Caribbean are not easy to come by and in fact many jobs in the marine industry in Chaguaramas have been lost during this downturn. A place like Chaguaramas is a significant support facility for the recreational marine industry and to watch long-time marine businesses close there is indeed sad. We must all be vigilant to bring scams to light and avoid being taken advantage of. We must also be very careful not to damage peoples' reputations without something more than hearsay and commentary. The fact that the bottom paint is not working well does not prove in itself that the contractor used a non-bottom paint or that there is a "widespread scam". During the Salem witch trials in Massachusetts, hearsay cost many women and even some men their lives. In cases such as this we must be careful that hearsay does not cost people their livelihoods.

There is general agreement that loss of jobs is usually directly related to a rise in crime. Cruising the Caribbean can be a wonderful experience and working to keep crime down is in everyone's interest. Leaving a "clean wake" is a task much larger than just its environmental implication. We must take responsibility for everything we "throw overboard" including the things we say!

Frank Virgintino
New York

Dear *Compass*,

We cruisers spend a great deal of time thinking about theft statistics. There are websites dedicated to warning us about "the bad places" and theft is not an infrequent topic in *Compass* and other periodicals. It is true that thefts seem to be common, but it also strikes me that we as cruisers can be our own worst enemies and unwitting accomplices to the thieves. These are some of our observations from being in the Windwards.

We have frequently heard cruisers discussing their plans to go on day trips or making dinner plans on the VHF with every detail available to anyone listening. This is a very public forum, and it is always possible that cruisers aren't the only ones "lurking or reading the mail". If you have an MMSI number plugged into your radio, and your friends do, too, try paging them so it is harder to follow your conversation. Even worse is when you hear a boat being hailed, and someone will kindly reply "they are not on their boat". However, if you are going to be gone for a bit, don't be afraid to mention it to a friend or boat neighbour so that if someone does board your boat, your neighbourhood watch will know they aren't supposed to be there. If you are gone into the evening hours, leaving a few interior lights on and having a stereo playing may discourage a potential thief from getting too close to ascertain if you are really there or not.

It is not uncommon to see dinghies tied with one painter, floating 15 feet behind the transom of the mother ship. This is putting a great deal of faith in that one line not parting, but it also means that anyone could easily cut that painter and abscond with the dinghy. These dinghies are also frequently unlit, which makes them a navigation hazard at night (never mind the big boats without anchor lights). Any potential thief can see this in the daytime and return at night.

We have also seen dinghies "secured" at a dock with a cable that a small pocket tool could cut, or cheap little padlocks. Your dinghy and outboard are probably worth spending a couple of dollars on to have decent-sized cables and locks. Even if you have insurance, going without a dinghy for even a short period of time is much more than an inconvenience.

As much as it seems like hospitality, is it really a good idea to allow strangers on your boat? We read in *Compass* about a couple that had three teenagers on board whom they had met only that afternoon (the young people swam out to their boat). If their families were asking for fiberglass to repair their pirogues, can you imagine what riches we must seem to have on our boats? While the visitors may not be dishonest, maybe they will discuss what "treasures" they saw on the cruisers' boat, and someone else may get an idea. Perhaps the host boat won't be burgled, but it may make the next boat in that anchorage a target. We take laptops, cell phones and iPods for granted, but they could be a very tempting item to someone who makes EC$4.00 per hour.

However, the above paragraph does not mean one should be discourteous when a local "boat boy" or boat vendor approaches. Everyone deserves respect and courtesy, but if you aren't interested in what they are offering, don't be rude. Besides the fact that being rude marks you as a jerk, you may have angered someone with friends in low places.

We can bemoan the theft statistics all we want, but the fewer easy opportunities that we give to potential thieves, the more likely we are to protect our property.

Lynn Kaak
S/V Silverheels III

Dear *Compass*,

Just a word of appreciation for Richard and the staff at Mango restaurant in Lower Bay, Bequia. One night in mid-January after a very nice dinner my wife left her purse behind, hanging on a chair back. We didn't realize it was missing until the next day, and it was chock full of things she couldn't afford to lose including her passport, credit cards and cash. The staff secured it in the safe overnight, and Richard even spent time the next morning searching Lower Bay for us. We returned to the restaurant around noon and collected the purse intact. Hats off to Richard and the staff at Mango for this good deed.

Don Steinman
Phoenix, Arizona

Dear *Compass*,

It was 7:30 in the evening of January 28th and the wind had been blowing hard all day as we tacked slowly north through the Grenadines. As we approached Kingstown St. Vincent, about five miles offshore, we tacked *Whitebird*, our 42-foot Wood's catamaran, to head up the Bequia Channel towards our destination, Blue Lagoon. *Whitebird*, unusually for a cat, has only one engine with a hydraulic system that drives two propellers.

At this point, the wind died away completely. We started the engine, which promptly choked to a halt and we began drifting back into the Caribbean on a two-knot current. After several attempts it was apparent that the engine was not going to restart. The problem was caused by contaminated fuel. Help was needed.

We called St. Vincent Signal Station on VHF channel 16 and within minutes we had the St. Vincent Coast Guard on the telephone. Chief John diverted his patrol boat from Bequia to our position and half an hour later we were very reassured to see their blue flashing light approaching. Coast Guard Francis and his team quickly took up our towrope.

By this time, we were approximately eight miles southwest of St. Vincent and as we got closer to the island and entered calmer waters, the speed of the tow increased. It still took an hour and a half to reach the nearest bay, Barrouallie. Anchoring took three tries!

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The Coast Guards were determined that we were going to be as secure as possible before they left us.

The speed and efficiency of the service was exemplary, the seamanship of the crew commendable and the cost of the tow very reasonable. We couldn't thank them enough!

It sometimes seems that *Compass* correspondents have nothing but criticism for island authorities. We hope this letter goes a little way to redress the balance.

Mike and Bev Barnott
S/V Whitebird

Dear *Compass*,

We would like to report a very enjoyable return to Prince Rupert Bay for *Cat Tales* this year. Although we've never had a problem there, we had been concerned about past occurrences. This year was a great time.

The boat handlers/river guides were great, the floating merchants were courteous, and the hikes were fabulous. A number of items we wish to bring to the attention of other sailors are:

• Security at Portsmouth: The guides have requested and acquired a fast, red inflatable and safety gear from the government to assist in their nightly security patrols. As well, they have at least one high-powered light to assist them. If one is awake at night, looking at an open hatch, one can see the light going by from time to time. It may be a little overkill in relation to the few past occurrences, but it does make one feel secure.

• The Sunday night barbecues are back on, with great camaraderie, socializing, food, and dancing. The guides are working along on a new structure for the events, still being held in various business enterprises on the beach. The new structure is being constructed on the public beach, and the effort will include funding for repair and maintenance for the public toilets and changing area on the beach.

• The security effort is funded by the river guides, through donations from businesses and from yachties like ourselves, and through proceeds from the Sunday night barbecues. Although the barbecues are a charity event, they are so enjoyed that they are a product in themselves, and another great reason for visiting. The river guides' organization managing all this is called the Portsmouth Association of Dominica (PAYS), who have their own Facebook Page. The Guides will not ask you for a donation. You must volunteer. If you believe as we do that they are worthy of a donation, contact the current president, Jeffrey of *Seabird*, on VHF 68.

• The buses are a reliable and safe way of getting to and from the many hiking and touring venues on the island. As well, the trails through the Cabrits National Park through the portions of the fortifications that have yet to be revitalized are properly maintained and a must-see! The structures, taken over by the jungle, bring to mind Aztec ruins in movie sets; and the views of the Saintes and Guadeloupe are fantastic.

Thank you for your attention.

Laurie and Dawn Corbett
S/V Cat Tales

Dear *Compass*,

On January 29th we had our first ARRL/VEC Amateur Radio Exam session for the year 2011. We were able to greet 17 candidates from Trinidad & Tobago and three candidates from foreign cruising yachts at the Trinidad & Tobago Yacht Club in Bayshore. We would like to thank the management of TTYC for accommodating this exam session.

Unfortunately, only eight candidates were successful and able to carry home their CSCE (Certificate of Successfully Completed Exam) and are now looking forward to receiving their license documents from the FCC.

We want to especially congratulate Noel Broomes of Princes Town on his successful effort for the Amateur Extra Class license. He is the first candidate in Trinidad to pass this hurdle to the highest license class in more than two years.

For the upcoming exam in May 2011 we would like to remind prospective candidates to come PROPERLY PREPARED. The FCC Amateur Radio License exams are not as easy to pass as one might think.

Please be also aware that the questionnaire for the GENERAL class will be changed effective July 1st, which means the May exam will be the last one using the old questionnaire. The invitation for the May exam will be issued on or before April 15th.

More information about ARRL/VEC exams can be obtained at Electropics Marine Services Ltd., 106 Western Main Road, Chaguaramas, Trinidad.

Regards,
Andreas "Andy" Kretzschmar, AF4DQ, 9Y4W
ARRL/VEC Volunteer Examiner

Dear *Compass*,

We have a question for Captain Science. Does the ongoing migration of the magnetic North Pole (rumored to be on its way to Siberia) have much effect on yacht navigation in the Caribbean?

Signed,
Inquiring Minds

Dear I.M.,

Well, sure — the pole has lately been moving about 40 kilometres per year! Notice on a compass rose it gives the variation per year to allow for that. Actually this doesn't mean much for island hopping nor is it too important any longer thanks to GPS navigation. It could matter, I guess, for longer voyages where you'd want to use that correction for how much the pole has moved since the production date of your chart.

Of course it is of fundamental interest to try to understand why the Earth has a magnetic field at all! There's good information on NASA's website: www.nasa.gov/vision/earth/lookingatearth/29dec_magneticfield.html.

Cheers,
Captain Science
weltysail@gmail.com

***Dear* Compass *Readers*,**

We want to hear from YOU!

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

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

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WHAT'S ON MY MIND



Bequia: Why Do We All Love It?

by Rosie Burr

What is it about Bequia that draws us sailors in — by the boatload? What allure does the island hold for us that makes us put up with the occasional huge winter seas rolling into less-than-perfect (as in holding) anchorages so that we can spend a few precious days, weeks or even months here? What makes us shrug off the over-inflated prices and, despite what the sign says, put up with hassle from the vendors of the vegetable market? Could it be that Bequia comes as close to paradise as can be?

My love affair with the island started the first time I arrived on the tall ship *Stavros S Niarchos*. It was my first time in the Caribbean and the *Stavros S Niarchos* was a sail-training ship for underprivileged youngsters. It had sailed from the more industrial port of Castries in St. Lucia and I was part of an adult voyage to help finance the funding of the charity. Beside the romantic notion of arriving aboard a tall ship, Bequia blew my mind the minute I stepped ashore. Unable to believe my eyes, it was a distinct contrast to the pigeon greys of my home in London. The *Stavros's* launch dropped us off at the main dinghy dock where clear turquoise waters were lapping the shore. The small town of Port Elizabeth nestled between the hills right down to the water's edge. Pastel pinks and blues dotted the hillside as the town spreads and thins out. Palm trees lined the shady beaches where colorful boats lay waiting for another day and children splashed about in the shallows. Could this be paradise?

It was a pivotal moment, an image I would conjure again and again when I was back home in grey, wet London. I returned the following year, again on the *Stavros S Niarchos*, where this time I was to meet my future husband. Although sailing on the same ship we didn't meet until one fateful night at the Frangipani bar and restaurant — another monumental moment, securing Bequia firmly to our hearts. A little over a year later we were back again, this time on our own boat. We stayed many months in Bequia, sometimes sailing off to other islands but always gravitating back.

Life is easy for boaters in Bequia: water, fuel, ice and laundry can all be delivered to your boat. Port Elizabeth offers a variety of small shops, supermarkets and vegetable stalls to fulfil your needs. Bars and restaurants are plentiful, coming in all shapes and sizes, and all waiting to whet your appetite. A visit wouldn't be complete without an obligatory roti at the bambooed bar of the Green Boley with its cheerful but cheesy tablecloths and its perfect tree-framed view of the harbor. Besides all this beachfront glory, you have plenty of walks across the island to other attractions — The Old Hegg Turtle Sanctuary, the small whaling museum, and Fort Hamilton with its fabulous views of the harbor, to mention only a few.

That was four years ago and now we are back again. The boat is rolling with a large northerly swell, we have dragged and re-anchored more times than we care to think of to find "a less rolly spot" and our wallet is reeling from the exorbitant prices at the vegetable market. And yet we are happy to be at anchor off our favorite Princess Margaret Beach and take a swim in the clear blue sea or take a stroll through the beachfront town with its pretty sidewalks and daily bustle. These are the reasons that we love Bequia.

'Life is easy for boaters in Bequia...'



CALENDAR

MARCH

1	Budget Marine Match Racing Cup. www.smyc.com
2 – 12	Santo Domingo Music Festival, Dominican Republic
3	Gill Commodore's Cup, St. Maarten. www.heinekenregatta.com
4	Children's Carnival Parade, St. Barth's
4 – 6	St. Maarten Heineken Regatta. www.heinekenregatta.com
4 – 7	Dark and Stormy Regatta, BVI. mcmechanics@surfbvi.com
5	17th International Food and Drink Festival, Grenada. grensave@spiceisle.com
5 - 7	Martinique Carnival Regatta. www.carnival-regatta.com
5 – 9	Semaine Nautique Schoelcher, Martinique. www.cnschoelcher.webou.net
7	Public holiday in the BVI (H Lavity Stoutt's Birthday)
7 – 8	Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela, and other places
8	International Women's Day
9	Public holiday in many places (Ash Wednesday) and in Belize (Baron Bliss Day)
11 – 20	St. Patrick's Festival, Montserrat.
12 - 13	Annual Laser Open, Antigua. yachtclub@candw.ag
12 - 13	Banana's Cup Regatta, Martinique. ycmq@wanadoo.fr
12 – 19	St. Patrick's Week celebrations, Montserrat. www.visitmontserrat.com
14	Public holiday in St. Vincent & the Grenadines (National Heroes Day)
14	Public holiday in some Commonwealth countries (Commonwealth Day)
14 – 19	ClubSwan Caribbean Rendezvous. www.nautorswan.com/ClubSwan
16 – 20	Caribbean Superyacht Regatta & Rendezvous, BVI. www.superyachtregattaandrendezvous.com
16 – 20	St. John Blues Festival, USVI. http://stevesimonpresents.com
17	Public holiday in Montserrat (St. Patrick's Day). St. Patrick's Day Festival, Grenada
17 – 19	Race Cayman Islands. www.sailing.ky
18 – 20	Puerto Rico Heineken International Regatta. www.prheinekenregatta.com
19	FULL MOON
20	Vernal Equinox
19 – 20	HRH Prince Edward's Regatta, Barbados. www.sailbarbados.com
24 – 27	St. Barth's Bucket. www.bucketregattas.com/stbarths
25 – 27	International Rolex Regatta, St. Thomas, USVI. www.rolexcupregatta.com
26 - 2 April	Tobago Billfish Bonanza. www.ttgfa.com
28 – 3 April	BVI Spring Regatta and Sailing Festival. www.bvispringregatta.org
30	Public holiday in Trinidad & Tobago (Spiritual Baptist "Shouter" Liberation Day)
TBA	Grenada Round-the-Island Race. www.aroundgrenada.com
TBA	Grenada Classic Yacht Regatta. www.grenadaclassicregatta.gd

APRIL

1 – 3	Saborea food festival, San Juan, Puerto Rico. www.saboreapuertorico.com
2 – 3	Martinique Cup Regatta, Lamentin, Martinique. YCM
2 – 22	Transcaraibes Rally, St Martin to Cuba. www.transcaraibes.com
4 – 9	Les Voiles de St. Barth. www.lesvoilesdesaintbarth.com
9	Underwater Clean-Up, Bonaire. www.dive-friends-bonaire.com/clean_up_dives
10	Around St. John Race, USVI. jamesswanstj@yahoo.com
11 – 16	Oyster Regatta, Grenada. www.oystermarine.com
12 - 17	St. Barth Film Festival. www.stbarthff.org
14 – 19	Antigua Classic Yacht Regatta. ***See ad on page 13***
16	Virgin Queen Pursuit Race, BVI. www.rbviyc.org
18	FULL MOON
21 – 25	Round Guadeloupe Race. www.triskellcup.com
21 – 25	Bequia Heineken Easter Regatta. ***See ad on page 15***
21 – 25	Easterval celebrations, Union Island, Grenadines
22	Public holiday in many places (Good Friday)
22	Guadeloupe to Antigua Race. www.sailingweek.com
22	International Earth Day
24	Easter Sunday
24 – 29	Antigua Sailing Week. www.sailingweek.com
25	Public holiday in many places (Easter Monday)
25 – 26	Goat Races in Mt. Pleasant and Buccoo, Tobago
28	Public holiday in Barbados (National Heroes' Day)
29 – 1 May	West Indies Regatta, St. Barth's. www.westindiesregatta.com
29 – 1 May	Carriacou Music Maroon Festival
30	Public holiday in Dutch islands (Queen's Birthday). Windsurfing races in Bonaire
30 – 1 May	BVI Dinghy Championships. richw@surfbvi.com
30 – 2 May	St. Lucia J/24 Open Championship. www.stluciayachtclub.com
30 – 8 May	St. Lucia Jazz Festival. www.stluciajazz.org

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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44' Lagoon 440 05/06 - 3 Avail. Start @	495K	41' Beneteau 411 2001, Low Price	89K
40' Fountain Pajot Lavezzi '04 4cab/2hd	219K	40' Jeanneau 40DS 2002, 3 cab/2 hd	139.9K
38' Voyage 380 2000, Never Chartered	185K	38' Freedom '86/'88, (2) of, Great Layout	79K
37' Fount. Pajot Maryland 99/03 Start @	175K	38' Catalina 38 1979, 1 cab/1 hd	36K
36' Fount. Pajot Mahe 2008, 3 cab/1 hd	199K	37' Nautor Swan 371 1985, Beautiful	99K
SAIL:		37' Peterson 1977, Budget Cruiser	39K
60' Custom Pilothouse Ketch '71 CC	60K	36' Moody 36CC 1997, Strong Cruiser	89K
57' Abeking & Rasmussen '62, Classic	299K	36' Feeling 36 2007, Clean, Late Model	139K
54' Hylas DS & Standard '99/00 Start @	590K	35' Beneteau 351 1995, 2 cab/1 hd	49K
52' Steel Colvin Brigantine Schooner '82	149K	33' Nonsuch Hinterhoeller '89, Fast	69K
51' Van De Stadt Custom '99 Alum. Hull	339K	33' Nauticat '86 Pilothouse, 2 cab/1 hd	125K
49' Jeanneau 49 DS '05/06 - 2 Start @	349K	32' Bavaria 2003, Very Well Priced	39K
47' Beneteau 473 2007, Not Chartered	270K	32' Jeanneau Attalia1985, 2 cab 1/hd	34K
46' Morgan 461 1982 CC, New Yanmar	65K	POWER:	
46' Amel Maramu 46 '82 CC, 2 cab/2 hd	89K	82' Steel Motoryacht '05, 2 cab/2 hd	249K
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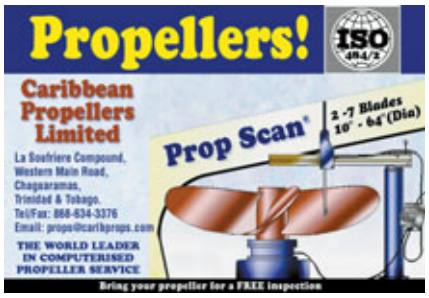
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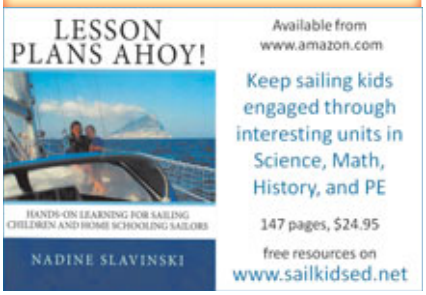


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