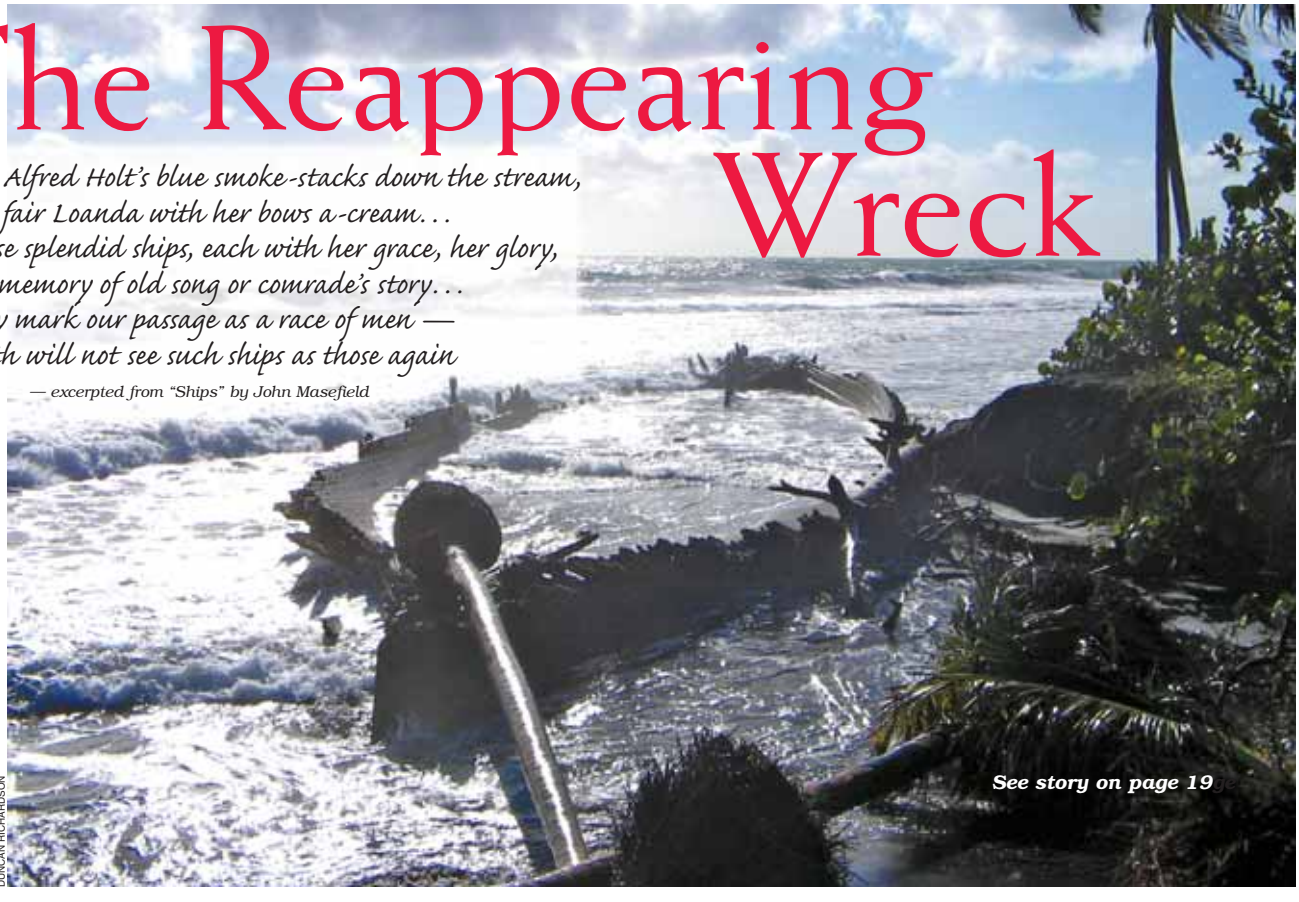
CARIBBEAN On-line
COMPASS
APRIL 2007 NO. 139
The Caribbean's Monthly Look at Sea & Shore

The Reappearing Wreck

The Alfred Holt's blue smoke-stacks down the stream,
The fair Loanda with her bows a-cream...
These splendid ships, each with her grace, her glory,
Her memory of old song or comrade's story...
They mark our passage as a race of men —
Earth will not see such ships as those again

— excerpted from "Ships" by John Masefield



DUNCAN RICHARDSON

See story on page 19

#1 in the Caribbean
DOYLE
Your friendly Caribbean Sailmaker with a world of experience
www.doylecaribbean.com
CARIBBEAN WIDE

BRITISH VIRGIN ISLANDS
Doyle Sailmakers
Road Reef Marina
Tortola, British Virgin Islands
Tel: (284) 494-2569 Fax: (284) 494-2034
E-mail: bob@doylecaribbean.com

BARBADOS
Doyle Offshore Sails
Six Crossroads, St. Philip, Barbados
Tel: (246) 423-4600 Fax: (246) 423-4499
E-mail: andy@doylecaribbean.com



ICOM M34
FLOATING RADIO
$178,88 (20%OFF LIST PRICE)



C80
Multifunction Navigation Display.
RAY/E02020
& Pathfinder C & E-Series Radar Antenna
2 kW radome / 24 Miles range.
RAY/E52065



email at sea



M700 PRO
Commercial grade SSB workhorse.
Marine Transceiver 150 Watt.
ICO/M700PRO
& Pactor PTC-II usb
The ultimate HF modem.
SCS/1060



LVM Aquagen 4
Water towed generator.
The perfect solution for power underway.
Works nightime, daytime, anytime you are underway.
LVM/AQUA412

Don't forget JUGS, CHART KITS, JACKETS... & ALL BLUE WATER CROSSING ESSENTIALS!



CARIBBEAN CHANDLERIES
BUDGET MARINE
ANTIGUA · BONAIRE · CURACAO · GRENADA · ST. MAARTEN · ST. MARTIN · ST. THOMAS · TRINIDAD

www.budgetmarine.com

Info & Updates

Use of 121.5/243 MHz EPIRBs Banned
Satellite reception will be terminated on 121.5/243 MHz frequencies as of February 1st 2009, so the US Coast Guard has banned the use of Class A, B, and S devices effective January 1st 2007. This ban is not applicable to 121.5 MHz man-overboard products which notify the base station on board your boat, not the satellite system. This action is based on the fact that 49 out of 50 alerts are false on 121.5 MHz equipment. Use your 406 MHz beacon, which requires registration at beaconregistration.noaa.gov.

New Jetty at Gros Islet, St. Lucia
Max Krowdrah reports: If anyone said that a 180-foot-long and 80-foot wide concrete and wooden jetty could be constructed in less than a month, you'd (quite rightly) be swayed by the "island time" theory and would duly be proved, well, wrong!



In St. Lucia's seaside village of Gros Ilet, a beautification project is underway and the pride of place is the new jetty, which, by the time this issue of *Compass* goes to press, will be finished and the cricket faithful well-served. It's intended that the cruise liners carrying fans to the Cricket World Cup matches being held in St. Lucia will be able to anchor as usual off nearby Pigeon Island, and then transfer passengers directly to the fishing village via tenders. They'll head from there to nearby Beausejour Stadium, circumnavigating the highway congestion which the Cricket World Cup will surely bring.
Contractors CO Williams sub-contracted Barbados firm Marenco Ltd. for the work, and work they surely have — the ten or so people involved have been burning the midnight oil. Project Manager Dave Seale said: "We might be a little over the three weeks previously planned, but rest assured cruiseship cricket fans won't have to worry over wet feet!"
The jetty is more than merely a one-off for cricket fans; it could well be the lifeblood of the neglected waterfront village which needs tourism to boost a languishing economy. Work has also started on resurfacing Beach Street, building a bridge over the small river to Pigeon Island, and an increase in security and lighting.
The last word belongs to PM (that's Project Manager and not Prime Minister) Dave Seale: "It's not a temporary structure — it's part of the future."
Now that's what we like to hear!

Jet-Ski Operators Support Security Measures For CWC
Keats Compton reports: The hosting of Cricket World Cup matches has resulted in a number of security measures being introduced around the Beausejour cricket ground in St. Lucia. Ordinarily, this would not be expected to affect jet-ski operators. However, the use of cruise ships to house multitudes of fans has resulted in the introduction of an exclusion zone around the ships which will be anchored just offshore. Operators agreed to suspend all activity during the period April 24 to 26, when the semi-finals will be played. The need for the suspension was explained at a recent meeting convened by the St. Lucia Air & Seaports Authority (SLASPA), attended by Ports & Marine Police, the Ministry of Tourism, and the Marine Industries Association of St. Lucia (MIASL). The discussions also covered the bad press currently received by the trade, and ways in which the operators could work to improve the image of their business. The operators noted the impact on their revenue during the period, but accepted that the suspension was necessary; they also accepted the need for regulation of the use of small craft of every description; SLASPA announced its intention to demarcate the areas to be allocated to bathers, and the jet-ski access to and from the

—Continued on next page

ON-LINE SUBSCRIPTIONS NOW AVAILABLE!
Join our growing list of on-line subscribers!
12 issues US$29.95, 24 issues US$53.95
Same price, same content — faster delivery!
For full details visit:
www.caribbeancompass.com

CARIBBEAN COMPASS
The Caribbean's Monthly Look at Sea & Shore
www.caribbeancompass.com
APRIL 2007 • NUMBER 139



Regattas in Martinique
Carnival and Schoelcher 12

Hurricane Hideaways
Cruisers love Luperon 14


ROTTEVEEL

Surprise Party!
Boarding party, that is 28

The Crime Scene
Are we making progress?.....31


JOHNSON

Boat Fridge Makeover
Cold enough for ya? 44

C'était Délicieux!
Dining ashore in French.....47

DEPARTMENTS

Business Briefs.....6
Regatta News.....7
Meridian Passage.....7
Destinations.....16
Different Boats.....26
All Ashore.....18
Product Postings.....43
Sailors' Horoscope.....36
Island Poets.....36
Cruising Crossword.....37
Cruising Kids' Corner.....38
Dolly's Deep Secrets.....38
Book Reviews.....40 - 41
Cooking with Cruisers.....46
Readers' Forum.....48
Classified Ads.....52
Advertisers' Index.....52
Calendar.....54

Caribbean Compass is published monthly by Compass Publishing Ltd., P.O. Box 175 BQ, Bequia, St. Vincent and the Grenadines.
Tel: (784) 457-3409, Fax: (784) 457-3410,
compass@caribsurf.com
www.caribbeancompass.com
Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@caribsurf.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) 774-6657
lucy@thelucy.com

Barbados: Distribution - Norman Faria
Tel/Fax: (246) 426-0861
nfaria@caribsurf.com

Curaçao: Distribution - Cees de Jong
Tel: (5999) 767-9042, Fax: (5999) 767-9003,
stbarba@attglobal.net

Dominica: Distribution - Hubert J. Winston,
Dominica Marine Center, 24 Victoria Street, Roseau,
Tel: (767) 448-2705, info@dominicamarinecenter.com

Grenada/Carriacou/Petite Martinique:
Ad Sales & Distribution - Bob and Judi Goodchild
Tel: (473) 443-5784, goodchilds@141.com

Guadeloupe: Ad Sales & Distribution Stéphane Legendre
Tel/Fax: + 590 (0) 5 90 84 53 10 Mob: + 590 (0) 6 90 49 45 90
contact@transcaraibes.com

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

St. Lucia: Ad Sales & Distribution - Merica Steven
Tel: (758) 452-8490, Mob: (758) 713 4205
mericasteven210@hotmail.com

St. Maarten/St. Barths/St. Kitts & Nevis:
Distribution - Eric Bendahan (599) 553 3850
Ad Sales - Stéphane Legendre
Tel/Fax: + 590 (0) 5 90 84 53 10 Mob: + 590 (0) 6 90 49 45 90
contact@transcaraibes.com

St. Thomas/USVI: Distribution - Bryan Lezama
Tel: (340) 774 7931, blezama1@earthlink.net

St. Vincent & the Grenadines: Ad Sales - Debra Davis,
Tel: (784) 457-3527, debra@caribbeancompass.com

Tortola/BVI: Distribution - Gladys Jones
Tel: (284) 494-2830, Fax: (284) 494-1584

Trinidad: Ad Sales & Distribution - Giselle Sankar
Tel: (868) 634-2055, Fax: (868) 634-2056
giselles@boatersenterprise.com

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

Caribbean Compass welcomes submissions of short articles, news items, photos and drawings.
See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. Compass Publishing Ltd accepts no liability for delayed distribution or printing quality as these services are supplied by other companies.
©2007 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

GRENADINES
SAILS & CANVAS
BEQUIA

Come in and see us for all your **SAILS & CANVAS** needs
including **CUSTOM-MADE** stainless steel
BIMINI & DODGER frames at competitive prices

Located opposite G.Y.E.
(northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

BEQUIA BEACHFRONT VILLAS
a Fort Recovery Resort



Featured Architectural Design & the only AAA approved property on Bequia - Triple Diamonds. These luxurious 1-4 bedroom villas located directly on Friendship Bay Beach are beautifully appointed, featuring very large rooms, high beamed ceilings, and spectacular panoramic views just steps down the mile long beach.

www.bequiabeachfrontvillas.com bequia@fortrecovery.com
784-457-3423 or 284-495-4467 or 800-367-8455 (wait for ring)

IJMUIDEN • SOUTHAMPTON • GIBRALTAR • MALLORCA • FORT LAUDERDALE • CARIBBEAN

Worldwide tailor made service, fast, reliable and safe

80 yacht carriers at your disposal to serve your needs

Why build one more?



2007 sailing schedule for the Caribbean

10/20 may 2007
Tortola (BVI) -> Southampton / Netherlands
Tortola (BVI) -> Gibraltar / Mallorca / La Spezia

15/25 may 2007
Tortola (BVI) -> Fort Lauderdale / Newport

SEVENSTAR YACHT TRANSPORT

YACHT TRANSPORT OVER SEVEN SEAS
headoffice tel; +31 20 4488590 • usa representative tel; + 1 561 622 7997
www.sevenstar.nl

—Continued from previous page

…beach at Rodney Bay; MIASL offered to assist the operators to inform users of their obligations under the relevant legislation, plus providing US Coastguard safety and regulatory information for their consideration.
The MIASL has received several reports of jet-skis, powerboats, and instances of harassment threatening the personal safety of other users of our coastal waters. We continue to work with all parties, including law enforcement agencies, to arrest this trend.

Powerboat Record in Doubt
Norman Faria reports: New Zealander Pete Bethune's attempt to break the powerboat circumnavigation speed record was in jeopardy up to press time when the props on his carbon fiber/kevlar 78-foot trimaran *Earthrace* started to disintegrate 16 hours after



leaving the starting line off Barbados. The props are also made of carbon fibre. Seen off by Barbados' Minister of Energy and the Environment, Hon. Elizabeth Thompson, at midday, March 10th, the US$1.2 million boat made some good progress on its way to the first refueling stop in Panama when vibrations forced the engineer to cut back on revs. According to the *Earthrace* website, a diver went over to look for the reason and found "all blades have sections where carbon is peeling off and the leading edge of one blade is coming to bits".
Organisers are now considering "a number of options" including abandoning the attempt after arrival in Panama.
Captain Bethune and crew of four were aiming at 65 days for the circumnavigation. The boat has a maximum speed of 45 knots with the fuel tanks holding 10,000 litres of bio-diesel.
Refueling would have been made in 12 ports along the route, which included going through both the Panama and Suez Canals. Prior arrangements were made to have the special bio-diesel fuel (made from animal or vegetable fats) ready to refill the tanks along the way.
The previous powerboat circumnavigation record of 74 days, 20 hours and 58 minutes was set in 1998 by the British *Cable & Wireless* team.

Non-US Yacht Crew Need Visas for USVI
Barby MacGowan reports: By now, everyone knows the new requirement by Homeland Security that non-US Citizens must have valid passports to gain entry to the US Virgin Islands. Another new, though less-publicized, requirement for non-US citizens wanting to gain entry to the US Virgin Islands by way of a non-commercial vessel — for example a private sailboat — is that he or she must have a visa. But if you come by way of a commercial vessel — for example, by plane or ferry — the previously required passport will still suffice.
The new visa requirement was expected to cause inconveniences for boats being delivered by non-US citizens to the International Rolex Regatta, which ran March 23 to 25 in St. Thomas. The normal procedure previously had been for the boat and its crew to stop at Cruz Bay in St. John, USVI, check in to Customs there, and then proceed to St. Thomas. But now, if a non-US crewmember is without a visa, he or she will be turned away.
"The solution for those without visas is to re-route to West End, Tortola, in the British Virgin Islands," said International Rolex Regatta Co-Chair John Sweeney, "and take the 20-minute ferry ride to the St. John Customs Office. Since you came by commercial ferry, the Customs office will stamp your passport and allow you to enter the US Virgin Islands or even to re-enter at St. John aboard the private vessel — but you must have the documentation saying that you've been cleared.
"It was especially worth the effort for the European boats to get to the International Rolex Regatta this year," said Sweeney, explaining that the new Governor's Cup is awarded to the boat and crew that has traveled the farthest to race in the event. The winners receive free accommodations at the popular Frenchman's Reef Hotel for the 2008 running of the International Rolex Regatta.

Traditional Craft to Gather at St. Pierre
A gathering of traditional island sailing vessels is being planned for May 7th and 8th at St. Pierre, Martinique. Yoles, gommiers and saintoises are expected from the various French islands. Traditional sailing craft from other islands in the Eastern Caribbean have also been invited, as have all the ships which have taken part in the "Pirates of the Caribbean" movies.
For more information contact Marie Fradon-Rubel, Sté Caribéenne de Sécurité & Technologies Maritimes, (596.696) 98.96.98, fradon.rubel@wanadoo.fr.

BVI Approves Beef Island Resort
The British Virgin Islands government has approved construction of an upscale resort and golf course on a largely uninhabited island, over opposition from environmentalists who want the area to remain pristine. Developers of the Beef Island Golf & Country Club Resort, a roughly 650-acre project, received government approval after months of debate in the British Caribbean territory of some 22,000 people.
According to www.businessweek.com, Chief Minister Orlando Smith championed the US$80 million project, which will cover most of Beef Island and includes an 18-hole golf course designed by Jack Nicklaus. "Yes, we must protect our environment — but we must also think about creating jobs, growing our economy and securing our tourism industry for the future," Smith said.
In a documentary commissioned by the British Virgin Islands Conservation & Fisheries Department, biologists said pollution and habitat destruction caused by the resort would damage important marine breeding grounds off an island famed for its reefs and mangrove forests. Others were concerned the project would create only low-wage jobs and distort the local housing market.
Smith said strong environmental protections will be in place before the developer, Applied Properties Ltd, begins construction.

—Continued on next page

—Continued from previous page

Save the Whaleboats

The Bequia Heritage Foundation has begun erecting a building to house and display examples of that island's historic boats, in particular the double-ended whaleboat



WILFRED DEDERER

type which became the prototype for the sprit-rigged fishing boats such as those that compete annually in the Bequia Easter Regatta. While in the French and some other islands the dugout sailing canoe became the favored craft for coastwise transport and fishing, Bequia's boatbuilders followed the swift and seaworthy pattern that was brought to Bequia by New England whaleboats in the 19th century.

The financing of this indigenous-boat preservation project has come entirely from generous donors. The building is now about half-finished and it is hoped to have it completed by November of this year, but more funds are needed. The Bequia Heritage Foundation is urging interested persons to help keep this project on stream. You can post a donation to Bequia Heritage Foundation, PO Box 191, Bequia, St. Vincent & the Grenadines, or drop it off with one of the following trustees: Owen Belmar at Le Petit Jardin Restaurant or at Doris Fresh Foods; or Pat Mitchell at the Gingerbread Hotel. An annual membership in the foundation is EC$25 and life membership is EC$200; any amount is welcome to help Bequia preserve its boatbuilding history.

You can visit the site overlooking Friendship Bay by taking the road up the hill before you enter Friendship Bay Hotel and then following the lower road towards St. Hillaire point. There's a beautiful view down the Grenadines.

For more information phone Pat Mitchell at (784) 458-3800 or e-mail bequiamuseum@vincysurf.com.

Development versus Doves?

Protests are being made that the planned development of a Four Seasons resort overlooking Mount Hartman Bay in Grenada is threatening the last viable population of Grenada Doves on earth.

According to the American Bird Conservancy, a group dedicated to conserving wild birds and their habitats throughout the Americas (www.abcbirds.org), the Government of Grenada intends to de-gazette the Mount Hartman National Park and sell the entire acreage to make room for a new Four Seasons Resort, including a golf course and hundreds of luxury villas. A press release from ABC states, "Mount Hartman National Park is the world's last stronghold for the Grenada Dove, which is on the verge of extinction, with a total population of no more than 100 individuals. The dove occurs on only a small portion of Grenada. The current Four Seasons Resort proposal would encroach upon and degrade the remaining core Grenada Dove habitat. The developer issued a cursory environmental impact report that greatly understates the damage the resort, as it is now proposed, would do to the dove's survival prospects, and provides no effective means for protection of the Grenada Dove's habitat."

"The fate of the Grenada Dove… is at the mercy of Four Seasons Hotels and Resorts," said Dr. Paul Salaman, International Program Director of ABC. "Four Seasons should immediately pull out of this deal or face the dubious distinction of directly causing the extinction of a wonderful and emblematic bird species."

The Grenada Dove, *Leptotila wellsi*, is the national bird of Grenada. Critics say that if developed as currently planned, this resort would probably cause the extinction of the Grenada Dove, since there is no other remaining area of undeveloped dry forest habitat of comparable size anywhere on the island.

Carriacou Kids Fund

Melodye Pompa reports: Just a reminder to all yachts passing through Tyrrel Bay: if you can't be here for the Carriacou Regatta Festival and Carriacou Children's Educational Fund (CCEF) fund-raising activities in August, you can drop off contributions for CCEF at the Carriacou Yacht Club. We can use "treasures of the bilge" and household items for the auction, handmade crafts, and clean used clothing, as well as school supplies such as permanent markers, poster and construction paper, coloring books, book-bags (backpack style), crayons, pencils, erasers, pens, rulers, notebooks, etcetera,

For more information contact boatmillie@aol.com.

***Compass* On-Line Subscriptions Now Available!**

Great news — on-line subscriptions to *Caribbean Compass* are now available! On-line subscribers will be able to read each entire monthly issue, every page, with all articles, photos, and advertisements including the classifieds, at home, at work (hey, it's research!) or while traveling. Every page is downloadable and printable, too, for those articles you want to file or share with friends and family. And best of all, no waiting for the postman to arrive!

For more details visit us at www.caribbeancompass.com.

Welcome Aboard!

In this issue of *Compass* we welcome aboard new advertisers Benhanzin Entertainment of Antigua, page 54; Jack's Bar of Bequia, page 32; and Yachtbuddy on-line yachting community, page 27. Good to have you with us!

JOTUN

SeaQueen & SeaQuantum

WELCOME TO THE NEW WORLD OF TBT-FREE ANTIFOULINGS!

Jotun SeaQueen offers the BEST in tin free self polishing only Antifoulings and replaces the famous Seamate HB 99 at the same competitive price. Various Tests in the extreme fouling conditions of the Caribbean have confirmed its excellent value.

Jotun SeaQuantum represents the ULTIMATE development in hydrolysing but tin free Antifouling paints, exceeding the self-polishing, self-smoothing and predictable Antifouling performance previously only found in the now completely banned TBT paints. **SeaQuantum** is the result of 8 years of combined research of Jotun Paints and the Chemical Giants Nippon and BASF. This bottom paint is the industry's state of the art solution for an environmentally acceptable paint of highest performance standards.

SeaQuantum is manufactured worldwide in 34 factories.

Several tests on sailboats over the past 18 months have shown better results than the repeated test winner and #1 choice of Caribbean cruisers, Jotun Seamate HB 99.

"**SeaQuantum** is most probably the world's best self-smoothing, self-polishing Antifouling and a truly multi-seasonal bottom paint."



Technical Information and Dealer Inquiries:
Jotun Echo Marine Trinidad Tel: + 868- 634-2015 e-mail: jotun@echo-marine.com

Jotun **SeaQueen** and **SeaQuantum** are available at all Trinidadian Boatyards and most chandleries. Please call for your nearest dealer

BUSINESS BRIEFS

New Life for Grenada's Historic Carenage
Faced with competition from a new cruise ship berth that "captures" passengers on the Esplanade side of the town of St. George's, Grenada, a group of businesspeople and professionals on the picturesque Carenage side of town have banded together in the


JEFF FISHER

Carenage Business Association to promote their historic center of commerce in a new way.
The placid waters of the Carenage are surrounded by perhaps the best preserved collection of examples of Georgian architecture in the Caribbean. These include colonial-era nutmeg and lumber warehouses, public buildings such as the library and museum, and many unique shops and restaurants.
Observers in Grenada say that visitors who never get farther than the cruise ship terminal's air-conditioned shopping mall with its multinational duty-free offerings are missing an opportunity. Cruise ship passengers are urged to escape the terminal, walk through the historic Sendall Tunnel or over scenic Young Street to the Carenage and get a taste of the authentic St. George's shopping experience.
Yachtspeople are reminded that the Carenage is an easy dinghy ride, or a walk, from the Grenada Yacht Club and the Lagoon, and also only a dinghy ride away from the anchorage at Ross Point. Dinghies regularly tie up on the Carenage in the area between the popular Food Fair supermarket and the new Hubbard's building. There is also a place to tie up at the new BB's Crab Back Restaurant, which is at the far end of the Carenage. BB's is lit by a purple light at night, which is easy to see from the other side of the harbour. For those anchored or docked on Grenada's south coast, buses run reasonably regularly from Woburn, True Blue Roundabout and Grand Anse; also just outside the Yacht Club and the Main Post Office. All drop off on the Carenage outside Cable & Wireless or Food Fair. Business owners in the Carenage area are now offering "Go Carenage": regular Wednesday evening shopping. Not only will 28 businesses including shops, art galleries, internet café, pharmacy, bars and restaurants — plus the public library and national museum — stay open until 8:00PM on Wednesdays, but there's often street entertainment as you stroll.

Sint Maarten Marine Professional of the Year 2007
In awarding their Marine Professional of the Year Award, Budget Marine stressed that the success of the Caribbean marine industry depends on the effective supply of a number of services, most critically electrical and electronic service, without which in today's high-tech world, a yacht is unable to operate. This year's award winner, Andrew Rapley, has consistently been dedicated to providing these services in Sint Maarten through his company Necol NV, and in consequence has made a significant and substantial contribution to the marine industry of Sint Maarten. In addition to his professional contribution, Andrew has also contributed to the island's many sailing events through endless hours of voluntary service as a race officer and in becoming the first person ever on Sint Maarten to achieve the elite certification as an International Race Officer.
When Andrew bought the company in Speetjens Arcade in 1986, the demand for technical services on the island was relatively low. A 50-foot yacht was large and a switch panel with more than 20 switches was huge. Today Andrew and his company are challenged with providing service to highly complex yachts with extensive computerization and computer guidance of all systems. Andrew has constantly upgraded his knowledge and understanding of these systems to allow him to troubleshoot and resolve problems and meet the tight time demands of the busy charter industry.

New Yachting Officer in Grenada
The Grenada Board of Tourism has a new Cruise & Yachting Development Officer in the person of Ian Winsborrow. He replaces Danny Donelan who moved to the private sector after serving as Cruise & Yachting Development Officer for over a year.
As Cruise & Yachting Development Officer, Ian is expected to act as "the key link in coordinating the mix of training and marketing activities that must be addressed in order to deliver a quality experience for visiting yacht and cruise ship passengers".
Ian brings to the organization more than 12 years of sales and marketing/business development experience in North America and the Caribbean. In recent years, as part of a husband-and-wife team, he was involved in a management consultancy company focusing on customer service and management skills. He also brings to the Grenada Board of Tourism over 15 years of experience in the yachting industry, gained from being both a crewmember in various regattas in the region and Canada, and crewing on a charter yacht operating from St. Maarten.
In accepting this new position Ian said that he is "looking forward to working with all the stakeholders to ensure the continued growth of Grenada's cruise and yachting industry".

Conde Nast Loves Nevis' 'Sunshine'!
Sunshine's Beach Bar and Grill on Pinney's Beach in Nevis was one of just 24 beachfront restaurants designated as 'Sizzlers on the Sand' in the February 2007 issue of *Conde Nast Traveler* magazine. Author Ian Keown scoured the Caribbean to present readers with the "coolest of the cool" and this is what he had to say about Sunshine's:
"…At this laid-back beach shack, the standard driftwood-and-license-plate décor is jazzed up with eight-by-ten glossies of celebs posing with owner Llewellyn Caines, a.k.a. Sunshine. And given its strategic location at the edge of the Four Seasons resort, the cast is quite impressive. But the main attraction is the signature Killer Bee cocktail, whose ingredients remain Sunshine's secret: 'If I told you, I'd have to kill you.'"
—Continued on page 42



A banana daiquiri without a Northern Lights generator.

Marine Generators | www.northern-lights.com

Antigua
Seagull Yacht Services, Ltd.
NE Dockyard Dr.
English Harbour, Antigua
Ph: 268-460-3050
Fx: 268-460-1767
seagull@candw.ag

Bequia
Caribbean Diesel
Port Elizabeth
Bequia
St.Vincent & the Grenadines
Ph/Fx: 784-457-311

Grenada
Enza Marine
Lanse Aux Epines Rd
Grand Anse
Grenada
Ph: 473-439-2049
Fx: 473-439-2049
enzamarine@caribsurf.com

Martinique
Multicap Caraibes
Quai Quest Bp898
Fort De France
Martinique
Ph: 596-71-41-81
Fx: 596-71-41-83

Inboard Diesel Services
Port de Case-Pilote
Martinique
Ph: 0596-787196
Fx: 096-787195
Stephanie.ids@wanadoo.fr

St Croix
St. Croix Marine
5063 Gallows Bay
Christiansted
St. Croix
Ph: 340-773-0289
Fx: 340-778-8974

St. John
Coral Bay Marine
11 Estate Emmanus
Coral Bay, St. John
USVI 00830
Ph: 340-776-6665
Fx: 340-776-6859

St Lucia
Rodney Bay Marina
Rodney Bay
St Lucia
Ph: 758-452-8215
Fx: 758-452-9725

St Maarten
Electec, NV
Waterfront Road
25A Cole Bay
Sint Maarten
Ph: 599-544-2051
Fx:599-544-3641
electec@sintmaarten.net

St Thomas
Dave's Diesel Service
Compass Point Marina
6300 Estate Frydenhoj
Ph: 340-775-9912
Fx: 340-779-2457

Trinidad
C.E. Tang Yuk & Co Ltd.
Coral Cove Marina
Chaguaramas
Trinidad
Ph: 868-634-2279
Fx: 868-623-6944

Dockyard Electrics Ltd
Crews Inn Hotel & Yachting
Center, Chaguaramas
Trinidad
Ph: 868-634-4272
Fx: 868-634-4933
Richard@dockyardelectrics.com

Tortola
Cay Electronics, Ltd.
P.O. Box 345
Road Town ,Tortola
British Virgin Islands
Ph: 284-494-2400
Fx: 284-494-5389
caybvi@candwbvi.net

Parts & Power, Ltd.
PO Box 850
Road Town, Tortola
British Virgin Islands
Ph: 284-494-2830
Fx: 284-494-1584
partspwr@surfbvi.com

NORTHERN LIGHTS®

REGATTA NEWS

Strong Fleets at Grenada Sail Fest '07
The annual LaSource Grenada Sailing Festival brings together the highly competitive local workboat fleets from the sister islands of Grenada, Carriacou and Petite Martinique, and keelboat competitors from all around the world. The event this year, held from January 26th to 30th, started with an explosion of fireworks at the skippers' briefing on Grand Anse Beach and ended with a flood of champagne at the final presentations held at True Blue Bay Resort.



ONNE VAN DER WAL FOR GRENADA SAILING FESTIVAL

'Starboard!' Rasmus *and class winner* Storm *trade tacks at this year's La Source Grenada Sailing Festival*

Competitors from 11 countries attended and some 230 crewmembers in all participated on the water. A variety of courses for the event's eight keelboat races meant that the fleet of approximately 30 yachts sailed in varied conditions, from the relative shelter of Grand Anse to the challenging waters off Grenada's south coast. Both the racing and cruising divisions attracted boats that had participated in the ARC rally, and for the first time ever the Grenada Sailing Festival ran a one-design class for J/24s.
Seven yachts from Grenada and Carriacou competed, and featured significantly in the prizes, with Mike Williams on his Beneteau *Aquilo* winning the pursuit race and Jerry Stewart from Carriacou in his J/24 *HOIC* winning every race in his class and taking the Overall Champion's prize. Trinidad entries *Storm*, a Reichel-Pugh 44 captained by Peter Peake; the Beneteau Oceanis *Wayward*, skippered by Jerome McQuilkin; and the S&S 34 *Morning Tide*, skippered by Peter Morris, were the winners in their respective classes.
On Saturday, the first day of racing, spectators on Grand Anse beach had the added excitement of watching both the keelboats and workboats racing in the same waters. On Sunday the keelboats raced only in the morning to enable the visiting yacht crews to enjoy the Workboat Regatta which featured traditional handicrafts, local food and, of course, the magic of the workboat racing — from the "Le Mans" type start to the "race up the beach" finish — all sailed under the eye of an international judge.
The Workboat Regatta also boasted a fleet of nearly 30, with competitors racing in classes based on communities — Gouyave (sloops and canoes) Sauteurs, Woburn, Carriacou and Petite Martinique — each of which has developed a distinctive type of sailing craft. Class winners after three races were: Gouyave Sloops, *Riot*; Gouyave Canoes, *Behave Yourself*; Carriacou, *Pimpy*; Sauteurs, *Razor*; Woburn, *Unity*; Petite Martinique (one race only), *Now for Now*. In the match race among the various communities, the winner was Carriacou, with Andy de Roche becoming Skipper of the Year.
With near-perfect weather, competitive close racing and great après racing parties, The LaSource Grenada Sailing Festival 2007 by all reports was a tremendous success. The organizers give a huge "Thank You" to all of the sponsors, the supporters and businesses who contributed so generously and without whom it just wouldn't happen.
For full results visit www.grenadasailingfestival.com.

Fund-Raiser Boosts Grenada's Junior Sailing
Thanks to the sponsorship of American Eagle airline for two return tickets to Miami and two return tickets to New York, the 2007 LaSource Grenada Sailing Festival raised EC$7,000 for the Junior Sailing Programme in Grenada.
The draw took place at the La Source Grenada Sailing Festival's Awards dinner and the two winners, Rick Lee of Prickly Bay Waterside and Leo te Boekhorst of North South Trading magnanimously returned their tickets for auctioning. Wendy Bertucci of La Luna resort and Justin Evans of Spice Island Marine Services were the eventual lucky recipients.

Sweethearts, Classics and Wanabees in BVI
On February 17th, The Loyal West End Yacht Club (WEYC) of the British Virgin Islands hosted the 29th Annual "Sweethearts of the Caribbean" Schooner Race, setting a new standard for classic yacht regattas. Nine schooners ranging in size from 40 to over 100 feet entered the competition. The simultaneous single-handed classic event consisted of 12 yachts in a 16-mile pursuit race.
According to the WEYC, "The winds were light, the currents were strong and it took unbelievable seamanship to get the schooners and the single handed sailboats out of a wind hole coming around Sandy Spit. It was like someone put the brakes on. The two fleets joined each other and appeared anchored under full sail. Steel Point to the finish line proved another tough task. Lots of current and fluky winds tested sailing skills as the schooners fought their way to the finish line."

—Continued on next page





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. 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!

April 2007

DATE	TIME	
1	2332	
2	0000	
3	0011	(full)
4	0052	
5	0134	
6	0220	
7	0309	
8	0401	
9	0455	
10	0550	
11	0645	
12	0738	
13	0830	
14	0920	
15	1011	
16	1102	
17	1155	
18	1252	(new)
19	1352	
20	1455	
21	1558	
22	1658	
23	1753	
24	1849	
25	1930	
26	2013	
27	2053	
28	2132	
29	2211	
30	2251	

May 2007

DATE	TIME	
1	2333	
2	0000	(full)
3	0017	
4	0105	
5	0157	
6	0250	
7	0345	
8	0439	
9	0532	
10	0623	
11	0712	
12	0800	
13	0849	
14	0940	
15	1034	
16	1132	
17	1234	(new)
18	1339	
19	1442	
20	1542	
21	1636	
22	1725	
23	1809	
24	1851	
25	1930	
26	2009	
27	2049	
28	2130	
29	2214	
30	2301	
31	2352	

WALLILABOU ANCHORAGE
WALLILABOU BAY HOTEL
VHF Ch 16 & 68
(range limited by the hills)
P.O. Box 851, St. Vincent & the Grenadines, West Indies.
Tel: (784) 458-7270 Fax: (784) 457-9917
E-mail: wallanch@caribsurf.com

PORT OF ENTRY
MOORING FACILITIES
WATER, ICE, SHOWERS
CARIBEE BATIK - BOUTIQUE
BAR AND RESTAURANT
TOURS ARRANGED
CREDIT CARDS ACCEPTED
HAPPY HOUR 5-6

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



THE FOOD STORE
Corea's Mustique
Tel: (784) 488-8479 Fax: (784) 456-5230

Basil's Bar Mustique

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek magazine and today lives up to that tradition. Recently renovated the new face of Basil's Bar in Mustique is all that and more offering the freshest seafood, steaks and pastas for dinner. Terrific lunches and breakfasts. Now equipped with WIFI you can enjoy sunset cocktails and catch up on the web. Basil's Bar is home and originator of the Mustique Blues Festival January 24- February 7 2007. Breakfast service begins at 8:00 AM, Lunch is served 11:00 AM - 6 PM, Dinner at 7:30 until late. Come to Basil's for Cocktails anytime and plan to attend the Wednesday night Jump up and BBQ. Call 784-488-8350 or VHF 68.

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

BASIL'S GREAT GENERAL STORE: There is nothing general about Basil's Great General Store - stocked with fine French wines, cheeses from Europe, sauces and gourmet jams. Imported cigars. Fine foods in Paradise. Call 784-488-8407

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

Visitors to St Vincent are invited to:

BASIL'S BAR: In St Vincent - near the port of Kingstown is an 18th century cobblestone building where you may find Basil's Restaurant and Bar. Air conditioned, you will enjoy cocktails most delightful, the staff most welcoming and the meals, some of the best on the island. Call 784-457-2713

AT BASIL'S in Villa: Clear-out sale - 50% off, over half of our inventory. Sale continues until all stock is gone to make way for an exciting new business next fall. Watch this space across from Young Island. Call 784-456-2602

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

WE SHIP TO ANY PLACE IN THE WORLD!

—Continued from previous page

On the following day, races were held for the Classic sailboats (designs of 30 years or older) and the Wanabees (designs of 20 to 25 years), with winds at the start of the



Light air for the Sweethearts approaching Sandy Cay: 'They appeared to be anchored under full sail'

race at about 12 knots for the 18 Classics and eight Wanabees in the competition. The Saturday's winning "sweetheart" schooners by class were: 35 to 45 feet, *Seafari*; 46 to 80 feet, *Heron*; and 81 to 110 feet, *Teaoo. Diva* won the single-handed race. On the Sunday, Classic class winners were: 26 to 34 feet, *Windshift*; 35 to 45 feet, *Osprey*; 46 to 60 feet, *Kate*; and 61 to 100 feet, *Heron*. Taking top spot in the Wanabee Class was *Cayenne III*, and first among the Island Sloops was *Youth Instructor*.
For full results visit www.weyc.net.

Jolly Valentines Regatta in Antigua
A well-matched fleet of 19 boats competed for the 15th Annual Valentines Regatta at Jolly Harbour, Antigua, February 17th and 18th. The event was sponsored by Budget Marine, the Caribbean's leading chandlery group and yacht chandler to Jolly Harbour. The races were sailed mainly off the Five Islands harbour located adjacent to Jolly Harbour. The sailing area boasts flat water, plenty of space, highly convenient facilities and windshifts that are interesting but not too dramatic as the wind comes off the land of Antigua. Jolly Harbour Marina provided free overnight dockage.
The Racing Class was split between the high raters, being the two Beneteau 40.7s *Lancelot* and *First Across*, and the 1720 by the name of *Shaggy* sailed by Sean Malone of English Harbour. Second place went to *Lancelot*, which, though well sailed, was unable to beat the light and asymmetrical-spinnakered *Shaggy*. Third place went to the Lindenberg 28 *Seeya*, which was sailed by two persons without spinnaker but managed to do very well without any weight on the "rail".
The Racer-Cruiser Class was the most intensely contested, with a very well matched fleet of eight boats — which was reduced to seven when the rig on the Dehler 34 *High Tide* threatened for one moment to adopt the horizontal position. This class featured very close starts and much changing of positions. Hans Lammers aboard the Rhodes-designed *Sunshine* dominated in the end through consistency and his extensive skills in finding luck. Second place went to the *Budget Marine* (Tango Mike) crew, who worked hard for the position with a well-prepared boat. Third place went to the ever-improving *Blue Peter*. Noteworthy also was Bernie Wong's *Huey Too*, which peaked with two wins in the final two races, although poor results on the first day diminished the chances of good results.
In the Cruising Class, Charles Kenlock's folkboat 26 won the first two races but was unable to continue. Colin Jones won the class with consistency and all wins on the second day. David Milner's *Fiesta* took second place in every race to beat Paul Jackson's *Mackenzi*.
On the Saturday during the second race, the final mark caused a degree of inversion of the fleet positions as a result of a wind hole which was traumatic for some as they sat in it and watched the back of the fleet sail past them. *Sunshine* was one that was in a hopeless position at the back of the fleet but came right up to the front in that little on-the-water drama.
Unique to this regatta was the participation of three dolphins at the start of the fourth (Sunday morning) race, who went from boat to boat to spend a little time at the bow of each. Inevitably there was immediate controversy as to whether any boat had arranged a tow "for the porpoises of beating the competition". The competition in this regatta was clearly intense.
The prizegiving took place in the Dogwatch Pub, the home of the Jolly Harbour Yacht Club, where the potential of Jolly Harbour as a race venue and convenient marina location was highlighted .
For more information contact Cary Byerley at director@bigboatseries.com, tel (599) 552-0068.

Close St. Lucia Independence Day Race
Max Krowdrah reports: Eight boats were scheduled to take part in St. Lucia's February 22nd Independence Day Race from Rodney Bay's St. Lucia Yacht Club to Anse Cochon and back. In the end it was down to six — however, it was six of the best! *Whitea, Sea Queen, Hot Chocolate, Fido, Nut Cracker and Breeze-a-way* took part, with *Doubloon*, who retired, and *Eclipse*, who failed to start, making up the eight. Incredibly, the time for the course was predicted at five and half hours. I say incredibly, as all boats which finished did so within half an hour of the allotted time.
"Someone forgot to book the wind," said St. Lucia Yacht Club's Honorary Bosun Ted Bull who, as usual, marshalled the event. The breeze was light for the 10AM start as the yachts circled in front of SLYC. The flags went down, the hooter blared and the race was on. Three boats paid the price (a five-minute penalty) for early starts in the handicapped affair.
Doubloon, which later retired, was a late entry after experiencing engine problems coming up from Marigot Bay and began the race around 30 minutes later than the main fleet. The wind stiffened (someone had ordered it after all) as the boats headed to the first Pigeon Island buoy and then set off for Anse Cochon with *Hot Chocolate* leading the charge. With just three minutes separating first from last. The finish was as close as the start, with *Whitea* finishing with an elapsed time of 5 hours 15 minutes and 13 seconds; *Sea Queen* was next with 5 hours 23 minutes and 27 seconds, followed by *Hot Chocolate* with 5 hours 48 minutes and 46 seconds.
The well-attended prizegiving was held on the following Sunday with the Marine Industry Association of St. Lucia's Keats Compton thanking sponsors Peter & Co, Renwick, St. Lucia Distillers, Spinnakers, Cable & Wireless, Heineken, Waveriders and St. Lucia Rainforest for their part in supporting the event.
Honorary Bosun Ted Bell presented the prizes, including a special prize for "The Spirit of the Regatta" which went to *Fido* whose crew, judging by their T-shirt slogan, expected to be picking up the winner's trophy. There's always next year!

—Continued on next page

—Continued from previous page
The biggest round of applause went, quite rightly, to the *Whitea* crew as they picked up the prize for first place. Swiss captain Volkmar shook Ted's hand, not for the first time as he's a regular at most SLYC events and promised to compete again next year. I suppose you could say he's on a roll, a Swiss one of course!

Pineapple Cup Montego Bay Race Sleigh Ride
With all but one of the Pineapple Cup Montego Bay Race entrants having posted finish times, the 811-mile distance race from Fort Lauderdale, Florida, to Montego Bay, Jamaica, officially concluded for 2007 on February 23. Bob Towse's Reichel/Pugh 66 *Blue Yankee* from Stamford, Connecticut, won the seven-boat IRC Class A, while Michael Brennan's Reichel/Pugh 45 *Sjambok* of Annapolis, Maryland, won the seven-boat IRC Class B and took home the Silver Seahorse Trophy as top performing IRC boat in the fleet. Frank Kern's J/120 *Carinthia,* homeport Detroit, Michigan, which won the seven-boat PHRF class, also had the best overall performance for PHRF to win the Silver Pineapple Cup Perpetual.
Twenty boats signed up for the biennial classic, ranging from the 81-foot *Bon Bon* to the 30-foot *The Cone of Silence.* In heavy winds, the yacht *Captivity,* a Langan 78 owned by Samuel Byrne of Hamilton, Massachusetts, was dismasted in the first hours of the race. The crew reported no injuries but had to put in to Guantánamo Bay, Cuba.
True to its form for the past two years, the event delivered a thrilling sleigh ride through the Bahamas and the Windward Passage to Jamaica. "It was the perfect weather for our sort of boat," said Brennan, who debuted *Sjambok* — his third boat with that name — at Key West Race Week in January. "It was a windy reach out of Fort Lauderdale, and then the wind died, which was when we were working harder than any other time, going 12 to 14 hours under ten knots. But by Saturday night, it picked up again, making for a great run down to Cuba. The eastern end of Cuba was breezy, with water over the deck: a wild sleigh ride in 40 knots."
The Pineapple Cup Montego Bay Race is jointly hosted by the Storm Trysail, Lauderdale and Montego Bay Yacht Clubs.
For full results and more information visit www.montegobayrace.com.

239-Boat 'Marathon': St. Maarten Heineken Regatta
The 27th edition of the St. Maarten Heineken Regatta concluded on March 5th with a prize-giving ceremony on Kim Sha Beach followed by musical entertainment by the band Orange Grove and the offspring of reggae legend Bob Marley — sons Damian and Stephen. As race organizers and the dozens of volunteers who helped


BOB GRIESER

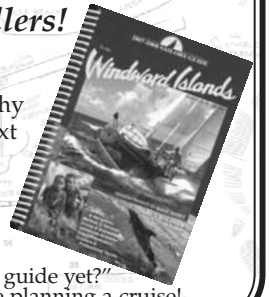
Mighty ABN AMRO *won the CBBS (Caribbean Big Boat Series) Cup in the racing category at St. Maarten Heineken 2007*

make the regatta a tremendous success gathered themselves after the four-day marathon of sailing and parties involving a 239-boat fleet, plans were already being set in motion for the 28th running of the annual event, which is scheduled for March 6th to 9th, 2008.
Chairman and co-founder of the regatta Robbie Ferron, with assistance from a host of St. Maarten dignitaries and officials, handed out prizes to the first three boats in each of the regatta's 20 divisions, with special awards presented to the regatta's top performers. The CBBS Cups, presented to the high scorers in the Caribbean Big Boat Series, went to Mike Sanderson and his crew of *ABN AMRO One* in the Racing category and Clay Deutsch and his team aboard *Chippewa* in the Racing/Cruising class. *Chippewa's* prize included a handsome print depicting scenes from previous St. Maarten Heineken Regattas donated by local artist Jim Johnston.
Rene Baartman's Moorings 505, *Harten Heer,* was named the Top Bareboat Charter Boat in the fleet, and was awarded the Columbus Cup, as well as a sensational trophy sponsored by Caribbean business Little Switzerland: a colorful, handsome globe inlaid with stones from the continents represented on the trophy.
And the winner of the St. Maarten/Saint Martin Cup for Most Worthy Performance Overall was handed to Antiguan sailor Bernie Evans-Wong, skipper of the Cal 40, *Huey Too,* which dominated his Non-Spinnaker 2 Class with a perfect score of three consecutive wins.
The 27th St. Maarten Heineken Regatta, for the first time in the event's history, also added a fourth day of racing this year, and 57 spinnaker-flying yachts signed up for Thursday's extra session, which was scored as a separate series for the Commodore's Cup, sponsored by Budget Marine. "It was a resounding success," said Regatta Director Mirian Ebbers. "The turnout was great, well beyond what we expected. We will definitely do it again next year."
Race organizers wish to thank everyone who participated and volunteered, and who enjoyed the wonderful atmosphere at sea and ashore.
For more information contact director@heinekenregatta.com.

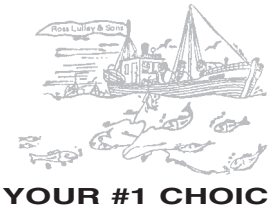
Jolly Harbour YC News
Pippa Pettingell reports: Congratulations to all the Antiguan yachts that put on such a strong performance at St. Maarten Heineken Regatta 2007. There were 12 Antiguan boats competing and every one made its presence felt! Six of these boats represented JHYC and they all finished within the first five in their respective classes. It was in the Non-Spinnaker 2 class that our yachts proved the strongest contenders, with *Huey Too* taking first place, *Sunshine* second, and *Blue Peter* third. Under the new ownership of novice Tanner Jones and helmed by Iain Mellows, one of her previous owners, this was the third year in a row that *Blue Peter* achieved a podium place. They were followed by Rick Gormley's *Elethea* and Sandy Mair in *Streaker.* These boats all regularly compete in the Saturday afternoon racing at JHYC. It is also notable that all of these yachts are "older ladies" and it is the skill of the crews that has put them in front of the more modern "racing snakes".
JHYC is in a rejuvenation phase and is eager to encourage new members to come sailing on Saturdays and give them an opportunity to learn from "The Masters".
—Continued on next page

CIRExpress St. Maarten
If you need to transport parcels, pallets, magazines, newspapers etc... CIRExpress give fast and efficient COURIER SERVICES to the Dutch and French side of St. Maarten/ St. Martin, offer the new delivery system collect and deliver door to door local the same day, Express packages and documents, Overnight Packages, Freight, Documents etc. All you need is contact us to fast pick up and deliver all your goods.
Packages Pick – up call: + (599) 553-3850 / + (590) 690-222473
Int. 001-3057042314 E-mail: ericb@megatropic.com

THE SALTY DOG
Bequia - Restaurant - Great Cocktails & Fun
Bar open daily until... Sunday 6pm - 2am
Kitchen open Monday to Saturday 10am - 10pm
Menu: Burgers, Flying Fish,Phillie Steak Sandwiches,Fajitas, Salads, Chicken Wings, Conch Fritters, etc...
Full Cable TV • Air Conditioning • Sportsbar • Pool Table
BEQUIA, Port Elizabeth, Admiralty Bay
Tel: (784) 457 3443 • e-mail: saltydog@vincysurf.com

CHRIS DOYLE'S GUIDES
Check out the features that make them the Caribbean's best sellers!
Full Color sketch charts
Aerial and scenic color photography
Up-do-date, lively and relevant text
Downloadable waypoints & updates on the web at www.doyleguides.com


"Have you got the latest Windwards guide yet?"
All the info you need if you are planning a cruise!

LULLEY'S TACKLE SHOP
FISHING & DIVING GEAR

FRONT STREET
BEQUIA
WEST INDIES
SERVING FISHERMEN AND YACHTSPEOPLE SINCE 1950
YOUR #1 CHOICE IN FISHING GEAR
Penn & Diawa Rods & Reels | Rigged & Unrigged Leaders | Snorkeling & Diving Gear
Mustad Hooks | Fresh Bait | Courtesy Flags
Anglers Lures | Foul Weather Gear | Collectable Knives
Wire, Floats, Nets, Twines, Ropes
DUTY FREE
TEL: (784) 458-3420 FAX: (784) 458-3797
EMAIL: lulley@caribsurf.com
Our stock, quality, price, know-how and fishing experience is unsurpassed
Visit us for all your needs

—*Continued from previous page*
The sailing grounds are great for developing skills, with varying wind conditions but calm waters. If you are interested in taking part come and see us on our stand at The Dogwatch Tavern on May 3rd during Antigua Sailing Week.
There are plans afoot for a regular Boat Jumble in Jolly Harbour, the dates are still to be confirmed, but start collecting together all those unwanted "bits and pieces" that are sitting in your storage lockers — waiting to be converted into cash to fund



JOBV

Blue Peter *is one of the 'older ladies' who train regularly at Jolly Harbour for regional regattas*

the new piece of gear that you've been wanting for ages! Who knows, maybe you'll be able to find a bargain at the event.
For more information about JHYC please contact the Commodore on (268) 770-6172 or miramarsailing@hotmail.com.

Angostura Tobago Sail Week Coming
Angostura Tobago Sail Week 2007 will be held from 13 to 18 May. For the 25th Anniversary celebrations, there are plans for a full schedule of parties following each of the four days of racing. Participants begin their arrival from the Friday, and Customs and Immigration officials are on-site to process the visiting sailors. The committee desk and regatta office are officially open from 8.00AM on Saturday 12th May for registration and measuring, which continues on Sunday 13th May. Classes will be Racing (Spinnaker), Cruiser-Racer (Spinnaker or Double Headsail), Cruising (Jib with pole), Comfort Cruising (jib only), Charter, and Multihull.
For more information visit www.sailweek.com.

Around Guadeloupe in Five Legs
Live-aboard monohulls and multihulls, plus beach catamarans, will race around Guadeloupe in five legs from the 16th to 20th of May. The daily race legs will be: Gosier to St. Louis de Marie Galante; St. Louis de Marie Galante to Port Louis; Port Louis to Deshaies; Vieux Fort to Terre de Haut; and Terre de Haut to Pointe à Pître. The Around Guadeloupe Race is sanctioned by the French Sailing Federation in association with the Triskell Association and the Guadeloupe Sailing League. Registration will be held at the Marina Yacht Club.
For more information contact Jean-Michel Marziou, organisation@triskellcup.com or visit www.triskellcup.com.

Date Change for Caribbean One-Design Keelboat Champs
Cary Byerley reports: New dates have been set for the North Sails Caribbean One Design Keelboat Championships, raced annually in St. Maarten aboard SunFast 20s from Lagoon Sailboat Rental. This change is due to other regattas setting their dates at the same time.
The new dates are June 16th and 17th, 2007.
For more information contact Cary at director@bigboatseries.com, tel (599) 552-0068 or 557-0714.

St. Thomas' Bastille Day Kingfish Tournament
Carol Bareuther reports: July 15th is the date of the Annual Bastille Day Kingfish Tournament. The one-day inshore fishing tournament that offers the best prizes and attracts more participants than any other of its kind in the Virgin Islands will take place at Hull Bay Hideaway, St. Thomas. First organized by the Northside Sportfishing Club in 1987, the tournament last year attracted 272 anglers, including 34 junior anglers, aboard 67 boats.
Fishing starts at 5:30AM and ends at noon, when the beachside party begins with food, music and fun lasting right up until the awards ceremony.
The Annual Bastille Day Kingfish Tournament benefits the Joseph Sibilly School, St. Thomas Rescue, The American Red Cross and The Family Resource Center.
For more information phone Monica Lester at (340) 774-5206.

New Start for Transat des Passionnés Atlantic Rally
Due to a severe price hike for berthing at its former starting point in the Canary Islands, the Transat des Passionnes Atlantic Rally will begin this year in Madeira at the Quinta do Lorde marina, which will offer rally participants eight days' free dockage before the start on November 15th.
For more information contact contact@transat-des-passionnes.com.

Optinam 2008 to be Held in Curaçao
Marjolein Grol reports: In July 2008, Curaçao will host the North American Optimist Championships (Optinam) for youth sailors up to the age of 15. The battle for the championship cup is expected to attract more than 200 sailors from approximately 25 countries to the waters of the Jan Thiel Bay. After Trinidad & Tobago (2005), and Puerto Rico (2006), Curaçao will take the challenge to organize an ISAF (International Sailing Federation) approved youth sailing event. Olympic sailor Cor van Aanholt and his team will have, after the Optinam 2007 in Mexico, one year to show that Curaçao is an excellent place for a high-quality sailing event. The Optimist teams will consist of the sailors, their coaches, the team leaders, the coun-



Curaçao junior sailor Michiel van Wickeren, here racing in a 'Splash' class dinghy, is one of the many Youth Sailing Curaçao members looking forward to hosting Optinam in home waters next year

try representatives, and parents and other supporters. The organizers of the event are expecting a turnout of more than 750 sailing enthusiasts.
Curaçao was chosen over Canada following a successful presentation by Youth Sailing Netherlands Antilles during the recent annual general meeting of the members of the International Optimist Dinghy Association in Uruguay. Excellent tradewinds and beach-side accommodation were the decisive features in the contest for a venue. The island's other plus points include the attractive water temperatures, the financial feasibility and the organizational team.
Youth sailing is a booming business on Curaçao: after only about five years, the Youth Sailing Curaçao club has grown to a membership of 130 active sailors between the ages of seven and 18 years. Every year, a large group of members also take part in championships and training courses abroad. ENNIA and Banco di Caribe are the main sponsors of Optinam 2008 and the Curaçao Youth Sailing Championships in 2007 and in 2008.

Compass On-Line Subscriptions Now Available!

Great news for *Compass* readers — on-line subscriptions to *Caribbean Compass* are now available!

When you're not in the Caribbean, with an on-line subscription you'll be able to read each complete monthly issue — every page, with all articles, photos and advertisements including the classifieds — at home, at work (we assume marine-related research is approved!) or while traveling. On-line subscribers will enjoy the complete *Compass* promptly every month while "back home" — without anxiously waiting for the postman to arrive! The entire on-line issue is downloadable and each individual page is printable, for those articles you want to file or share with friends and family.

Check it out! Tell your friends! For full details on getting your on-line subscription to *Compass*, visit our website: www.caribbeancompass.com.



St. Croix International Regatta 2007

Storm was Hot on the *Devil's* Heels!

by Carol Bareuther

Fresh from a Racing Class win at LaSource Grenada Sailing Week 2007, *Storm* cast off en route to the northern Caribbean and entry into the 14th annual St. Croix International Regatta in the US Virgin Islands. The Reichel-Pugh 44, co-owned by Trinidad's Peter Peake and California's Les Crouch, made an impressive splash on the racecourse. But, in spite of Peake driving and an all-star Trini and Vincentian crew, *Storm* couldn't beat Crucian entry *Devil 3*, a Melges 24 sailed by the Stanton brothers, for the top prize — the skipper's weight in Cruzan rum.



DEAN BARNES

Storm *coming! But the* Devil *got the rum...*

Peake explains, "*Storm* likes it windy and rough. We didn't have those conditions the first day; it was very light. Above ten knots, we go. And, that's what helped us catch up the second day when the conditions got heavier."

Peake, who has campaigned his Henderson 30, *Slippery When Wet*, in recent years, plans to sail the Caribbean Ocean Racing Triangle (CORT Series) aboard *Storm*. CORT includes the St. Croix International Regatta, Heineken Culebra International Regatta and BVI Spring Regatta.

"I've got a really great crew," Peake said. Among the *Storm* crew is Phil Barnard, from St. Vincent, who is working two jobs in one — foredeck and calling tactics.

Forty boats hailing from the US Virgin Islands, British Virgin Islands, Puerto Rico and Trinidad, sailed in this CORT kick-off that witnessed two major changes this year. First, the dates of the event were moved up a week, to February 9th though 11th, so as not to compete with several on-island activities held over the US President's Day Weekend. Second, the regatta was shortened by one day, thus making it a two-day event rather than three.

In spite of the changes, regatta director, Julie San Martin, said, "We had 15 percent greater participation than last year."

Representation from the Spinnaker Racing group was so good that regatta organizers had to split the class in two. While *Devil 3* won Spinnaker Racing 1, it was *J-Walker*, a J/27 skippered by St. Thomas' Chris Thompson, that led the pack of mostly J-boats in this class.

One of the biggest controversies in recent years has been what categorizes a boat in the Racer-Cruiser and Performance Cruiser classes.

San Martin explains, "Racer-Cruisers are heavier displacement boats without a planing hull. They're expected to fly a spinnaker. The big difference between them and Spinnaker boats is that they are measured heavy. They don't have a stripped-out hull. On the other hand, boats can go into the Performance Cruising class from either Racer Cruiser or Spinnaker. The issue is whether they are measured light or heavy. They can fly a spinnaker or not, and are scored accordingly, but they have to declare their intentions at the onset of the regatta. What the Performance Cruiser designation allows is for a Spinnaker boat that is light on crew or with crew inexperienced in handling a Spinnaker to still be able to race in a class competitively."

Ultimately, regatta organizers, the CSA measurer and sailors themselves put heads together and ironed out class designations before the racing got underway. The assignments seemed apt, as racing was close.

In the Racer-Cruiser Class, the BVI's Peter Haycraft, aboard his Sirena 38, *Pipedream*, won by one point over two Puerto Rican boats, *Balaju 2* and *Umakua*, who tied one another in points.

Meanwhile, in Performance Cruiser, it was the BVI's much-modified 445, *Three Harkoms*, sailed by Chris Lloyd, which won by three points over St. Croix's Tony Sanpere's Soveral 27, *Cayennita*.

Multihulls — large and small — have always enjoyed nice participation at this event. This year, the BVI's Richard Wooldridge brought over his Kelsel 45, *Triple Jack*, and swept the Large Multihull category. St. Croix's Chris Schreiber, sailing with St. Thomas' Terry Jackson, sailed to a Beach Cat win in their Hobie 16, *Century 21*. The Virgin Islands duo hope to qualify for this summer's Pan Am Games.

The 4th annual Valentine's Day Optimist Regatta was sailed at the same time with 24 juniors competing. In the end, St. Thomas' Ian Barrows won the Opti Overall in a tiebreaker with fellow islander, Nikki Barnes. Both Barrows and Barnes, as well as St. John's Alex Coyle, St. Croix's Billy Gibbons and St. Thomas's Alec Tayler are training for the Optimist World Championships in Sardinia, Italy, this summer.

14th Annual St. Croix International Regatta Winners

Spinnaker Racing 1
1) *Devil 3*, Chris Stanton, St. Croix, USVI (8)
2) *Storm*, Peter Peake, Trinidad (24)
3) *Ex Mero Motu*, Antonio Mari, Puerto Rico (24)

Spinnaker Racing 2
1) *J-Walker*, J/27, Chris Thompson, St. Thomas, USVI (8)
2) *El Shaddai II*, J/24, Jae Tonachel, St. Croix, USVI (19)
3) *Good Bad & Ugly*, Kirby 25, John Foster, St. Thomas, USVI (21.5)

IC24
1) *Green Boat*, Carlos Aguilar, St. Thomas, USVI (29)
2) *Bmobile*, Fred Ruebeck, Tortola, BVI (34)
3) *INTAC*, Mark Plaxton, Tortola, BVI (43)

Racer/Cruiser
1) *Pipedream*, Sirena 38, Peter Haycraft, Tortola, BVI (20)
2) *Balaju 2*, C&C 37, Jose Sanchez, Puerto Rico (21)
3) *Umakua*, J/105, Papote Reguero, Puerto Rico (21)

Performance Cruiser
1) *Three Harkoms*, Modified 445, Chris Lloyd, Tortola, BVI (12)
2) *Cayennita*, Soveral 27, Tony Sanpere, St. Croix, USVI (15)
3) *El Presidente*, Thomas 35, St. Croix, USVI (19)

Jib & Main
1) *Windflower*, Alberg 35, Stan Joines, St. Croix, USVI (9)
2) *Marie-Ellen*, Jeanneau Sun Odyssey 54, Howard Silverman, St. Croix, USVI (13)

Multihull
1) *Triple Jack*, Kelsel 47, Richard Wooldridge, Tortola, BVI (7)
2) *Piglet*, Newick 23, Joe San Martin, St. Croix, USVI (14)
3) *Chaos*, Tremelino, Dr. Parry, St. Croix, USVI (21)

Beach Cat
1) *Century 21*, Hobie 16, Chris Schreiber, St. Croix, USVI (16)
2) *MaxiCat*, Peter Voyershark, St. Croix, USVI (18)
3) *Wave Magnet*, Nacra 5.8, Doug DeRue, St. Croix, USVI (19)

4th Annual Valentine's Day Optimist Regatta Winners

Advanced Fleet Overall
1) Ian Barrows, STYC, 35
2) Nikki Barnes, STYC, 35
3) Billy Gibbons, SCYC, 36

Red Fleet
1) Nikki Barnes, STYC, 35
2) Billy Gibbons, SCYC, 36
3) Raul Rios, PR, 41

Blue Fleet
1) Ian Barrows, STYC, 35
2) Alec Tayler, STYC, 59
3) Alejandro Monllor, PYFC, 97

White Fleet
1) Mack Bryan, SCYC, 125
2) Addison Hackstaff, STYC, 147
3) Colin Brego, STYC, 155

Green Fleet
1) Patson Saner, SCYC, 16
2) Jonathan Woods, BVI, 26
3) Eric Perez, SCYC, 37

Barefoot Yacht Charters & Marine Centre
Blue Lagoon, St. Vincent & the Grenadines
St. Vincent's Best Full Service Facility for Visiting Yachtsmen
* Raymarine Electronics
* PADI Dive Shop
* Restaurant, Bar, dinghy dock
* Surfshop - Watersports Centre - Boutique
* Internet Café - Fax and weather service
* Spare parts ordering * Apartment
Doyle Barefoot - the only sail repair loft in St. Vincent - professional sail, bimini & dodger repairs at great prices
Bareboat & Crewed Charters ASA Sailing School
Tel: (784) 456-9526 Fax: (784) 456-9238
E-mail: barebum@caribsurf.com
http://www.barefootyachts.com



St. Martin/St. Maarten: Planet Paradise
Antigua: Arch H Reid & Co Ltd, Harmony Hall, Island Art of The Yoda Guy, Pineapple Beach, Allegro Resort, Rhythms of Blues, The Gallery Boutique
Bequia: Local Color, Solana's
Canouan: Tamarind Beach Hotel
Mayreau: Salt Whistle Bay Resort
Union: Gallerie Tourquoise, SV Scaramouche
Petite Martinique: Millenium Connection
Carriacou: Fidel Productions
Grenada: ArtFabrik, Boat & Harbours, Imagine, Presents, Tikal, IslandWaterWorld

Le Ship MARTINIQUE
10% rebate for ARC participants if you bring this ad!
All the Supplies, Chandlery & Safety Equipment for your Boat
Port de Plaisance 97290, Le Marin
Tel: +596 74 87 55
Fax: +596 74 85 39
email: le-ship-martinique@wanadoo.fr
Open 7/7

When you see the (male) director of your bank swirling down the road dressed up in lace and lipstick, it gives you pause for thought. When, by his side, the mayor of your town is decked out in a big, hairy wig and top hat, what is your reaction? You laugh — because this is the opening parade for Foyal Carnaval 2007 and this year in Fort de France, Martinique, tradition, sounds, emotion and artistic endeavour made for one of the best carnivals in recent years.

In Martinique, Carnival Means Regattas!

by Ciarla Decker



There was racing for a variety of small sailing craft at Schoelcher. Anthony Horth and Alick-Jean Arsene of Windforce Robert (sail number 1946) took third place in Sport Cat class

To add to the festivities, two regattas were held during the carnival period: Club Neptune's Martinique Carnival Regatta and the Semaine Nautique de Schoelcher.

The second edition of the Martinique Carnival Regatta took place from February 17 to 19, with over 30 boats from four clubs registered. During the three days the participants raced four courses and each evening celebrated the day's sailing with barbecue parties, dances and prizegiving — a veritable carnival of sailing.

The Martinique Carnival Regatta class winners were: Cruising - *Gibol 2*, Michel Laborde, Club Neptune; Multihulls - *Drabenec*, Thierry Normand, Club Neptune; Racing - *Caraibe Greement*, Philippe Leconte, Club Nautique Marin; Racing-Cruising - *Effervescence*, Herve Le Gall, Club Neptune.

On the other side of the bay at Schoelcher, after a year of interruption for construction on the seafront, Guy de Chavigny once again waved his magic wand and close to 180 young and not-so-young people from the four corners of the globe came to race during the 18th Semaine Nautique, held from February 16th to 21st. Fourteen countries, including Barbados, Canada, Cuba, the Dominican Republic, France, St. Lucia, Trinidad & Tobago and Peru, sent representatives to sail in Optimists, Lasers, Sunfish, Formula, Bic and Sport Multihulls classes.

On the Saturday, excellent conditions for the first day of racing allowed the two courses to be completed and set the tone for the competition which was to follow. On Sunday, winds of Force 4 to 5 blew steadily through the three matches. In each category, Saturday's leaders were replaced by new winners and the atmosphere of "it's anyone's game" took over the clubhouse. An overcast Monday gave way to a bright sunny Tuesday of racing with a fresh breeze and choppy sea. Martinican Laser 4.7 sailors Eliot Merceron and Anthony Ngo continued their tug of war between first and second place, with Trinidad's Matthew Scott ultimately taking third place in this class. The young Guadeloupeans dominated the Optimist Juniors, while Remi Vila from Martinique battled Wicolas Schreur from Peru in the Formula windsurf class.

On the podium during prizegiving on Tuesday evening, all nine classes were dominated by Martinique and Guadeloupe. Trinidad & Tobago did best in the Laser Radials, taking second and third place there. While the Saint Lucian delegation did not enter the winner's circle this year, the great number of enthusiastic competitors from this island gives proof of the growing interest of young people in Saint Lucia for the sport of sailing. It looks like next year's competition will be even stiffer.

The Semaine Nautique Schoelcher first-place class winners were: BIC 293 D (15 entries), Jean-Sebastien Luchel, Martinique; Sport Catamarans (13 entries), Pascal Marchais and Arnaud Maurin, Guadeloupe; Formula Experience windsurf (32 entries), Remi Vila, Martinique; Laser 4.7 (10 entries), Eliot Merceron, Martinique; Laser Radial (17 entries), Nicholas Rendu, Martinique; Laser Standard (7 entries), Kevin Dufeal, Martinique; Optimist Benjamins (19 entries), Antoine Lefort, Guadeloupe; Optimist Minimes (40 entries), Yvann Thelier, Guadeloupe; and Sunfish (8 entries), Olivier Alminin, Martinique. All results calculated were after ten races, with discards, except BIC 293 D after nine races, one discard.



Laser racing was intense, with three different classes drawing a total of 34 entries

Carnival is in early February next year. Try to plan some time in Martinique. Club Neptune would welcome your participation in the Martinique Carnival Regatta; the young sailors at Cercle Nautique will again re-affirm why we all love this sport; and who knows — you may even see YOUR banker in a get-up that stops your heart!

For complete Semaine Nautique Schoelcher results visit www.ligue-voile-martinique.org.



Regatta Foundation Launches Classic Yacht Restoration Project

Educational Component to Offer Workshops

The St. Maarten-St. Martin Classic Yacht Regatta Foundation recently acquired the 47-foot wooden classic Camper & Nicholson yacht *Norvantes*. The thoroughbred yacht has won awards in many classic and other regattas, represented England in the Admiral's Cup (as *Noryema V*), won the Newport-Bermuda Race and has beaten *Solway Maid*, the last Fife ever built.

The previous owner, Johnny "Togoboge" McGowan, who sailed *Norvantes* in the first St. Maarten-St. Martin Classic Yacht Regatta in 2005, has been unable to sail lately due to illness. Through talks with broker No Limits Yachts and the opportunity to receive a purchase loan, a sale was closed and the yacht's ownership has been transferred to the St. Maarten-St. Martin Classic Yacht Regatta Foundation. The foundation's aim is to do an extensive restoration and give the yacht a complete refit. The total restoration project will take at least a year or two, and the yacht will again be called *Noryema V*.

The St. Maarten-St. Martin Classic Yacht Regatta Foundation will soon launch a program (together with the Maritime School of the West Indies) in order to set up shipwright workshops for students under the supervision of qualified instructors, to



Randy West steering the soon-to-be-restored Norvantes *during the first Sint Maarten-St. Martin Classic Yacht Regatta in 2005*

learn ship restoring, maintaining and building classic boats. Negotiations are underway with yacht restoration schools abroad, from where some instructors will be attracted to teach in St. Maarten. Among the skills which will be taught to students are: use and maintenance of hand and power tools; essential woodworking skills, structural rebuilds lines-taking, fastening, lofting, all aspects of wooden yacht construction; use of all materials in yacht repair and construction; sanding, varnishing and painting techniques; cabinet building, joinery and finishing techniques; electrical, electronics, water and pump systems; engine installation and maintenance.

The plan after *Noryema V's* restoration is to sail the yacht in most of the classic yacht regattas in the Caribbean, the USA and Europe, with a professional captain and one or two crew members, with some St. Maarten-St. Martin students as regatta crew. The yacht will promote sailing and especially classic yacht sailing while the crew will act as ambassadors to promote the yachting and tourism industry of St. Maarten-St. Martin and other Northern Caribbean island destinations.

The St. Maarten-St. Martin Classic Yacht Regatta is organized by West Indies Events for the St. Maarten-St. Martin Classic Yacht Regatta Foundation. The next regatta is scheduled for January 17th through 20th, 2008.

For more information visit www.ClassicRegatta.com.





ALMOST PERFECT HURRICANE HOLES

Part 1: Luperon

by Julia Bartlett

I feel as though I'm in the middle of a computer game. There are rising violent-crime rates to left, pirates to the right, diminishing insurance zones in front and inflating prices behind me, and the object of the game is to find The Secret Harbour where it is warm, affordable and comparatively safe from hurricanes and thugs for your average, non-combat model, female.

I wasn't doing too well so I cheated, jumped on a plane and squished the Caribbean Sea into a few hours from east to west and north to south. The fact that I'm "sans boat" at the moment has enabled an emotional detachment and freedom that I don't have when lumbered with a cherished and imperfect vessel to consider.

I have come up with a couple ideas to share with you.

The first is Luperon on the north coast of the Dominican Republic. Study the aerial photo of the harbour and I needn't say any more about the protection. Study the hurricane statistics on the Internet and you'll get the other half of the picture.

Luperon has an amazing safety record when it comes to hurricanes and violent crime.

Over the years there have been some bouts of thievery and boaters zooming around in dinghies saying things like "Red alert all sectors, red alert all sectors" on a secret channel and culminating in chases through the mangroves. Yes, it was a nuisance, but it also added a touch of spice and a feeling of camaraderie and there was no actual violence, or threats of violence, that I have managed to dig up. And that makes a big difference to how safe I feel as a woman on my own.

The topography of Hispaniola means that hurricanes coming from the south have had nearly all the stuffing knocked out of them by the time they have puffed their way over the mountains to the north coast so they just bring rain — a lot. It's those moving north towards the Bahamas that have everyone rushing into the mangroves just to float gently out again, breathing a sigh of relief after winds of 40 or 50 knots if anything at all.

So right in the middle of the hurricane belt there is this sanctuary from the worst



PUERTO BLANCO MARINA

Warm, affordable, and nearly land-locked, Luperon in the Dominican Republic meets the author's criteria for an 'almost perfect' hurricane hole

the hurricane season has to offer, act of God or act of man. The main problem with Luperon is that the insurance companies do not recognise the figures.

Perhaps it's a little too much paperwork to make an exception to the rules of latitude based on hard facts?

Perhaps a little well-informed pressure from their clients might help?

After all they can only gain from their customers' yachts being in a safe harbour.

—Continued on next page

araibe réement
CARAIBE GREEMENT Martinique
shipchandler / rigging / electricity
the complete technical chandlery
new !!
After sale : JEANNEAU
Agent & agreed technician for :
Lecomble & shmitt hydraulic
JEANNEAU
english spoken / large stock of parts / self services / sales & repairs
1st floor at "Le Marin " Harbour
tel +(596)596 74 80 33 / fax +(596)596 74 66 98 / cell +(596)696 27 66 05
mail : cgmar@wanadoo.fr / www.caraibe-greement.fr

—*Continued from previous page*

But Luperon and the Dominican Republic have more than a sanctuary to offer. There is no need to sweat it out on the boat all season. Just a few minutes away by foot is the Luperon Beach Resort where you can book in for an all-inclusive few days, at a very reasonable price, but be close to the boat should the unexpected happen.

And I promise I won't split on you should I bump into you there.

Any guide book will tell you the details of the mountains, waterfalls, five national parks including a marine park where humpback whales give birth, five distinct climate zones, a saltwater lake with crocs, cave with Taino hieroglyphics, golf course, windsurfing, horse riding, the Haitian market and so on.



JULIA BARTLETT

Puerto Blanco Marina may not be full-service, but the more fun clients have the happier the owner is

Social life? Well there's the whole gamut from the socially well-adjusted attending church, run by an ex-boater, on Sundays, through to hardened bar-flies, strumming guitars and playing with the local ladies of the evening. Condoms are freely available and necessary; health care is inexpensive and good.

There's always spicy gossip and intrigue, weddings and divorces, love triangles and the odd jealous husband with a gun.

Occasionally somebody decides to make money by running an illegal boat trip to Puerto Rico. I don't know how many go undetected, but not all of them — and that's when it gets interesting from the spectators' point of view. The Dominicans see us as spectators, visitors who are not involved in the nitty-gritty of their lives. I have walked past drug busts and demonstrations with burning car tires as though I am invisible.

The Dominican Republic is the only country I have been to so far where I have argued with the officials and got a compromise. If a new charge comes in for the boaters and it's unreasonable, the boaters get together and argue it out with the authorities with the help of local business owners and the Tourist Board — and the authorities actually listen.

There is a variety of places to eat and drink, ranging from Laisa's El Tipico chicken shack, which is as popular as it was back in 1994 and where shining pans hang from the smoke-blackened wooden rafters, to Steve's Place which offers gringo food just as you like it, literally, plus laundry, internet and cane rocking chairs, just to make sure you relax.

Lenin, the owner of Puerto Blanco Marina, has one criterion: he wants people to have fun, that's what he enjoys, and the more fun they have the happier he is. Lenin and Freddy, his cousin and manager, offer their facilities to events like the Sunday Flea Market, fancy dress balls, fashion shows, charity auctions, pot luck suppers or anything else the boaters want to organise. Let me tell you, the marina has seen some wild times. I might lose friends if I talk about them in print but if you want to buy me a drink....

There are another half a dozen restaurants well worth visiting too, just ask around. These days many locals speak enough English to help you order or shop, so there's no need to end up with a plateful of something that is intimidating.

Luperon does not have a full service marina yet but you can have fuel delivered to the boat by Papo or you jug it yourself, for slightly less, from the service station. There's always at least one person offering bottom cleaning and Margo and Brian will do your canvas repairs. Boat spares can take time to find so it saves a hassle if you bring any with you that you have a sneaking suspicion you'll need.

Wi-fi is emerging and there is a variety of Internet cafés. There are inexpensive, luxury buses to the capital, Santo Domingo, and the old colonial zone, and motorcycle hire for the truly adventurous.

By the way, the harbour was used by the Mariposa sisters and their fellow revolutionaries in the days of Rafael Trujillo; sometimes it's still called the Bahia de Mariposas and it seems to me that they've left an inspirational spirit in the air behind them. In my experience people somehow become *more* while they are in Luperon.

Luperon is the home of the Caribbean cruising authority Bruce van Sant. You probably have his book *The Gentleman's Guide to Passages South* on board; if not, it's available at many chandlers and Amazon. He has a website (www.thornlesspath.com) and if you have particular questions you'll find his e-mail address there.

You are also welcome to e-mail me at juliamary2000@yahoo.com.

A useful chart is HIS017 published by Wavey Line, which has details of the harbour entrance and it can be ordered on line.

If you are feeling diffident when entering the harbour put a call out on VHF Channel 68 and I can guarantee a friendly voice, unless it's the middle of the night.

The down side of Luperon, apart from the challenge of finding spares and the insurance issue? There aren't many places to sail to keep you and the boat in shape, but an hour to the east there's Cambiaso and a few hours to the west there's Manzanillo, both fun for a couple of days.

Another safe harbour is Bocas Del Toro in Panama; you can read about that next month.



Secret Sensation

by Cruisin' Canucks

This cruise has caused me to really think long and hard about telling anyone about the following location. Barb and I had thought that we had found our own personal Shangri La amongst the San Blas Islands, but this place knocked our socks, and many other pieces of clothing, off. Every cruiser knows that when you find a perfect place the idea is to share with everyone so that they can enjoy the anchorage or begin to tell their own story of paradise. But, as you know, there is that little person tapping you in the shoulder saying, "Don't tell them, you idiot! It will be over-run and pillaged the next time you go there!" My "little guy" is screaming at me, so I will do my best to give enough hints, but to stop before I get jabbed too many times with his pitchfork.

The start of our journey was a basic day-sail from Porlamar around to Juangriego on the other side of Isla de Margarita. This sail was vigorous, which we had wanted, and the anchorage was typical Venezuelan, strung with fishing boats and dinghy-eating structures, with great holding. *Ladyhawke* took to the shakedown like a trooper and after a few months of repairs and prep, we all had a collective sigh of relief to be sailing again.

Early the next morning, with coffee mugs in hands, we set out for our destination. The sails were set and really didn't need to be touched except for those little racer-style tweaks and adjustments to nudge the GPS to life with an upward flash of numbers. During a whole day of sailing we went through a few squalls "that come on fast and leave you just as fast" and almost non-existent vessel traffic.

—Continued on next page



The three main ingredients for an adult fantasy theme park: warm clear water, sugar-like sand, and not another soul for miles.... 'This place knocked our socks off'



—Continued from previous page

The one lonely freighter caused us to humorously yell "starboard!" from a distance of two miles away. I am sure they would have gotten out of our way had we crossed paths. We saw pigs fly that day, too.

We approached our destination on the west side of the island looking for (the impossible, in our minds) two lonely palm trees. We were rewarded as, just around a little corner in a secluded bay, we saw them. I must admit in all our voyages, we plan our arrival so that we have plenty of anchoring time and the sun is not hiding those little rocks that have more fiberglass residue then coral on them. This time we hit the mark perfectly as the sun was just thinking of setting at our backs while the boat backed down on the hook. The clarity of the water and the sunny day behind us had Barb and I simultaneously volunteering to dive the anchor, just to make sure. Barb's waving flipper as she passed the anchor on route to the set of reefs nearby was either a sign that all was well or a taunt saying, "Ha, ha. I saw this place first." When we arrived, the anchorage had a whopping five vessels in sight, with us being number six. To our joyous amusement all vessels left within a day of our arrival! We checked: we don't have B.O.! It must have been charter-change day or a weather-window of sorts.

So here we are with the entire island to ourselves. This is when you really have to get creative with your sunscreen options as some of those places have never seen sunshine! The two days that followed were no less than an adult fantasy theme park with snorkeling, walks on the ample beaches and rolling around in the sugar-like sand and window-clear surf. The palm trees at night were a gathering place for a few donkeys and in the morning their branches where adorned by numerous parrots. After the third day, both Barb and I admitted to each other that we had exposed way too much virgin flesh to the sun, causing the familiar sting of sunburn in very unfamiliar places. The ultimate sign that we had indeed found paradise was the discovery of a large patch of aloe vera plants just metres from our two palm trees. The gathering of these leaves and obtaining the nectar from them made both of us comment that if you added an apple, a snake and the big guy in the sky, we had indeed traveled back to the beginning of time.

On the fourth day, a local fishing boat showed up. We waved at them and teased with the "huge fish" gesture as they headed out to set their nets. They said, "Mañana, mañana." The next day two young lads showed up with big smiles and gave us two beautiful snapper. They did not want money or anything, but luckily we had some Canadian hats and other treats to thank them for their generosity. We met more fishermen on the beach and, in Spanglish, we learned about the shells they were collecting from the rocks. It was some sort of delicacy and eaten raw with lime, like oysters. Again, they offered to share these treats. Isn't it scary cruising in Venezuelan territory?

Snorkeling was a two- to three-hour daily excursion for us during our stay. Barb was equipped with her new DVD camera in its underwater case so she could take both motion and still shots. Among the numerous varieties of beautiful coral in these clear waters, we saw the usual multi-coloured fish as well as octopus, rays and turtles. Most fish were a little more skittish than those in Bonaire, which are used to seeing hundreds of humans hovering over them weekly. Once they got used to you, they would pop out and spend more time. One Queen Angelfish got to a point that she seemed to want to be on film and kept showing up. Even the darn barracuda seemed friendlier here.

We were glad that the weather report, fictional or not, required us to hold up another day to ensure safe passage back to Margarita. In all the islands that we have visited from Costa Rica to Venezuela, we would have to say that this was indeed the best place in the world, so far. If you are cruising through or around <None><None>Venezuela you cannot miss this island as it is the ultimate paradise destination. I still cannot reveal the location as the "little guy" on my shoulder is jumping up and down screaming at me, but if you check the best cruising guides and follow the clues, you will know the place that I am talking about.

Psssst, don't tell anyone!





Left: A vigorous day-sail from Porlamar to Juangriego

Right: In a secluded bay, we found the landmark — 'two lonely palm trees'. To our joyous amusement all other vessels left within a day of our arrival

Curaçao Marine





New marine center presents the latest Dutch innovation in boat handling equipment.
Hauling capacity 45 tons and Catamarans up to 33ft beam.



Safe dry storage with 24 hours security
- Long-term storage.
AWLGRIP® indoor spray painting
and many other services.
We are located in the safe harbor of Willemstad.

Email: curacaomarine@interneeds.net
Phone: +(599 9) 465 8936 Fax: 465 8941

www.curacaomarine.com

A Personal Welcome to Union Island

by Amal Thomas

Union Island, with an 8.5-square-kilometer surface, is the second largest Grenadine island within St. Vincent & the Grenadines. It is situated at an approximately equal distance from Trinidad, Barbados and Martinique. Union Island is a small island where all communities — whether of plants, animals or humans — are limited and have a very fragile ecological balance. Without any natural watercourses Union Island is not your typical "lush tropical isle".

People from all around the world visit, often by yacht. Union Island can also be reached by small aircraft, with companies such as SVG Air, Mustique Airways, Grenadine Airways and TIA (Trans Island Air) having flights out of St. Vincent, Barbados, Canouan, Mustique and Bequia. Flight schedules can change, so ensure you make calls to suit your plans.

If you are interested in using public sea transport, the ferries *M/V Barracuda* and *M/V Gemstar* are available with sufficient space for passengers and cargo. There are departures from St. Vincent on Mondays, Tuesdays, Thursdays, Fridays and Saturdays. Traveling time is six hours due to stops in Canouan and Mayreau to offload and reload. That is an interesting maritime adventure. Check the ferry companies or the local tourism bureaus for detailed information.



CHRIS DOYLE

The main port for yachts and ferries is Clifton Harbor, and it is the port of entry for clearance of yachts arriving from south or departing SVG for Grenadian waters. Here visitors can anchor or rent a mooring; obtain fuel, ice and water; and find an internet café, taxi services, groceries and restaurant meals. Clifton Harbor is a safe anchorage, but make sure to tuck in behind Newland Reef to cut down on the effect of currents that sweep into the harbor.

On this island, the main industries are tourism and fishing. The people are generally friendly, and when I took the opportunity to invite a young lady to be interviewed, her response was, "No problem once is my island!" (In other words, "I'm always happy to talk about my island!") Felicia McKie is currently a student of the St. Vincent Community College. As I started my interview, her beautiful smile told of her pride in her island.

Amal - How long you have been living in Union Island?

Felicia - Well for over 18 years now, but I spend most of my time on the mainland developing myself academically. Therefore, I always have to be back and forth.

Amal - So can you tell me what are the major attractions on Union Island?

Right: Felicia McKie at Fort Hill

Below: Clifton Harbor from the air



AMAL THOMAS

Felicia - I will say the beaches and a few historical sites. First of all let me chat about the beaches. There are beaches such as Big Sand, Ashton, Chatham Bay and Anchorage Beach. These beaches are good for snorkeling, shelling and swimming. These beaches can be reached either by taxi or by foot. Big Sand is located on the northeast, Ashton on the south, Chatham Bay on the west and Anchorage on the southern side of the island.

Amal - Tell me about the interesting historical sites now.

Felicia - Let me say that most people may think that this little island has no history, but in fact it does. There is Fort Hill located on a high hill north of Clifton Harbor, with views of the Tobago Cays, Carriacou, Palm Island, Petit St. Vincent, and Petite Martinique. The fort was reputedly built in the 17th century. Today, there are two cannons facing the sea. It is really breezy up there and the walking distance from Clifton is 30 minutes. Also, there is Bloody Bay where the French and Spanish fought. The abandoned castle is now used for exploring and as a recreational area to have cook-outs. This Bay is located on the northwestern side of the island.

There are also Basket and Raffeal. Basket was built out of stone and was well constructed. The Caribs used it years ago to collect water and now it is a popular "liming" spot for visitors and locals. Raffeal is located near Bloody Bay and attracts people as a recreational site which is similar to a battle camp. Hugh Mulzac Square in Clifton Harbor is also a historical site. It was named after Captain Hugh Mulzac, who was born on Union Island and became the first black merchant marine naval officer to command an integrated crew on a US vessel during World War II. The square is a popular "hang out" spot on evenings.

Amal - That was a lot! What else can you say on the topic of tourism in Union Island?

Felicia - Amal, a few months ago I made up a poem which illustrates my feelings for Union Island. It is entitled "Tourism in My Isle."

Amal - Would you like to share it with me and my fellow readers?

Felicia – Oh really, yes I will!

Tourism in My Isle

The beautiful sky, the exotic view,
the way the sun shines golden
between the mountain view,
what used to be now is made new.

Smiling faces greet you,
as you step your way
onto the Union shore,
so be open hearted
to know the tales
of the tradition that glows.

For these are historical sites,
people from all races, ages and creeds,
for heroes that passed,
Hugh Mulzac Square is the place to be.
So come one and all,
Tourism is expected in our blessed isle,
Beauty is here.

Amal - Great work! So can you please explain your feelings for your poem?

Felicia - Growing up in Union Island caused me to form a subjective view of the island. This is partly illustrated in the poem that describes the beauty of the island. The island is basically a beautiful place with sunny hot days perfect to go to the beach. The sunrise and sunset are beautiful to experience in Union Island. The island has a welcoming atmosphere. There is a lot to offer, whether it is beaches, Easterval or historical awareness. This is "the tradition that glows".

Amal - I do understand you. However, are there any disadvantages that may hinder the growth of tourism in Union Island?

Felicia - Yes, I think the location of the solid waste facility needs to be relocated. The reason why I say this is because that is the first thing that greets you when you depart from the airport. The crime level also needs to be addressed. After all, our people's main industry is the tourism industry.

Amal - Is there anything else you would like to add?

Felicia - Well, I would like to invite all visitors to the Grenadine island of Union Island. And I would like to encourage you, Amal, to bring out the real stories on sea life and tourism. Keep up the good work.

Amal - Thank you Felicia. It is my pleasure interviewing you. Continue to contribute to the development of the island. I wish you all the best.

And visitors, if it is your intention to make a visit to Union Island, check our local tourist bureau for hotel accommodation and upcoming interesting events. Sailors, remember the only port of entry on Union is Clifton Harbor. Please ensure that you dispose of your garbage appropriately on land. Please help to preserve the marine life for the future. All the best for the cruising season 2007!

Bougainvilla
Union Island



Okaou Boutique
Souvenirs, Craft,Tee Shirts, Pareos, Bathing suits, Furniture and more…
Tel: (784) 458 8316
Bougainvilla@vincysurf .com

Seaquarium Restaurant & Bar
Seafood specialties, Live lobsters (Sept to Apr), Bar, Pizzeria, Pool, Table Games and its Giant Aquarium
Res: VHF 16, Tel: (784) 458 8311
Seaquarium@vincysurf.com

The Dock
Water Station, Dockage, Watertaxi, Ice (Blocks & Cubes), Bakery (French bread)
Res: VHF 16, Tel: (784) 458 8878
windandsea@vincysurf.com

Wind and Sea
Day Charter, Mayreau,Tobago Cays, Palm Island, Mopion
Res: VHF 16, Tel: (784) 458 8878
windandsea@vincysurf.com



Reappearing Wreck Linked to 1898 Hurricane

by Duncan Richardson

Our old shipwreck on the Langley Park beach near Georgetown, St. Vincent, refuses to go away. She visits for a short while then dives beneath the sands for months, only to reappear and show a bit more of herself. Sadly, whenever she does appear, a little bit more disintegrates, victim to the battering waves.

It seems most probable that she is one of three large vessels blown ashore in St. Vincent by the great hurricane of September 10th and 11th, 1898. The ships in question are:

• The British-registered sailing ship *Loanda* of 1,447 tons, which was commanded by Capt Dodge and built by J. Fraser in Courtenay Bay, New Brunswick, Canada in 1881. She hailed from Windsor, Ontario and was owned by Bennet Smith and Sons. She was 200 feet long by 40 feet wide and 24.5 feet deep. She had sailed out of Rio de Janeiro and had been anchored in Carlisle Bay, Barbados when the hurricane struck.



A page from registry records of 1898, listing the Loanda

• The American-registered barque *Grace Lynwood* of 600 tons, normally commanded by Capt. H.A. Gilley but under Capt. Rafford for her last voyage. She hailed from New York and was owned by Miller, Bull & Knowlton. She was built in 1890 in Bucksport, Maine by Beazley & Co. and measured 156 feet long by 38 feet wide and 18 feet deep. She had sailed out of New York via Barbados for Trinidad with general cargo and had been dragged from her anchorage in Carlisle Bay, Barbados by the hurricane.

• The American-registered barque *Lapland* of 582 tons and commanded by Capt. Cates. She hailed from Boston and was built in 1881 in Bucksport, Maine. She measured 147.6 feet long by 32.9 feet wide by 18.7 feet deep. It was reported that she had been returning from Africa and it was not clear whether she was caught at sea or had been anchored.

(Another ship lost was probably a barquentine, the *Loveable*. The British man o' war *HMS Alert* had steamed out to sea from Bridgetown, Barbados and survived.)

Newspaper reports at the time reported, "A terrible hurricane has swept over Barbados in the Windward group of the Lesser Antilles. Two hundred persons have been killed and over 40,000 rendered homeless... St. Vincent has experienced the most violent and destructive cyclone ever known there..." and mention these three vessels coming ashore and the crews escaping with their lives. They also reported that St. Vincent's coast was strewn with wrecks blown down by the storm. A few years ago on the extreme south end of the Georgetown beach, near Black Point, I did see a few ribs of another large vessel buried in the sand.

I have been able to measure what is left of the shipwreck at Langley Park beach; it measures 156 feet by 40 feet at its widest. All that remains would have been below the waterline. It appears to have been an immensely strong vessel because of the thickness of the hull — three layers totaling a thickness of 11 inches — and the size and close positioning of the ribs, particularly near the bow. There is a four-inch-thick, horizontal V-shaped reinforcement across the bow cut from a single slab of timber, and a diagonal beam on either side of the bow starting about 12 feet aft of the bow at deck level, moving down and forward to meet at a lower point on the bow itself.

The inside of the keel is visible and the fastenings for the copper sheathing can still be seen on the exterior planking. There appears to be some distortion on the starboard side of the hull, indicating hull collapse outwards at some stage, but the port side seems to have the original shape. The planking and central deck-support columns appear to be pitch pine and are well preserved, with a good pine-oil smell; the ribs are a darker wood. The iron fastenings are also still well preserved, as are the bracket seen on the bow and a cylindrical iron object, possibly a hawsepipe. She lies with her bow pointing southward at an angle of about ten degrees off the beach. The land has eroded sufficiently that the entire vessel is now lying on the beach, sometimes buried in the sand and at other times almost fully exposed.

From all the research I have done it seems most possible that she is the *Loanda*.

Microfilm copies of newspaper reports in 1898 were obtained from newspaperarchive.com, and registry information from www.mysticseaport.org.





Above: There is a four-inch-thick, horizontal V-shaped reinforcement across the bow cut from a single slab of timber

Right: At nature's whim, the ship's ghostly remnants are sometimes visible to the residents of St. Vincent's north windward coast, and at other times completely buried in sand. Note the close spacing of the vessel's ribs



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

Caribbean Yachting B. J. Inc

YACHT CHARTERS, BROKERAGE, SERVICES, RACES
ST. LUCIA, RODNEY BAY MARINA TEL: (758) 458 4430 FAX: (758) 452 0742

Beneteau 41S5	92	$ 90 000
Jeanneau 35	03	$ 90 000
Nauticat 52	84	E 230 000
Beneteau 50	01	$ 219 000
Van der Stadt 46		$ 75 000
Wauquiez 38		$ 75 000
Beneteau 38S5		$ 75 000



Princess 50	$ 550 000
Lagoon Cata 55S	$ 590 000
63" Catamaran	$ 800 000
House Boat	$ 50 000
35" Racing Extreme	$ 50 000
Beneteau 411 from	$ 115 000
Jeanneau 45.2 from	$ 145 000

BAREBOAT, RACE, CREWED CHARTERS – REPAIRS, EXOTIC MATERIALS
AGENT FOR NEW JEANNEAU YACHTS
WWW.CARIBBEANYACHTINGBJ.COM

DIESEL OUTFITTERS N.V.
Marine Engineers
St. Maarten

Perkins Powerpart — John Deere
AUTHORISED DEALERSHIP
AND WARRANTY WORK
Parts, Sales and Service

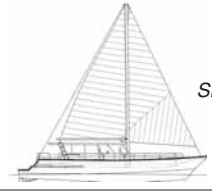
Overhauls, Repairs and Service to all Diesel Engines,
Marine and Industrial Generators
Hurth & Borg-Warner Gearboxes
Suppliers of Donaldson Filters

Cel: +599 552 7645
Phone/fax:- +599 544 2320

CATAMARANS



NEW
• 63 x 24 Power Cat USCG Stability test for 149 PAX
• Available as single or double deck
• Fast delivery • Twin Diesel - Base Price $299,000



NEW 63' SAIL CAT
SEATING FOR 90 PASSENGERS



All new Offshore 53' catamaran Twin diesel,
49 passengers, Base price $199,000

Call Ron Cooper (727) 367- 5004 • www.coopermarine.com

French Islands' Sanctuary Protecting Whales for 30 Years

by Lesley Sutty

Whales and dolphins are migratory creatures which most of us in the Caribbean think of as a shared but threatened treasure.

Contrasting with whale and dolphin hunts in neighbouring islands, the waters of Martinique, Guadeloupe and its dependencies (Marie Galante, the Saints, Petite Terre and Desirade), St. Martin and St. Barthelemy have, by law, been a haven for whales, dolphins, manatees and seals for more than 30 years.

Twenty-eight species of marine mammals have been identified in the Caribbean. From December to April, Humpback and Sperm whales leave their polar feeding grounds to breed between the Silver Bank of the Dominican Republic and southwards to the Grenada Bank. A variety of other great whales such as the Sei, Fin, Beaked, Pygmy Sperm and Brydes as well as Orca families and a variety of dolphin species can be observed all year round in the French Antilles.

The status of remaining whale populations in the Caribbean is uncertain. For France and its regions, environmental concerns are high on the agenda and in June 2006 they took the lead regionally by reinforcing current conservation measures and opting for more vigorous and active protection policies for whales and dolphins in their territorial waters and the creation of a "French Antilles Marine Mammal Sanctuary". This initiative echoes other French marine mammal sanctuaries in the Mediterranean Sea and South Pacific.

In November of the same year this action was strengthened at a Wider Caribbean United Nations Environmental Programmme (UNEP) level, when the French Sanctuary Initiative was acknowledged by the Intergovernmental meeting on the Action Plan for the Caribbean Environment Programme and the Ninth Meeting of the Contracting Parties to the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region, which recommends the protection of endangered species' habitats and the banning or surveillance of activities harmful to these species.

On this occasion other governments were asked to consider taking similar appropriate actions at the national level to meet the objectives of the Cartagena Convention and its Specially Protected Areas of Wildlife Protocol. Several parties expressed interest in adhering to the marine mammal sanctuary formula.



A dolphin with reflection of watchers. Rules for whale and dolphin watching operators are now being harmonized for the French Caribbean

The Sanctuary is part of France's Marine Biodiversity Action Plan and strategy for 2005-2010 which is co-ordinated by a Task Force of men and women with different scientific and technical skills; fishermen and their cooperatives in Martinique and Guadeloupe are key players who demonstrate enthusiasm for a whale sanctuary and the evolution of the project. They are also reliable and keen observers of marine life, whales and dolphins when fishing offshore.

The Task Force has established priority actions for the management of the Sanctuary which includes communication and information programmes for schools, local populations, visitors and the yachting community as to the usefulness and importance of such an area.

In 2007-2010 non-lethal scientific cetacean research programmes in French waters will focus on cetacean habitats and migration corridors, reproduction, feeding and resting habits and the permanent or shifting nature of the animals in these zones, in order to control potentially harmful human activities detrimental to them and the effects of pollution and global warming on these animals. The campaigns are directed by the Department of Environment Martinique and Guadeloupe in coordination with NGO partners such as the Eastern Caribbean Coalition for Environmental Awareness (ECCEA), the Society for Environmental Protection and Nature Martinique (SEPANMAR), Delphinia, and Evasion Tropicale and BREACH in Guadeloupe, and will add to scientific data gathered during earlier campaigns.

The development of controlled whale watching and derived economic benefits is also a priority. Whale and dolphin identification charts, posters and booklets about whales most often seen off the shores of the French islands and generally in the Caribbean have been published. Rules and regulations for whale-watching operators are currently being authored and harmonised for the French Caribbean and linked to those of the French territory of Mayotte in the Indian Ocean.

For more than two decades Caribbean governments, Europe and UNEP have worked closely with the region's NGO's on alternative economies and the promotion of eco-tourism and whale watching ventures. In 1997 ECCEA's Director, Jane Tipson of St. Lucia, launched the first official Whale and Dolphin Watching Association and operation in that country. The project was co-ordinated with the St. Lucia's Department of Fisheries and Agriculture and resulted in the first "Rules and Regulations for Licence". Jane's murder at her home in St. Lucia in 2003 remains, alas, unsolved. However, the initial work of this leading ecologist and that of many others in the region has ensured an expansion of this particular activity and worthwhile direct and indirect benefits throughout the zone.

The French initiative is a good example of national political will, opting for long term measures which will help us understand cetacean behaviour, the potential effects of human activities on these creatures and the urgency of meaningful regional cooperation.

Lesley Sutty is the CEO of ECCEA. For more information visit www.eccea.org.

Whale Families:
Repeat Visitors to Caribbean

by Nathalie Ward and Jooke Robbins

There are five "feeding stocks" of humpback whales in the North Atlantic, known by their feeding grounds: Gulf of Maine/Nova Scotia, Newfoundland/Labrador, Iceland, Greenland and Norway. When in colder waters, each feeding stock stays separate.

During the winter months, humpbacks from all these North Atlantic populations head south to mate and calve in various shared breeding grounds throughout the Antilles. The Dominican Republic has the largest breeding population. However, humpbacks also venture to other destinations ranging from Puerto Rico/BVI to Trinidad.

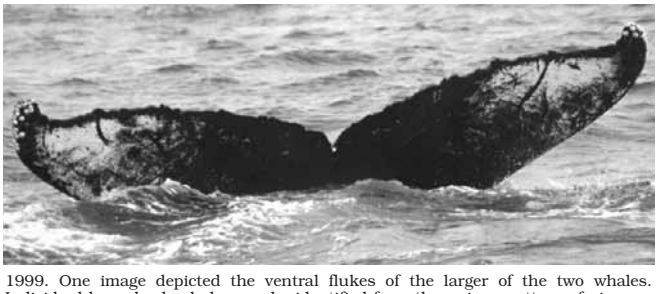
There is relatively little data from the Eastern Caribbean. However, there have been four matches to date of feeding stocks and their winter destinations: Newfoundland and Saba Bank; Greenland and Grenada; the Gulf of Maine and Bequia; and Norway and Trinidad. There was also a winter-destination match between Puerto Rico and Dominica. In all likelihood, islands throughout the Lesser Antilles receive visits from Gulf of Maine humpbacks.

Images of two humpbacks landed at Petit Nevis, St. Vincent & the Grenadines were obtained from the website of a tourist who photographed the event on 6 March,



PROVINCETOWN CENTER FOR COASTAL STUDIES

No, these aren't the humpbacks landed at Petit Nevis in 1999. Known by distinct tail markings, it's Salt's daughter Yosemite (above) and her son Crystal (below). Salt and Crystal have been sighted in both the Caribbean and the Gulf of Maine



1999. One image depicted the ventral flukes of the larger of the two whales. Individual humpback whales can be identified from the unique pattern of pigmentation on the ventral side of the flukes and the shape of the trailing edge. Standard photo-identification techniques were used to match the image against the Gulf of Maine Humpback Whale Catalogue curated by the Provincetown Center for Coastal Studies (PCCS), Massachusetts. The match was subsequently confirmed by the North Atlantic Humpback Whale Catalogue (NAHWC) curated by the College of the Atlantic, Maine. The ventral flukes of the larger animal were photographically matched to a catalogued Gulf of Maine whale known as "Haar" (NAHWC #0694). She was first seen in July 1987 and so was at least 13 years old when she died.

Salt is one of the most famous humpback whales in the world. She is known as the "Grand Dame of Stellwagen Bank" because she has been seen on the Stellwagen Bank in the Gulf of Maine in all but one summer since 1976.

Salt is also the first Gulf of Maine humpback whale to have been seen by researchers on Silver Bank off the Dominican Republic. She is one of only a few Gulf of Maine whales to have been seen by researchers in the Antilles in three separate years, although she probably comes here every winter. Her most recent Silver Bank sighting was in 2005 when she conceived her most recent calf, Soya. Her son, Crystal, and grand-calf, Etch-a-sketch, have also been seen by researchers in the West Indies.

Salt is the first humpback whale to have been given a name. Hers was given by the late Aaron Avellar, whose family started the business of whale watching on the east coast of North America. These days, humpbacks are given names based on the unique pattern on the underside of their tails. However, Salt's name was inspired by the thick white scarring on her dorsal fin that made it seem like it was encrusted by salt.

Salt has given birth to at least ten calves in her life. Her most recent one was born when Salt was at least 30 years old. Thalassa is Salt's oldest daughter, born in 1985. She is presently the only daughter of Salt that is reproductively active, although Etch-a-sketch is now of reproductive age. Thalassa gave birth to Salt's first grand-calf, Skeeter, in 1992. Since then, she has had four other calves. Her 2003 daughter, Yosemite, was named from an entry in a naming contest sponsored by the Stellwagen Bank National Marine Sanctuary.

Have you seen or photographed any of these whales in the Caribbean? If so, contact nward@mbl.edu. Sighting reports can help researchers learn more about the different humpback whale stocks that visit these islands every winter. And perhaps a Compass *reader can name a whale!*

Your Expert Guide to Carriacou's Best Diving

Carriacou Silver Diving Ltd. Phone: (809) 443-7882

Find us right in the town of Hillsborough!

Phone/Fax (473) 443-7882 and VHF CH 16
scubamax@spiceisle.com
www.scubamax.com

- Daily dives at 9.30 am and 1.30 pm or individually
- Air-Fills at PADI 5 * Standard
- Scuba and Snorkel Gear Rental
- PADI Courses from Beginner to Instructor & 15 Specialties in English & Deutsch
- Rendezvous Service for Sailors at Hillsborough, Sandy Island & Tyrrel-Bay
- Special Group Prices for Sailors

INSTRUCTOR TRAINING

TYRREL BAY YACHT HAULOUT
CARRIACOU



- New environmentally friendly haulout
- 50-ton hoist, 18ft beam, 8ft draft
- Fuel Dock, Water
- Do it yourself or labour available
- Mini - Marina
- Chandlery

Phone/Fax: 473.443.8175
VHF: 16
E-mail: tbyh@usa.net

B & C FUELS ENTERPRISE
Welcomes you to Petite Martinique



A stepping stone as you cruise through St. Vincent, Grenada and the Grenadines. Come alongside our splendid jetty and replenish your supplies of **FUEL, OIL, WATER and ICE** ***at the cheapest prices in the Grenadines.***

Call sign: "Golf Sierra" VHF channel 16
For further information call Glenn Clement or Reynold Belmar. Tel/Fax: (473) 443-9110

Breathe Easy with Quantum Pure Aire

Eliminate Mold, Mildew & Odor

Join the growing number of BOATERS that have solved their mold & odor problems with our Pure Aire Products.

BilgeBuster RoomMate



✓ USCG Labs Approved
✓ Maintenance Free
✓ 30 Day Money Back Guarantee

401.732.6770
www.quantumpureaire.com

fax: 401.732.6772
info@quantumpureaire.com

QUANTUM PURE AIRE Products, LLC

CLEAN LESS !
GLOBAL YACHT CARE
GRPRO-CLEAN®
DEEP CLEAN PROTECTION FOR FIBREGLASS
We take care of your boat afloat or ashore
with our dedicated patented non-abrasive process
www.grpro-clean-antilles.com
STRESS LESS !
SEA LOGIC
Easy Sailing Accessories
This is the place to find those clever mooring helps, fancy polarized sunglasses, or reliable electric winch handle you're dreaming of
www.sealogic.fr
SAIL MORE !
zone Artimer, Le Marin, Martinique (FWI)
mob: +596-(0)696-39-44-25

KP MARINE LTD
YAMAHA MARINE DISTRIBUTOR
YAMAHA
ENGINES
(DUTY FREE PRICES)
SPARES
SERVICE
MARINE EQUIPMENT


Located CALLIAQUA, St. Vincent
opposite Howard's Marine
TEL: (784) 457 1806 FAX: (784) 456 1364
E-mail: kpmarine@caribsurf.com
P.O. Box 17, Kingstown

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

Antigua Sail Week: THE EARLY DAZE

by Don Street

The first Antigua Sailing Week was conjured up by the late Commander Vernon Nicholson 40 years ago as a cruise in company of charter boats to wind up their busy season before the slow off season.

By the second year they started racing; by the third year they were not only racing but were beginning to have a war over ratings. As the fourth regatta approached, I was invited up from Grenada as an impartial judge to set the ratings. I was offered air transportation, accommodation, meals and beer, but I turned it down flat. I was the broker for the insurance on at least half of the competitors. I could not think of a faster way to lose good customers than to assign a boat a rating the skipper did not like!

Stealing the Prize

In those days the race-course marks were home-made, crude and unreliable to the extent that the sailing instructions said, "If the mark is missing, just round the navigational danger".

When I first started racing in Antigua, my Foredeck Boss and Rock Pilot was Peter "Turkey Legs" Vandersloot. Many people would ask him why he would always race with "Squeaky", who only paid in large quantities of "greenies", rather than sail on hot racers with owners who would pay money for his services. Turkey Legs would always reply, "Squeaky owns me!"

Turkey Legs and a backer had bought the Baltic Trader, *Anna Marie*, and re-fitted her for the charter trade. I had organised the insurance while the boat was undergoing a refit, then re-organized the insurance once she was in commission. Unfortunately, *Anna Marie* ran up on Grand de Coi shoal in the Grenadines and was a total loss. The insurance premium for in-commission insurance had not yet been paid, yet I succeeded in collecting the total loss. Hence, Turkey Legs was ever grateful.

'Put Turkey Legs down!' I said.
'This isn't Turkey Legs,' Geoff exclaimed,
'this is Pete Vandersloot'

Numerous times Turkey Legs would con us to within inches of rocks and sometimes thread us a zig-zag course through coral heads. Competitors would ask me, "Don't you realize how close you went, and how dangerous it was?" I would reply, "I am like a Navy pilot landing on an aircraft carrier; the pilot just watches the Landing Officer waving his paddles and follows his directions. Turkey Legs is my landing officer; I just watch his hand signals — I'm afraid to look over the side!"

Once when rounding Cades Reef en route to Dickenson Bay during a race, the mark was missing. Everyone rounded the end of the reef, and under Turkey Legs' directions through the coral we made massive gains. On the way back, we assumed the mark was still missing. We rounded the reef, won the race, and won the regatta — or so we thought. But it seems the mark was there, but lying flat; we did not see it. We were protested and thrown out (no time penalties were given in those days). However, we "won" in the end.

The prize for first place overall was a case of champagne; other prizes were cases of whisky, rum, etcetera. The winners, naturally wishing to preserve their winnings, did not collect these on prize night; rather they returned the next morning to pick up their winnings. The morning after prizegiving, I got up early and picked up the whisky and rum that we had won for winning individual races — and also the case of champagne, as we felt that we had won the week. I took it all back to the boat and the crew helped me hide the individual bottles so well that when the winner accused us of stealing his champagne, we denied it. We invited him to search the boat. He spent an hour doing so but could not find a single bottle. Drinking it back in Grenada, it tasted doubly good.

Sandy Which?

The missing mark problem plagued Antigua Sailing Week till modern times. In the early 1990s I was sailing as Rock, Tide and Wind Pilot on Warren Brown's *War Baby*. I'd given Warren the course from Jolly to Sandy mark, but he said, "That course is wrong; the boats ahead are off to leeward!" I said, "Nuts! I've sailed this course dozens of times, it is correct." However, I double-checked the course and showed the chart to Jim Leonard, Warren's skipper. Jim verified that the course was correct.

I then looked carefully with the binoculars and realized the mark had dragged well off station. We bore off, headed for the mark and rounded it. I then pointed out to Warren that the sailing instructions only said "Leave Sandy mark to starboard" — they said nothing about Sandy Island itself.

To win the Dickenson Bay Race. the normal procedure is to tack inshore as soon as you can clear Sandy Island. If the mark is in the correct place you have to leave Sandy Island to starboard as well as the mark, but the mark was so far out of place we could leave Sandy Island to port and get inshore fast. Warren was dubious, but I had Jim and Phil, the first mate, check the sailing instructions. We all agreed we could leave Sandy Island to port, which we did, and won by a country mile.

We were protested for leaving Sandy Island to port. Warren sent me in to the protest committee hearing. I was greeted by the late Bobby Symonette with the words, "What — are you here again? It is unfair; no matter how sure you are of the rules and your position, you have only a fifty-percent chance of winning."

The protest hearing only lasted a couple of minutes. The committee agreed the sailing instructions said leave Sandy mark to starboard but said nothing about Sandy Island. The protest was thrown out. The next year the rules read "leave Sandy mark and Sandy Island both to starboard". A hell of a note; how can a Rock Pilot earn his keep if they won't let you dodge rocks?

1973 — Black Power

In 1973, my Grenadian crew and their friends got together and said, "Skip, we have got to race *Iolaire* in Antigua Week this year." I said we couldn't possibly, as I couldn't afford the time or money to sail her up there and back. "Skip, we sail de boat up and back; you and Miss Trich fly up." This was a viable proposition, as in those days permanent West Indian residents had a reduction on fare with LIAT. The crew sailed the boat up, my wife Trich and I flew, and Turkey Legs was there again to run the foredeck.

The West Indies Rule had just come into effect: they didn't have time to measure all the sails, so they just measured the length of the spinnaker pole and the height of the foretriangle. Turkey Legs borrowed a spinnaker from the catamaran *Stranger*. It was ten feet too long on the luff and eight feet too wide on the foot, and we had to have 12 or more knots of wind to fly it as otherwise it would drag in the water.

Racing from Dickenson Bay back to English Harbour, we were charging along in a shy reach. Turkey Legs yelled, "Take in the after guy to get the spinnaker pole off the headstay." Reaching struts had only just been invented and we didn't have one. Two big Grenadians started cranking on the big bronze winch handle to our Nevins winch. The pole didn't come aft but the winch handle started bending so I told them to stop. The problem was solved by taking the after guy and lazy guy onto two separate winches.

We didn't win any prizes, but still did ourselves proud as we placed a very close fourth in the racing division in a 68-year-old boat.

—Continued on next page

—Continued from previous page

At the end of the regatta we were moored stern-to alongside an English boat which had been chartered by racing skipper Andy Copeland and his buddies. They were sitting in their cockpit drinking beer and moaning: "How could our modern race boat with a hot crew from England be beaten by a 68-year-old engineless yawl crewed by a bunch of West Indians?" My crewman Frenchie overheard. Frenchie, who at the best of times can only be described as ugly and at this point had shaved his head making him look really fierce and even more ugly, leaned over *Iolaire's* rail and started swinging a great big winch handle around his head. Remember, this was at the height of the Black Power movement. "You got beat by Black Power!" he intoned. The Englishmen froze. Frenchie shoved the winch handle right under Andy's nose and said, "Watch black power — a bent winch handle. What else other than black power can bend a winch handle?" and started roaring with laughter. The very nervous Englishmen also started laughing and invited Frenchie aboard for more than a few drinks.

Certain Advantages

Jol Byerley, a superb seaman and also one of the hottest racing skippers in the Caribbean, had an unfair advantage. His competitors racing in Antigua asked, "How do you get your crew to concentrate on sail trim when right next to you is Jol's boat with his half-dozen 'witches' sitting on the weather rail?" Jol's crew were all female, always very good looking, very buxom and topless!

There was also a boat from Guadeloupe that had a female foredeck boss who really knew what the hell she was doing; headsail and spinnaker changes were done faultlessly. No only did she do a superb job on the foredeck, but she was distracting to other boats' crews — she was extremely good looking and her entire attire consisted of sailing gloves.

Three's a Crowd

One year, the 1898 Falmouth Quay Punt *Curlew* was back in the Caribbean, Tim and Pauline Carr having sailed her double-handed all around the world. *Curlew*, a gaff-rigged cutter with topsail, raced in many areas, and had a locker full of trophies. She won both the Guadeloupe to Antigua Race and the ASW Cruising Division hands down. The only problem Tim and Pauline had was that in Antigua Week, the committee insisted that *Curlew* have a crew of three. Tim and Pauline sailed the boat perfectly; they knew exactly how they wanted her raced and did not want a third hand involved in the operation at all. But they sailed by the rules: they carried a third crew, who was told to sit in the companionway and do nothing.

The reason for requiring a minimum of crew of three was that the previous year the late Arthur Holgate sailed *Antares*, his 88-foot gaff-rigged steel schooner, in Antigua Week with just himself and his partner — short handed to say the least. Something went wrong on the start line one day and *Antares'* bobstay removed bits and pieces from the committee boat. In subsequent Antigua Sailing Weeks, participating boats were required to carry at least three crew.

For Pete's Sake

Nineteen seventy-four saw the first case of skippers importing racing crew from abroad especially to compete in Antigua Week. Tony Lawson had bought a short-rigged Swan 44 called *Supercilious*, and to race in Antigua he imported crew from both the States and the UK. He didn't pay them, but covered most of their transportation and took care of expenses while they were in Antigua. He recruited me as helmsman. We spent about four days practising before Antigua Week, with a well-known Aussie, Geoff Watchorn, running the foredeck. Geoff was damn good, but Tony and I said that he would be number two during Sailing Week — the foredeck boss was going to be Turkey Legs. Geoff spent four days mumbling and grumbling about this "Turkey Legs" and why should he be running the foredeck.

On the day before the regatta I was at the top of the mast in a bosun's chair when Tony yelled up, "The boys have arrived — let's all go have drinks in the Ads!" Geoff lowered me down, and as we headed to the Admiral's Inn he kept on mumbling about how he felt he should be running the foredeck rather than this guy Turkey Legs.

As we walked onto the patio at the Admirals Inn, Geoff spotted Turkey Legs, ran over, grabbed hold of him and swept him off his feet, saying, "Pete, Pete, I haven't seen you in a year! What you doing here?" "Put Turkey Legs down!" I said. "This isn't Turkey Legs," Geoff exclaimed, "this is Pete Vandersloot; I've known him for years!" I told him that it was in fact Turkey Legs, to which Geoff replied, "Well, if he is running the foredeck then that's no problem at all — I'll happily be number two to Pete Vandersloot." "But why don't you know him as Turkey Legs?" I asked. "That's what everyone calls him." Pete replied, "In Europe I'm not Turkey Legs." "Why?" I asked. "Because there I wear long trousers!" Only if you ever saw Pete in shorts you would understand why we call him "Turkey Legs".

It was a hard-fought regatta, which we won with one second place and four firsts which were captured by a hair's breadth. They declared me the most outstanding skipper of the regatta and gave me a Rolex which I don't think I deserved, as Turkey Legs ran the foredeck, Turkey Legs and Pete Bowker worked out the strategy, and Bowker called the close-in tactics. All I did was sit there and twiddle the stick. However, it didn't matter that I didn't earn the watch as the damn thing didn't keep decent time anyway.

The Good Old Daze

We continued to race *Iolaire* at Antigua Sailing Week, but in the cruising rather than the racing division, doing moderately well every year. On *Iolaire's* 80th birthday in 1985 we announced before the regatta that it would be *Iolaire's* swan song in Antigua Week. We were still competitive in the cruising division, but it was getting too crowded with too many near collisions.

Iolaire went out in style, placing a close third in the cruising division. At the end of five races, we were only three points out of first place. The winner was a brand new Hinckley 42, and in second place was a brand new Shannon 48 which only beat us by one point.

I think all the old timers would agree that in the old days we had a hell of a lot more fun racing in the Caribbean than they have today. We raced hard, but winning was not everything. Some people may disagree with me, but I say the "golden years" of Caribbean yachting were from 1955 to 1985 and the most racing fun we had was in the early "daze" of Antigua Sailing Week.

The 40th Annual Antigua Sailing Week runs from 29 April to 5 May 2007. For details visit www.sailingweek.com.

Read in Next Month's *Compass*:

Montserrat: Beautiful Island in Limbo
Almost Perfect Hurricane Holes: Bocas del Toro
Latest *Compass* Readers' Survey Results
... and more!



SAIL
RELAX
EXPLORE
THE GRENADINES

ST VINCENT TOBAGO CAYS MUSTIQUE















CARIBBEAN SCHOONER
The Friendship Rose
Experience a classic West Indies Schooner
JOIN THE SCHOONER DAILY FROM BEQUIA
$110
CHILDREN HALF PRICE INFANTS FREE

INTERISLAND CONNECTIONS
HOTEL & VILLA ACCOMMODATION
RENDEVOUS DIVES & LAND TOURS

VISIT THE BEQUIA WATERFRONT 'EXPLORE' STORE
CALL (784) 495 0886 OR 9 VHF 16
EMAIL: FRIENDSHIPROSE@MAC.COM
WWW.FRIENDSHIPROSE.COM

the frangipani
Bequia
HOTEL • RESTAURANT • BAR



Don't miss our famous barbecue and jump up Thursday nights!

Tel: (784) 458-3255 Fax: (784) 458-3824
E-mail: reservations@frangipanibequia.com Website: www.frangipanibequia.com

YOU BETTER BELIZE IT!!

TradeWinds Cruise Club
is right now looking for:

ONE CREW MEMBER

for live-aboard Charter Catamaran!

Join the fabulous lifestyle of a fun & outgoing team in Belize…
Position is well paid and lasts until the end of July
with a good possibility to extend employment into the future.

Requirements are:

- Experienced in marine mechanics
- Scuba certified
- Hold a US passport OR have a valid US visa

Please email your CV and references today to:
Simon McDevitt
TradeWinds Cruise Club
TradeWinds at Harbour View
Tortola , British Virgin Islands
Tel. Office: + 284 494 9261
Email: crew@tradewindscruiseclub.com

TRADEWINDS
CRUISE CLUB

CREW VACANCIES!

email: info@tradewindscruiseclub.com

TRADEWINDS
CRUISE CLUB

TradeWinds Cruise Club operate a fleet of catamarans across six destinations in the Caribbean.
We are the fastest growing charter company, operating TERM CHARTERS, all inclusive, 7 days.

We are looking for crew, mainly teams in the form of a Captain and a Chef/Hostess.
We prefer couples that are married OR have been living together for at least a year.
The nature of the job is such that the better understanding and teamwork between Captain and Chef the more successful your charters will be.
Requirements: Captain with a Skipper's licence.
Chef/Hostess with a basic understanding of cooking.
Dive master/ instructor for either the Captain and/or Chef is a plus.
We offer full training onsite in the Caribbean.

This is a FUN job with great earning potential. If you are willing to work hard and have a positive disposition to life this could be your DREAM job.
Anyone with an interest is welcome to apply.

If you would like more information about this job or send your CV to us, please use this email address:

info@tradewindscruiseclub.com
or by mail to: Bequia Marina, P.O.Box 194, Port Elizabeth, Bequia, St Vincent & the Grenadines
Tel. St Vincent +784 457 3407 Tel. St Maarten +599 5510550

PICK UP!

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

AIRPORT
Caribbean Star (check-in)
HODGES BAY
Colonna Sunsail Resort (front desk)
ST JOHN'S
Island Motors Gas Station
Epicurian, Woods Mall
Paradise Boat Sales
Antigua Hotels & Tourist Association
JOLLY HARBOUR
Marina Office
Budget Marine (in the Boatyard)
Anjo Insurance
Paradise Boat Sales
Epicurian
FALMOUTH
Cat Club Marina Office
Bailey's
Falmouth Harbour Marina
Antigua Yacht Services
Jane's Yacht Services
AYC
Antigua Yacht Club
Lord Jim's Locker
Slipway Chandlery
AYC Marina Office
Skullduggery & Sea Breeze
Last Lemming & Mad Mongoose
DOCKYARD/ENGLISH HARBOUR
Skullduggery Coffee Shop
Galley Bar
Copper & Lumber
Sunsail Reception Office
Antigua Slipway Chandlery

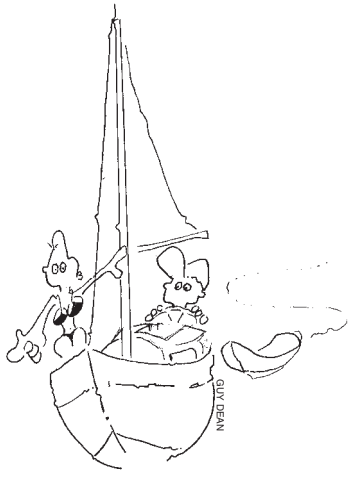
Anchoring Habits and Questions

by Angelika Gruener

Not long ago we entered Tyrell Bay in Carriacou, searching for a place to anchor. We dropped the hook in four metres, let out 30 metres of chain — and found ourselves a bit close to the neighbouring yacht. We let out another ten metres of chain to lie well clear of our neighbour. Then the other skipper came out, telling us that we were too close because he wanted to put out five metres more of his chain, because he had only 18 metres out.

We agreed that 18 metres was insufficient, and decided to put out ten metres more chain again, to maintain our distance. After a short time our neighbour yelled over that he wanted to let out more chain again.

This was enough for us. We pulled up our anchor and found another place. We wondered what was the motive in putting out more chain step by step: just to keep newcomers busy and make them feel insecure, or to use this lame excuse to keep other boats at a greater distance?



Real cruisers know how much chain will be necessary to stay safe at anchor. It is school-book nonsense to say that three up to five times the water depth in chain will provide sufficient scope. The shallower it is, the greater ratio of chain will be required. For example, in three metres of water you will need at least 30 metres of chain (ten times more), while in 15 metres of water 40 to 50 metres of chain (only three times more) will be necessary.

At the anchorage in Tyrell Bay, Carriacou, most yachts anchor in the south side of the bay to make use of wireless Internet at anchor. Looking down into that million-dollar bay from the hillside we counted more than one hundred yachts. Some of the "water campers" are there for years, others for weeks, and many more come and go daily. Numerous boats leave in the morning for new destinations; in exchange, others arrive in the late afternoon or even during night hours.

It seems a new bad habit is developing. New arrivals, especially those with charter guests or bareboats, want to anchor in the front quarter of the anchor field. Maybe they think there is less rolling there. The bad thing is that many of them arrive after sunset.

There is no sense to moving a vessel around an anchorage in the dark. You can't see the anchored boats. If there are as many boats as in Tyrell Bay, and most of them have an anchor light, the area looks more like "the Great White Way" with many lights everywhere. There is no visible difference between anchor lights and shore lights.

Just recently a bareboat, we'll call her *Rambo*, entered a bay in the late evening, and bulled its way right into the middle of all the anchored homes. The guy on the bow searched around with a spotlight, blinding us, and his helmsman even more. When he was ready to drop the hook, he realized that he was too close to the other boats — so he hesitated and the 20-knot wind blew *Rambo* sideways down towards an anchored yacht, whose owner had already been shouting "Don't anchor here!" Not knowing what to do, *Rambo's* helmsman went full in reverse, and as a result he crashed backward at full throttle into the anchored yacht.

Then the wind blew *Rambo* onto the bow of the next boat, where his propeller got entangled in the other boat's anchor chain. There, at least his voyage stopped. But damage did not stop, because now the wind pressed *Rambo* onto the bow of the entangled boat and into its rigging. Because of the dark night it was difficult and possibly dangerous to rectify the situation. But the bareboaters reacted quickly: they left the boat to get a quiet sleep in accommodations on land while the owner of the entangled boat did not close an eye all night because of the horrible constant noise of *Rambo* pressed against his hull.

Next morning all had to get sorted out. *Rambo* had nearly no damage and just sailed onward, while the owners of the two damaged boats needed to run around for repairs and won't be moving for a couple of weeks. Maybe the owner of *Rambo* said, "No problem, I have insurance." I don't think the other involved owners had the same "it's okay" feeling.

The very next evening, other charter boats were speeding through the anchorage, again when it was pitch black, to get to the places at the head of the anchorage. This has nothing to do with seamanship, only with stupidity! If you want to have a place close to shore, get there in good daylight. That means leaving port earlier or making shorter trips. And in case you arrive too late, then, please, anchor behind all other yachts for that night. By the way, in Tyrell Bay there is lots of room at the northern side. Nobody anchors there because there is no Internet reception. But for safety reasons it is absolutely acceptable to do without Internet!

The new bad habit of anchoring after dark brings up the question of how to ward off yachts entering during night hours if they want to anchor so close to you that you fear collision. The next question is, in case of a nocturnal collision, how to get hold of that perpetrator. We have already experienced twice that the perpetrator disappeared during the night, and we were left with significant damage. Skippers who are inconsiderate enough to enter a dense anchoring area during night hours and ram other boats, do not hesitate to slip out of the place under the cover of the night. I leave these questions to you readers for discussion. Answers are welcome.

It would be a good solution if the charter bases would advise the skippers of their boats NOT to enter into the middle of anchoring areas during night hours. If they cannot avoid arriving after dark, they should anchor behind the last yachts.

For Ships that Pass in the Night

by Peter Nuttycombe

In the cruising world, as everywhere else, people come and people go; how nice it is to leave a little memento behind to just say "I passed this way." Little by little, stone by stone, a wall is being formed on Isla Sur at Las Aves Barlovento. It is where many cruisers have taken the opportunity to mark their stay in this lovely area.

I will not use this space to say how nice it all is because we have this beautiful bay all to ourselves... except for the hundreds of birds. At the time of this writing



'We were here!' Robyn adds to the cruisers' memento wall at Isla Sur, Las Aves

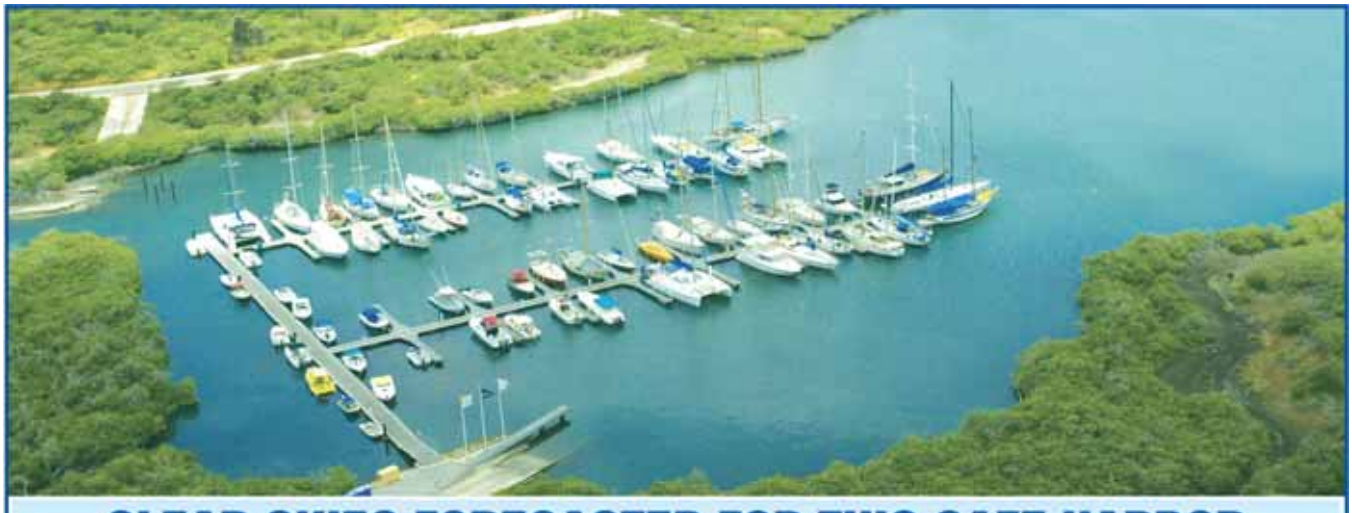
(January), they are busy making nests and feeding their chicks. But if you happen to pass this way, you will also see the brilliantly clear water and wonderful coral teeming with fish. The local fishermen are friendly and — in exchange for six Cokes and two *Playboys* — we dine on fresh fish. Our bread-making is down to a fine art and so what better supper can you have than fresh fish with bread and butter.

Sadly, after four weeks, we must move on; our stores are getting low and other commitments are calling.

We pause to thank the little islands, to say good-bye to the wall and all those yachts "passed in the night".

Peter and Robyn Nuttycombe are cruising the Caribbean aboard S/Y PR2.





CLEAR SKIES FORECASTED FOR THIS SAFE HARBOR

Seru Boca Marina, Curaçao's finest private harbor, has openings for dockage. Located outside the hurricane belt in the protected waters of Spanish Water Bay, Seru Boca Marina is considered one of the finest and safest yacht anchorages in the Caribbean.

- The most advanced design on Curaçao.
- Floating docks engineered in Holland.
- Accommodation for 68 yachts up to 150 ft. / 15 ft. draft.
- Electrical power (127 and 220).
- Cable T.V. and potable water available.
- Marina staff monitors VHF radio channel 67 and are available to assist boaters in docking and leaving the Marina, as well as to assist in locating appropriate services as needed.
- Seru Boca Marina is a safe harbor that offers 24 hours security.

Seru Boca MARINA

For information on rates and facilities, call (599 9) 560-2599

Porta Blancu, P.O. Box 4816, Curaçao, N.A.
Tel. (599 9) 767-9042, fax (599 9) 767-9003
E-mail: stbarba@attglobal.net
www.santabarbaraplantation.com

Santa Barbara Plantation
AT SPANISH WATER

DIFFERENT BOATS FOR DIFFERENT FOLKS

Bobbing Along

by Norman Faria

Fons Oerlemans and his companion Margaretha Arens lived up to their reputation of traveling the Atlantic in unusual craft when they recently arrived in Barbados's Carlisle Bay in a junk-rigged schooner made from scrap metal — in a shape of a bottle.

They were last in the island in 1981 in a converted industrial boiler, thankfully with the internal tubing removed. They also made a crossing to Trinidad on a raft made of two steel pontoons. Then there was the trip from New York to Europe in a truck sitting on a raft with the propeller shaft hooked up to the engine and the couple actually steering with the wheel and using the rear-view mirrors to check on following seas.



Left: The Message, *at Carlisle Bay, is a head-turner in any harbor*

Right: Margaretha and Fons don't seem 'bottled up' down below



The latest means of transport was actually based on the shape of a flying boat designed and built by Fons to break the Blue Ribbon record across the North Atlantic from New York to the Scilly Isles. When that attempt was ditched, Fons and Margaretha kept the bottle shape for the water trip.

The idea came to them when they remembered the several bottles with written messages inside that they threw over the side on previous crossings. The hull is from a large scrap cylinder found at a manufacturing plant. With the added-on fiberglass "neck" and "cork", it is ten metres long. The hull is six centimetres thick, reinforced with six sturdy frames. *Message In A Bottle*, as it is called, has a long, one-tonne ballast keel but the rolling was so severe that two stabilizing wing keels were later welded on. It also has an 85-horsepower Nanni diesel engine. The masts are from recycled utility/light poles from their hometown of Antwerp in Belgium. ("They taper: big and strong at bottom and thin and light at top. Perfect!" says Margaretha.)

The "message" in the boat's name was from a project to travel to West African countries, collect written messages from school children there urging an end to poverty, and take the messages to the United Nations headquarters in New York. As with their own efforts at communication through discarded bottles (they never did receive any replies), that also didn't pan out but they visited Africa anyway where they had a wonderful stay. From the Cape Verde isles they made a leisurely, 33-day run to Barbados. The hull was okay but the bow configuration may have kept them back. "Sometimes the cork at the bow went into the sea and — woosh! — the water would come right back to the cockpit," explained 61-year-old Margaretha.

They plan to stay in Barbados a few weeks to mull over their options, including considering selling the boat to a beverage-making firm to use in public relations. While in the island, they renewed acquaintances with Barbadian couple John "Rusty" Edgehill and wife Belina. Rusty, then a charterboat skipper, had met Fons and Margaretha on their arrival off the east coast of the island on a previous visit.

Echoing a March report by the UN body FAO that pelagic (migratory ocean) fish species such as basking sharks and blue fin tuna are depleted, the couple said they were amazed at how little marine life they saw on this trip. Fons: "On our previous trips, we saw rows and rows of dorados around the boat, and many sea birds, but this time virtually nothing."

How did they meet? Margaretha: "I will tell you. It was in 1979 when I was young and carefree and I answered, I don't know why, an advertisement in a newspaper for a woman to accompany Fons on one of its adventures. I was one of 61 women who replied and I was, as they say, successful in my application and to this day still successful."

"She is a woman of quick decision who likes adventure and has many more positive qualities," said the 69-year-old Fons, an engineering technician by trade. They have two sons, 21 and 24, back in Belgium.

What's the next adventure? "We want to get off the water this time; maybe something on land in South America," said Fons, adding that another book, to join three others, will also be written about this crossing.



Introducing the NEW
Errol Flynn Marina & Boatyard
PORT ANTONIO, JAMAICA

PROTECT YOUR INVESTMENT ON THE WATER THIS HURRICANE SEASON

Out of the Water Storage Up to 95 Feet

- Full Service Marina
- 100 Ton Travel-lift
- 24 Hour Fuel
- Paint Sheds
- Engine and Part Specialists
- Duty Free Zone in Marina
- Protected Harbor
- Depth Up to 25 Feet at Face Dock
- Open Air Market 1 Minute by Foot
- Downtown Nightlife
- 24 Hour Security Gated Marina
- Restaurant, Beach Bar & Grille

The only 100-ton travel lift in this part of the Caribbean, servicing yachts up to 95' in length.

Errol Flynn Marina



WESTREC MARINAS
Navigating the good life

Contact John Louis • 876-715-6044 • 876-873-4412
pamarina@portjam.com • VHF Channel 16
www.themarinaatportantonio.com

DIFFERENT BOATS FOR DIFFERENT FOLKS

Mix of *Tradition* and High Tech

by Norman Faria

When Cornwall resident William Garnier decided to make a Caribbean cruise, he chose a relatively modern craft, a fiberglass Achilles 24 class sloop made in 1975. For his trip he also installed all the latest navigational aids, put on Navik self-steering and carried a satellite phone.

Yet, he also acquired a traditional mooring ball and gear to rig an anti-drogue while at anchor.

This mix of tradition and high tech has worked out well for William, who made a 24-day crossing to Barbados from the Canary Islands. A forestry development specialist, he had left Cornwall in the southwest of England in August last year and stayed for six months in Portugal.

"I think there is a role for some traditional practices. The improved technology has made things easier, but some old-style practices are still useful."

He agrees newfangled technology can sometimes stop working. He has a back-up sextant, for example.

William said he was influenced to use the black anchor ball, which is hoisted in the rigging in the bows while at anchor, because his father and brother served in the Royal Navy. We don't see it too much on cruising yachts these days, though William says he saw a few on the voyage so far, pointing to another yacht astern in Carlisle Bay with a smaller one.



NORMAN FARIA

Something old, something new.... Aluffe combines the best of both

Aside from installing the new technology after he bought the boat five years ago, he also replaced the stainless steel rigging and overhauled the original Petter six-horsepower diesel.

Why did he chose the British-made Achilles 24? "My girlfriend, Jacqui, once sailed on one and when we discussed a boat about that size for the Caribbean trip, she recommended it. We saw an ad for one in our local paper, the *Cornish Guardian*, and it turned out to be a good choice. I wanted something small because it would be easy on my limited budget and the Achilles had a good reputation for blue-water cruising with several making Atlantic crossings and even circumnavigations," said William, who has taken the RYA yachting course.

The Achilles 24 was designed by Oliver Lee in 1971 and approximately 600 were made by Butler Mouldings in Wales. There is a vibrant owners' association and the boats have good re-sale value.

From Barbados, William was due to head for St. Lucia's Rodney Bay on *Aluffe*. Then, it's a leisurely sail north to Antigua in time for the Classic Yacht Regatta where he hopes to sign on as crew on one of the boats. Jacqui was due to meet him in St. Lucia for that leg of the journey.

The sailor's choice

Admiral YACHT INSURANCE

A distinctive product...
A personal touch

- Year round coverage
- Top European security

Admiral Marine Limited
4 Barnack Centre Blakey Road Salisbury SP1 2LP UK
Telephone: +44 (0)1722 416106 Fax: +44 (0)1722 324455
E-mail: info@admiralyacht.com
Web site: www.admiralyacht.com

DOLLY'S ANSWER

Here's one way of changing NETS to FISH in five steps.

NETS
1) WETS
2) WITS
3) WITH
4) WISH
5) FISH

Can you find a faster way with fewer steps?



Photo: Tim Wright

www.yachtbuddy.com

YOUR ON-LINE YACHTING COMMUNITY

News, Reviews and Articles
Keep track of current regattas featuring results and photos. Yachting industry sources can use this valuable resource to promote and announce products and services. Contributions are welcomed from everyone. **Free to use and contribute.**

Yachtbuddy Playground
An informal area where yachties can post photos and stories of travels and happenings. View photos taken of friends at social functions. Share information on technical matters and get feedback. **Free to use and contribute.**

Auctions and Classifieds
A great way to find buyers for those marine items languishing in your sail locker. Perhaps you would like to purchase a yacht, a charter holiday or marine accessories. Need crew? Seeking a job? Advertise here. Rates are low with bulk rates for suppliers.



Photography Competition US $ 1,000 1st Prize
Announcing our 1st Annual Yachting Photography Competition. Closes 31st August 2007
Details at: Yachtbuddy Playground, Photo Competition

HIGH SEAS BOARDING

by Cruisin' Canucks

In the words of a famous songwriter, Margarita is an island that "you can check out, but never leave". I will be able to provide a few wonderful stories in regards to the attributes of Porlamar in subsequent issues, but the events of the last journey compelled me to give you a glimpse into some other realities of cruising in the Caribbean.

Our original destination, once we had left Cumaná on the Venezuelan mainland, was to be Grenada and our arrival had been delayed by numerous calamities of the mechanical nature. After tremendous amounts of good fortune and drama that only getting work done in Venezuela could provide, we were ready to continue on to the "Spice Island".

Ladyhawke had a few ideas on the best route to reach Grenada. The first option was to bash our way to Los Testigos, rest a day or two, then continue the bash against wind and wave directly to Grenada. The other option we discovered was the coastal Venezuelan route, which involves a quiet day-sail directly towards the mainland of Venezuela. Sail until you are two miles from the coastline, at which point you drop sail and motor parallel to the coast using the counter-current to nudge you towards a straight rhumb line towards Grenada. At dawn's early light you just make a hard left turn, put up the sails and, voila, you end up with a nice sail into Grenada.

Our decision, based on the weather forecast of calm winds and seas for a four-day period, was to attempt the bash. The coastal route was riveted with cruiser stories of pirate perils which, in reality, had been embellished to a point of a great Disney movie.

We headed off towards Los Testigos, leaving at a gentleman's time of 3:00AM. With our minds set on a wonderful day snorkelling at Los Testigos and the owner's desire to just chill and bask in the tropical splendour, the reliability of the weather forecast came into question very early as our wind-speed indicator hit numbers over 25 knots. Our decisions were to bear off, throw up some sail, then, if we had to, tack back into the islands. Our speed over ground reached levels that caused all on board to smile with the glee that reaches down to the soul of every sailor worldwide. The course was set and we were heading the right way. The sunset was magnificent, even though we settled in with the fact that we were not going to see Los Testigos.

Just as we thought all was in the groove, we encountered a tremendous current giving us a sideswiping drift that was no less than incredible.

— continued on next page



It was thumbs up and Grenada bound for our clean ship, but not before...





— continued from previous page

We were on our way to the middle of the Caribbean Sea! We made course corrections and decided that we should just beeline it towards the closest mark for Grenada. Our course took us to the west of Los Testigos where we hit the equivalent of a brick wall. Motor-sailing along at 1.5 knots and seeing the drift taking us to destinations so far away, we felt it would be quicker to go around the world than try and make Grenada by the next morning. The best thing about this tidal force was that it gave me a consistent supply of mahi mahi to clean and put in the freezer which, in itself, kept me satisfied to stay out there for 40 days and 40 nights if need be. All on board adjusted to our new reality and we set our minds for the "slogfest" towards the islands. The winds picked up again with a force that gave us some exciting moments riding through 15-foot seas. We adjusted accordingly and sailed on.



...our 'slogfest' (left) was interrupted by a surprise visit from the US Coasties (right)

The groove was instantly shattered by a blip on the radar that showed a vessel approaching at tremendous velocity. My watch saw the lights go by, only to reappear after arcing around towards us. In a blink of an eye, the cockpit around me erupted with a searing light which caused me to think I was witnessing the end of the world from a safe distance. The voice over the radio announced that it was indeed not the end of the world, but the US Coast Guard. Perhaps from a smuggler's or drug runner's point of view, I guess it would be the end of the world. We discussed details of the vessel, crew and all other aspects of identification with the radio controller on board the cutter. The discussion seemed to be drawing to a close and we stood by on Channel 10 waiting for them to bid us good-bye, farewell, adios amigos. The moments passed and finally we were given the go-ahead by the controller to continue on our journey. We were making a whopping 2.2 knots SOG, so I am sure they couldn't be worried that we could out-run their 45 kph floating techno-fortress. Perfect timing for me, as my watch was ending and my berth was looking great.

Thirty minutes into our continued slog, the radio barked to life: "SV Ladyhawke. This is US Coast Guard. Please prepare for our boarding party!" Out of nowhere, an orange rocket ship appeared with all the lights and fanfare of high seas law enforcement. Their timing must have been made for dramatic effect as we had just entered a squall zone which brought torrents of rain and a whip of wind which made it a chore for the fellows to board. I can honestly tell you that the pilot earned his money on this manoeuvre. After several attempts all five officers were on board, fully ready for every eventuality of armed combat or high seas rescue. I am sure part of the perks for these guys is the cool gear they get to sport. They were friendly and courteous, but no doubt about it, they were all business. They went through the safety systems on the vessel, which was the supposed reason for the boarding, and made a thorough interrogation of myself and the other crew on board. The real reason for their boarding was apparent after all these swabs were taken throughout *Ladyhawke*. They were whisked back to the main ship for analysis of, you guessed it, "narcotics"!

We chatted for a fair amount of time and watched helplessly as one of the Coast Guard's finest proceeded to give us all a demonstration of the signs of severe sea sickness. The green glow that he emitted looked as if he'd swallowed a glow stick. Poor guy! We all felt for him as he probably didn't know what was worse, being seasick or trying so hard to hide it. Both require copious amounts of energy.



The results arrived to the vessel in good time for them to start their creative interrogation of all of us on board. All was found to be in order and *Ladyhawke* passed the safety inspection with flying colours, even with a Canadian captain!

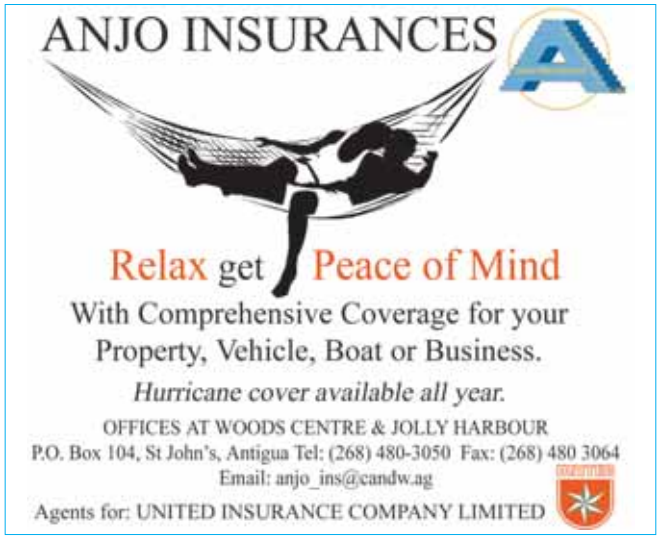
We all exchanged good wishes and up came the orange rocket ship to take the officers back to their computerized haven. Our inventory of Cuban cigars was slightly and happily depleted as we shook hands signalling the end of our official business on the high seas.

The discussion between the yacht's crew and owner after the Coast Guard left was vibrant and spirited. After all, the boarding sure broke up a dull night for us. Our contingent of one American, one British citizen and one Canadian all agreed that we were happy that the US Coast Guard was on duty off the coast of Venezuela. All of those folks with stories from other areas of the world complaining about the inconvenience of a Coast Guard boarding, need to feel the relief and confidence that we carry from this day forth travelling in high-risk waters. Thank you and a tip of the hat to the US Coast Guard! May they always be there and never run out of Dramamine.











ALL ASHORE...

TREASURE IN MARTINIQUE

by Doug Brown

Treasures come in many forms. It is not limited to gold, silver, rubies or diamonds. We discovered a true treasure last year while Kathy and I were visiting Le Marin, Martinique, when we were befriended by Father Luc Philippon. He is native to Martinique. When he was years ten old his parents sent him to Paris to continue his education. Every year during summer break he was able to return to the island he loved and the family that loved him. Father Luc graduated from university with a degree in law. He had a successful law practice in France for many years. In his late 30s he felt called to enter the priesthood and return to his native Martinique. He is currently the parish priest of Ste. Anne and Le Marin.

On the day we met Father Luc we were lost — physically, not spiritually. It was during our third trip up the hill in Le Marin where the church is located that he took pity on us. He must have seen us through the window of his office during our first and second attempts to find the office of tourism. We had been told by two business owners down in the marina area that the office of tourism was located at the top of the hill very close to the Catholic church. Seeing us the third time he came out of his office and asked if he could be of any assistance to us. At this point we were feeling pretty stupid and gladly accepted his offer. We explained what we were looking for. He smiled and said, "The office you are looking for is in the marina area." We must have looked pathetic because he then said, "Let me walk you there." He went back into his office to inform the church secretary that he was taking his lunch break. Then the three of us headed down the hill.


DOUG BROWN

Father Luc showed us a sugar-cane train (above). His parish includes the pretty church at Ste Anne (below)



After a lovely visit while walking we arrived at the marina building that housed the office of tourism. We expressed our gratitude to him and said our good-byes. When we came out of the building Father Luc was waiting for us. He asked us if we would like to join him for lunch. As any cruiser knows who has dined out on the French islands the cost per person for an average lunch will run at least $25. We were faced with a decision. I looked over at Kathy and she said with her eyes, "You decide." I accepted the offer, with the full intention of picking up the check.

Father Luc ordered appetizers, sangria, mineral spirits and our entrees. The lunch was fabulous and the conversation non-stop. I knew we had just blown our food budget for the next two weeks but by this time I felt meeting Father Luc was worth every penny. I then learned something about the culture of Martinique. It was time for us to go and the waiter had not brought us our bill. I excused myself and walked over to our waiter and asked if he would bring us the check. He gave me a look that communicated, "You Americans, you know nothing." He said in a curt voice, "The check has been taken care of." What I learned is that the French still honor their priests and will often "comp" them their meals. Because we were the guests of Father Luc, our debt was paid. All I can say is that I was humbled and my faith in humanity took a giant step forward.

After lunch Father Luc asked if we would make one more trip up the hill. A parishioner had given him a box of limes and we could have as many as we wanted. I really did not care about the limes but by this time I was intrigued by the Father and just wanted to spend some more time getting to know him.

Before leaving him that day I asked if he would like to come to our boat and have lunch with us. He accepted and the next day we picked him up at the dinghy dock and had a delightful afternoon visiting on *Grano de Oro*. As soon as we arrived aboard the boat Father Luc went below to change out of his black clothes and remove his priest's collar. He reappeared wearing flowery swim trunks and a Hawaiian shirt. We had baguettes, Brie, pâté, red wine and barbecued dorado. He had never seen his church from the water and was impressed with its beauty sitting at the top of the hill.

Two days later Father Luc picked us up in his car at the marina and he spent the entire day giving us a tour of his island. We went to several rum distilleries and a sugar cane plantation. He took us to Sainte Marie where he was raised. Everywhere we went people greeted him warmly. He took us to the places he enjoyed. We lunched, overlooking Havre de Trinité, at one of his favorite seafood restaurants. The day was full of good food, great rum, many laughs and getting to know a new friend.

Yacht Crime 'To Do' List

Since our report on yacht-related crime in the October 2006 issue of *Compass* and the subsequent meeting of law enforcement officials, tourism officials and cruisers in December 2006 (see *Compass* February 2007), what steps are being taken or considered to address the problem which has threatened the second most important form of tourism in the Eastern Caribbean?

First, to provide an accurate perspective on the problem of crime against yachts, the issue of meaningful data collection is being discussed. At the meeting in December hosted by the Organisation of Eastern Caribbean States (OECS), much of the data presented was extrapolated from information collected by the Caribbean Safety and Security Net, which meets on single-sideband radio each morning on HF8104.0 at 1215 UTC, principally to accept reports and to provide answers about security issues. Following on the meeting, Net Controller Melodye Pompa circulated a letter to all attendees, which cautioned that raw numbers of crimes against yachts reported annually from a given location must be balanced against "yacht days" — the number of yachts per day for the entire year— in order to provide a meaningful analysis.

"For instance," Melodye wrote, "in 2002 Grenada showed 31 reports, which is a high water mark for all member states, all years. There were, however, over 500 yachts spending the hurricane season in Grenada... and with increased population comes increases in crime (500 yachts for a four-month period equals over 60,000 yacht days). Similarly, 2004 and 2005 showed, for Grenada, a significant decrease in reports until you recall that those were Hurricane Ivan recovery years, with very few yachts spending the hurricane season in Grenada...."

"The correlation coefficient of 'yacht days' is more appropriate to normalize this data than yacht arrivals figures.... Yacht arrivals do not include those charter vessels in, for instance, the BVI and St. Vincent & the Grenadines which spend their entire time within territorial waters, nor does it allow for long visits such as that described above in Grenada.

"While 'yacht days' are not difficult to capture for private cruising yachts (simply the difference between clear-in day and clear-out day), it is more difficult to capture for the charter yacht, and these 'yacht days' must come from each charter company's booking records. I do think, however, that it is possible to get to this number, and having it will make tracking our progress in combating crime against yachts a more meaningful effort."


OB SERVANT

Private sector initiative. This is one of the new security features at the Power Boats yard in Trinidad. Unless you look very carefully, you do not see the track for the fence, which rolls out at 11PM. People call it The Space Gate

Lynne Glasscoe, Chairman of the Safety & Security Committee of the Marine Industries Association of St. Lucia (MIASL), noted in a position paper that yacht security must be looked at from an anti-crime, rather than anti-terrorism perspective. As the legal systems of many Eastern Caribbean countries do not differentiate between commercial and recreational vessels, "ships" are increasingly being subjected to new, onerous maritime regulations which, she says, are "aimed squarely at the so-called terrorism threat — virtually to the exclusion of measures needed to address the clear and present threats from criminal activity... to the yachting industry."

The paper adds that currently in St. Lucia, for example, there is no legal or institutional regime within the criminal justice system aimed specifically at crime prevention/prosecution within the yachting industry (or the tourism industry as a whole) nor is there a legal definition of "yacht" in any Act.

MIASL's position paper included the following recommendations:

- Yachting safety and security must be an integral part of national anti-crime measures.
- Public-private partnerships in the provision of security should be an interim measure to augment current government safety measures.
- Marine Police/Coast Guard Units must be the focal point of law enforcement partnerships.
- Governments should aim to equip Marine Police/Coast Guard Units with required resources to be the sole enforcer of maritime rules and regulations.
- Cruisers will brand "The Caribbean" unsafe, if one, or a few islands have problems. The Caribbean must therefore act in concert, not in blocs.
- Governments and the public must be made aware of the economic importance of the yachting sector, otherwise none of the above will happen.

As national governments and regional bodies such as the OECS examine data-collecting methods in regard to yacht crimes, and as national legislation is amended to reflect yacht-tourism's requirements, the private sector remains active, with business associations organizing harbor security patrols with more or less ongoing success, and marinas increasingly advertising gates and watchmen among their essential offerings.

And as ever, the Safety and Security Net continues to remind boaters that no matter what steps are being taken by governments and businesspeople to help you have a crime-free cruise, it is still wise to "lock it — or lose it"!









Some people call us the "most interesting shop in the Caribbean." Wander around. You will find things you have been seeking for ages. We offer a wide range of hardware as well as necessary accessories and spares.

Looking for a table hinge, a hatch spring, or a ladder? Come to us and get the right screws with it one time.

Want to catch fish? Get a simple hand line with a lure just right for the speed of your boat, or go for a rod and reel to help you win the next fishing tournament. We take pride in sharing our expertise with you because we want YOU to succeed.

Diving or snorkeling? We have it all: suits, tanks, belts, masks, fins and snorkels. We even have prescription lenses for the masks.

Electronics, marine electronics, 12 & 24 volts, inverters, lights, sockets, navigation, charts, guides, marine hardware, blocks, cleats, SS fasteners, rope, Spectra, pumps, hoses, complete diving, snorkeling and fishing gear.

Phone/Fax: 784 458 3360 email: wallco@caribsurf.com



Lagoon Marina, St Vincent.
More than a marina.

At Lagoon Marina, first-class berthing is just part of the story. Naturally we provide full marina services including: shore power, water, fuel, shower and toilet facilities, garbage removal, ice, mechanical repairs and advice. We also offer: a 19-room hotel with bar and restaurant, two pools, a supermarket, laundry, currency exchange, internet and fax bureau plus local excursions. Add a professional, welcoming team, and you've a true yachting haven in a heavenly setting.

TO RESERVE YOUR BERTH,
CALL 784 458-4308
OR VHF CHANNEL 68

FCMmarinas

The most innovative beach bar in the Grenadines is unveiled

Offering Jack's Special Grill, Specialty Cocktails and all day Caribbean Fusion Cuisine

Loll on the beach or laze in the hammocks in our terraced gardens while our professional staff caters to your every need

Unwind in our secluded outdoor spa and treat yourself to our luxurious island wear at our on-site boutique

And to cap it off...

Enjoy a spectacular sunset with 1/2 price drinks from 5pm-7pm

Open daily 9 am - 11 pm

Princess Margaret Beach, Bequia

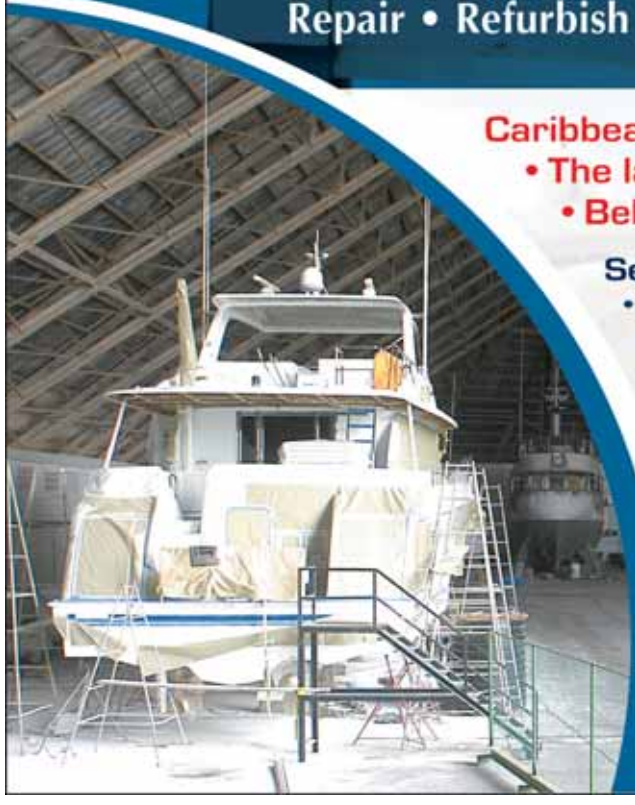
Jack's BAR

RESTAURANT • BOUTIQUE • SPA

Princess Margaret Beach
Bequia, The Grenadines
Tel: (784) 457 3762
Email: info@jacksbar.biz
www.jacksbar.biz

sundown drink up dive in

Repair • Refurbish • Refit WE DO IT ALL



Caribbean Yacht Works, Trinidad is:
• The largest shipyard in the Caribbean
• Below the hurricane belt.

Services include:
• Paint Shop
• Carpentry Shop
• Antifouling
• Largest Travel Lift in the Caribbean - 220 Tons / 33' Beam
• On site fuel available for sale

Enjoy 24-hour security and proximity to the Crews Inn Hotel and Yachting Centre.

Point Gourde, Chaguaramas, Trinidad
Telephone: (868) 634-4000
Fax: (868) 634-4828
www.caribbeanyachtworks.com
e-mail: inquiries@caribbeanyachtworks.com

It's smooth sailing with
CARIBBEAN YACHT WORKS
The Passion for Excellence

CRUDE CREW

by Ralph Trout

Crewing is a simple thing. Do what you are told, as you are told, and make do with the accommodations. It is sort of like renting, rather than owning, a home, except you do all the maintenance. Captains are the lords on the water, supposed to make the voyage safe and keep the passengers and crew confident and smiling. They come in various shapes, sizes, moods and mood swings. Because captains are responsible, what they ask has to be respected and completed just as they want. Mutiny is not an option!

The relationship between captains and crew is a lot like a marriage. Listen, do it as fast and as well as it can be done, keep your mouth shut, and everything should be harmonious. Although this might seem to define a relationship with a shrewish wife, most often that type of captain is not called "honey" but "mother", under one's breath.

Single-handers are both commodore and mate, and talk to themselves just to hear the orders. We've all soloed; some like it more than others. To me it is like serving a solitary-confinement prison sentence. A solo circumnavigator once said he liked it because there was never an argument about where to anchor. He'd just divorced before he embarked.

Since most of us see both sides of crewing and leading we tend to value opinions and make cruising almost democratic. I usually offer no opinion, unless the decision is to anchor on a reef. One buddy on a Grenadines trip consistently waited until both of my hooks were planted before ritualistically saying, "I wouldn't have done that."

My first skipper was undeniably the best. Could be because I was a totally ignorant novice, thus Skip was godlike, but I learned a lot. Skip was raised close to my home in the States and the same age. He actually taught a captains' course so he was skipper, mentor and drinking buddy. Navigation, sea conditions, and getting the feel of a vessel were extra-credit courses learned while sailing throughout the Lesser Antilles. Diesel mechanics, sail stitching and DC current, were the "earn as you learn" lessons that finally got me a boat.

Slightly above ignorant, I began to have crew and was democratic until I had to put steward Fast Eddie off the boat for drinking excessive amounts of the guests' beers.

Once, on a quarter-moon night, I put a mate on the bow as we rounded Ram's Head into Coral Bay. I thought I knew where the reef was, but it didn't hurt to have someone watching, only to find out after anchoring the dude was night-blind.

Another classic crewmember was Florida Mike. I thought he was just laid back until I realized he could fall asleep while you were talking with him. He had narcolepsy, sleeping sickness. At least he wasn't a sleepwalker.

The best crew may have been a young lady from Australia working her way around the globe. As we were about to pick up passengers I found her scrubbing the head with a toothbrush, my only one.

The worst was a penniless solo artist who claimed he was named after the great navigator, Colon. No matter how I phrased "drop the hook", he grimaced as if I'd insulted his heritage. Finally we parted company after he scolded me for not tipping a Venezuelan cabbie more.

Years went by before I crewed again. People always say, "No good deed goes unpunished", but I've learned the hard way to "Never help a buddy no one else will help". A year after Hurricane Hugo annihilated St. Thomas, an older skipper took his single-screw Krogen trawler out of the hurricane belt to Venezuela rather than pay the increased insurance premiums. If the fact that his girlfriend refused to travel with us wasn't enough of a clue, the "rather than pay" should have given it away. The entire two days featured a huge beam sea with no steadying sail, cheese-spread sandwiches, no music, and only one shared bunk. He didn't even spring for my return airfare.

My first skipper was undeniably the best. Could be because I was a totally ignorant novice

One of life's greatest experiences was sailing under Captain Hope McLawrence in the Carriacou Regatta. His *Imagine* was the most traditional workboat and we won the round-the-island race that year. The well-used, once-discarded Moorings mainsail on the telephone-pole mast, boom gasketed with a treadless auto tire, pushed the old wood boat to a good lead. Few ever get a feel for real sailing, with basic at-sea manners mixed with stalwart confidence, like Hope.

Skips have got to know their boats. You probably know the skip from happy hour, grinning tales of hard rocks and gales, but you've never sailed with him. I helped such a buddy get his boat from the hard in Trinidad to Grenada. No big repairs, like replacing the forestay, or engine work, had even commenced before I arrived or until we departed. Suddenly we were leaving, rushing to buy whatever necessities, Immigration, Customs, and fuel dock. He said he had checked the weather.

Offshore a good distance we were hit with a serious electrical storm and then becalmed. Starting the motor, the alternator bearing screamed. It was dark by then so we drifted with the main flapping as the skip slept. After my uninterrupted six-hour watch he awoke a combination Captain Bligh and Mr. Hyde. After he snarled a long list of "whys", I shrugged. "It's your boat" must have been the wrong answer. I'm thankful I wasn't lashed to the mast before we hit Prickly Bay.

After a few years, an owner should confidently know the ins and outs of his yacht. Crewing to Margarita, assisting another older owner who had been day-chartering for years, I learned that this might not always be the case. We had waited days for that famous, but seldom seen, "weather window". It was only an overnighter from Trinidad with decent weather. We sailed downwind doing four-hour watches until dawn when he tried to start the motor. Seems the following seas had flooded the diesel with water. It apparently had needed some sort of one-way flow valve for years, since this skip nervously said, "It always happens".

Then the mainsail, not all that old, started to tear. "How are we gonna maneuver in Porlamar to anchor?" he constantly and woefully repeated until we reached VHF range. He then enlisted all on the net to be ready to assist with an inflatable fendering fleet. It took the remaining voyage to explain that Magellan didn't have an engine. Luckily we found adequate room to maneuver, fall off, and comfortably drop the hook and the sails as the forewarned sailmaker and mechanic rubbed their eager hands together.

Expecting to make some money and experience tugboat life, I met the most bizarre captain, Tugboat Tim. Tim cut a fine, deep-tanned figure, always adorned in a different flowered shirt and expensive sunglasses. He seemed very successful, always buying the next round, so when he asked about crewing, I affirmed. His tug was a converted supply boat with plenty of power, electronics, and one room that served as galley, salon and bunks with a private head. I was half the crew. It was supposed to be a one-week trip to five islands towing a barge with a crane and a dredge. Tim knew every aspect of his vessel and handled the tug as an appendage. The small aft deck had the tow horns and extra hawsers. Again, no music. What's with tuneless boats?

With the first dawn and a fresh pot of coffee, I could feel my insides ready to rumble. I started to the head and found the lid sealed with several bands of gray duct tape. Cranky from several hours without his usual ration of grog, Tim grunted that it was out of service. When I offered to do a simple fix, as it was a regular flush toilet, Tim again snorted it wasted too much water and to use the designated five-gallon bucket on the aft deck. I had checked the watermaker when I inspected the engines on my watch, but hey, we could sort it out once what was rumbling inside me was out.

As I precariously squatted above the seatless bucket and tried to eliminate while the tug pitched through the seas, Tim appeared and wanted to chat. It seems this bucket was part of his particular mystique, and he related how he enjoyed watching people adapt. I don't think anyone could call me a prude, but "doing my business" is a very private, seldom silent matter. Every time nature called me, Tim arrived simultaneously with stories of friends' "uptight" wives and business associates leaving his boat constipated. If that wasn't bizarre enough, Tim wanted to have discussions with the available crew whenever he adorned his throne.

Boarding another's boat you get a real glimpse of that skipper. We all have idiosyncrasies that especially flare if things get tense. Think back on all you've crewed for and all who've crewed for you. How many were just "full of it"?

MID ATLANTIC
YACHT SERVICES
PT-9900-144 HORTA / FAIAL
AZORES
TEL +351 292 391616
FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com
Providing all vital
Services & Repairs
for Trans-Atlantic Yachts
Electronics, Chandlery, Rigging
Bunkered Fuel (+10,000lt)
EU-VAT (15%) Importation





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

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

The Moorings
SAIL RELAX EXPLORE
DIVE THE ISLANDS
yacht charters
www.sailrelaxexplore.com
email sailrelaxexplore@mac.com
+1 (784) 495 0886/9 +1 (784) 457 3888
your friendly team on location
BEQUIA VHF 16/68
GRENADINES

BEACHSIDE TERRACE
RESTAURANT & BAR
BEACHSIDE TERRACE - YOUR SPECIAL PLACE IN GRENADA FOR FUN AND FINE FOOD
Monday: Grenada Buffet & Crab Races
Wednesday: Steel Band Music
Friday: BBQ Dinner & Extempo Calypsonian
Open Daily 6:00AM – 10:30PM
Located at The Flamboyant Hotel
Information & Reservation: (473) 444-4247

the OWL
The Late Night Place
The home of Grenada's Longest Happy Hour!!
4PM-7PM & 11PM-midnight (50% off all drinks)
OPEN until 3AM Daily
Cocktails *** Relaxation *** Parties ***
Pool *** Sports TV ***
Located directly on the beach at The Flamboyant Hotel
Tel: (473) 444-4247

Fun Sail Tours
St. Lucia
We offer the following tours:
• DAY SAILING • SUNSET CRUISES
• PRIVATE CHARTERS
• OFF ISLAND CHARTERS, MARTINIQUE OR TOBAGO CAYS
Contact us for information or reservation:
TEL: 1-758-452-8490 / 1-758-713-4205
EMAIL: funsailtours@candw.lc or funsailtours@yahoo.com

'BENNY'

fiction by J. Wynner

Slithering and wriggling along the bed of the Caribbean Sea, a devious serpent, spawned off the coast of Central America, streamed southward along the western shores of the island chain. Pushed by a strong undertow, but a phenomenon without wind, Benny slowly lashed island after island, pounding and smashing each with a mighty sea surge.

No one knew the exact day or hour Benny would strike; only that Benny was on the way. So long was it in coming that each island secretly hoped it had escaped the serpent's coils. In typical West Indian fashion, the heated debate was not on Benny the phenomenon, but on the length of time its arrival had been forecast. Consequently it was like a bolt from the blue when and wherever Benny struck.

Quiet and stillness prevailed in St. Lucia. There was not so much as a ripple on the water. In the early evening pale the water acquired the appearance of a frosted windowpane. The outline of the coconut branches and shingled, terra-cotta roofs on the opposite shore could barely be seen, for daylight had already given way to dusk and the only hint of approaching disaster was a concerned mother pacing on a pier.

Those speedboats and other pleasure craft that had been out for the day were already hosed down and tied up. The lights along the quay were on. But in Lynne's racing heart there were no lights on the Admiral Quay pier that night. You see, her son Val had not yet docked, and Benny had arrived.

The evening calm masked the destructive force with which the sea surge hit. Most of the island's population only became aware of Benny's presence via the early evening news telecast. All along the western shore, from south to north, Benny's surge had left its mark. Newscasters reported millions of dollars in damages. In low-lying areas Benny swamped beaches, and crossed roads. Water flowed far inland, inundating homes and business places in its path. In nearby Rodney Bay, large slabs of protruding concrete and wide crevices filled with water at the former beach terrace of the Royal Hotel evinced the serpent's strike. The pictures portrayed a rueful sight as hotel guests and staff busily mopped up the beachfront restaurant and lobby, knee deep in water.

Onward the camera rolled. Next to the Royal, the sea had completely removed every ounce of sand from in front of the ramp, the remnant of an old US Naval Station mooring for seaplanes. The sand was thrown yards back to where the local boys played football, creating a ten-foot murky black pool where there had once been a beach.

Positioning herself on her postage-stamp-sized lawn, from where she could view, with a twist of her head, both the pier and the television set in her living room through the wide-open terrace door, Lynne reasoned, *it's not even an overcast day. The bay is so calm. This is the same water which flows from the sea through the channel at the marina end of the bay. Surely I would have noticed a difference in the bay, a rise in the water level, caps on the water, a little roughness, or some wind perhaps.*

Lynne continued looking out quizzically at the water of the lagoon. Then the voice of the TV anchor caught her ear again, reporting that the pier at Pigeon Island was totally destroyed. Lynne focused her gaze on the television. The camera panned remains of the jetty floating in the sea, and the water rushing all the way into the Snooty Agouti beachside restaurant.

Then Lynne's panic truly set in. Pigeon Island was the boy's destination. She flew the few steps down to the pier.

Val and his friend Sachin were somewhere out there in the midst of all of this. Val, named Valentine Paul Holmes in commemoration of being born on February 14, was the most precious Valentine's Day present Lynne had ever received. Two years later when her daughter was born on December 24, she called her Noelle, and knew that her children were priceless gifts.

The boys had set off in Val's dinghy on their customary 15-minute boat ride from their waterfront homes a little after mid-afternoon with no idea of the imminent undercurrent. With Val at the stern, the dinghy pushed by a five-horsepower outboard engine skimmed easily through the pewter water of the marina's narrow channel.

As they progressed into open water, the late afternoon sun hid behind a cloud. Sachin, brushing aside his straight black hair from his wide forehead, grumbled, "The sea not too blue today, nor its usual flat self."

Val studiously looked in all directions and replied, "Not too blue? You mean not a hint of blue. But yeah, a bit of a swell," and giving a little sigh he continued, "Oh well, it's a short ride. We would only lime on the island for an hour, two at the most. Remember, Lara Croft beckons at six."

Looking towards the channel, all Lynne felt was a black cloud descending, clamping her down. As she continued patrolling, she raised both hands to her head and squeezed the palms against her temples to blot her mind, but still the frenzied question persisted. *Where's Val? He knows that he should be home before sunset. Where the hell is Val?*

Suddenly, a falling palm branch startled her. She peered toward an approaching figure. Hopefully she cried out, "Val, is that you?"

"No, Lynne. It's me, Paul."

"Any word?" she whispered.

"Come inside, Lynne. You're shivering."

"No, no, not yet," she pounded her hands on her husband's chest. She cried, "Have you heard anything?"

Paul tried to break the news as gently as he could. "The Marine Patrol said the sea is very bad. They did not see Val's dinghy in the bay."

He tried telling her, "I ran across to Sachin's home and spoke with his parents.

—Continued on next page

DOMINICA MARINE CENTER
UNIQUE IN DOMINICA
SITUATED IN
THE CITY OF ROSEAU
Capitainerie Tel: +7672752851
Fax: +7674487701
VHF: 16 Working CH: 19
info@dominicamarinecenter.com
www.dominicamarinecenter.com
• Dinghy Bar
• Fuel (Marine Diesel) / Water at the dock
• Dinghy dock
• Nearby laundry service
• Secured moorings
• Night security
• Ice & Provisioning (Grocery store)
• Bakery
• Clean restrooms and showers
• Garbage disposal
• Telephone & internet WIFI connection
• Yacht chandlery agents of Budget Marine & soon Mercury Marine
• Light boat repair and cleaning
• Activity desk (Tours, diving and water sport activities)
• Visa / Master Card accepted

MARANNE'S
Gourmet Ice Cream
Fresh Yogurt
Frozen Yogurt
Fresh Fruit Sorbets
Toppings
Sundaes
Qts. & Half Gal. Tubs
HOMEMADE
BEQUIA
Tel: (784) 458 3041
New Location at Gingerbread Café

—*Continued from previous page*

They said that the boys told them they would be back by five because they wanted to go to the six o'clock movie. They are just as worried as we are, but they are keeping faith." But only "the sea is very bad" resonated with Lynne.

"They always come back before dark. Paul, do you think two fifteen-year-old boys could handle changeable weather conditions?"

"I think so. Remember their trek through the rainforest when they got lost? They had to spend the night in the open, didn't they? Well, didn't they?"

"But then they were in a group, with a guide, although an inexperienced guide, a guide nevertheless. Wherever the boys are now, there is no one else with them. They did not carry anything to eat and what if they are drifting in the sea?" And she shuddered at the thought of them in the sea.

"Lynne," Paul reminded her, "they can more than fend for themselves. Bear in mind all that swimming and boating they do! And don't forget the hiking and football! They are perfectly fit. I think they are still on the island. There are enough places to take refuge, and they can always find a breadfruit and roast it; you know how they enjoy a good cook-up. Another plus is that they could exit the island from the causeway."

"Yes," Lynne replied, "but a cook-up for pleasure is far different than a cook-up for survival."

"All the more reason for a cook-up," Paul quickly replied.

"Do you think they will find them, Paul?"

Paul quivered as he replied, "Yes."

But Lynne was still hearing, "The sea is very bad".

Nearing the Pigeon Island landing, Sachin, perched in the bow, turned and asked, "Should we pull up on the beach or tie the boat to the pier?"

"Tie it to the pier," Val quickly answered. "Don't want a repeat of our Easter adventure." The memory of that time, when they did not pull the dinghy far up enough from the high-water mark, and the incoming tide beat them to the boat, and dragged it into the bay, was still very fresh in his mind.

"Swimming after a boat in this swell would be no fun," Sachin teased.

"Yeh, yeh," sing-songed Val. "Hurry up, let's get to the saddle and get back down before the sea becomes too rough."

They followed the winding pathways upwards to the first lookout at the western end of the island with their backs to the sea. They retraced their steps a little way down and then they were in the saddle, as the wide area sloping upwards from the island's western side to the eastern point is called. "Race you to the point;" Sachin challenged, and immediately both boys increased their pace. When they got to the point and were halfway up the single file path, Val, who was behind, called out, "Notice anything?"

"What you mean?" Sachin hollered back.

"Well, there's not a single person on the paths today. And look over your shoulder and see Rodney Bay."

Sachin turned around in the path, missed his footing and downward he went. Val's white face became whiter as he saw his friend plummet over the narrow ledge, then he heard a sharp thud. *Oh God, I hope a tree has broken his fall,* he thought. Then he heard a whimpering and called out, "Sachin, Sachin can you hear me?" He put his hand to his ear in the direction of where he thought Sachin had landed but heard not a sound. He began sliding down on his buttocks. "Sachin!" he called again and then he heard another grunt. "Keep grunting, old buddy. That way I will find you."

Meanwhile, Lynne's pier-pacing vigil continued. "It is nearly midnight," Paul called from the patio. "Lynne, come and get some sleep," he tried reasoning with her.

"No, I'm waiting for Val. I cannot sleep."

"But he won't come from the sea, the water is kicking. At least come inside and lie down," he pleaded. "I'll get something to relax you." And going into the kitchen, he emerged after a few minutes with a glass of warm milk into which he had emptied the pulverized contents of two sleeping pills. "Sip this," he coaxed. About an hour later he led her into the house and up the stairs to bed.

The sea not too blue today,
nor its usual flat self'

Lynne awoke with a start, screaming, "The siren!" She nudged Paul, "Don't you hear the siren?"

"What siren?" he mumbled.

"Don't you hear the siren?" she kept repeating.

Paul pushed back the pillow that was over his head and listened, "Oh, that's on the opposite side of the bay, on the highway."

"So early?" said Lynne.

"What time is it?" he asked.

Lynne looked at the clock on the bureau and said, "Half six."

Just then the phone rang and Paul reached to his bedside table and picked up the receiver, "Yes, Holmes here," and then there was a long silence as Paul sucked in his breath and listened, his face growing paler. After a while he asked, "But are they all right?" And again he held his breath while Lynne screamed, "What's wrong? Tell me what's the matter with them?" knocking over her bedside lamp in her hysteria.

Paul finally gave a sigh of relief saying "Thank God," over and over and over.

He put back the receiver on its cradle and held her close. "They are okay," he whispered. Lynne sobbed uncontrollably, her tears of relief running down his chest. "That was the park warden of Pigeon Island," he continued. "They spent the night on the island. Sachin fell over the cliff and in going to rescue him, Val twisted his ankle. They found them about 15 minutes ago. The siren you heard was the ambulance taking them to hospital — collarbone, rib cage, and kneecap injuries plus a few other broken bones and some bruises here and there, but they will live. We'll get all the details when we see them."

And the surge, the serpent that was Benny moved on, its coils carrying what was left of the boy's boat out to sea.

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

MARTINIQUE
BICHIK SERVICES
Full Service Station:
- Fuel/Diesel/Gas - Laundry - Call Station
- Grocery - Ice - Cigarettes - Cold Drinks
- Breakfast (Coffee, Croissants) - Fishing Items
Conveniently located at
Carenantilles Dockyard LE MARIN
Tel: +596 74 70 94 Fax: +596 7478 08
Mobile: +696 29 28 12
Open 7am to 7pm Sundays: 7am to 1pm

Réparation navale / Yacht repairs
A.C.I.
Autremer Concept Ingénierie.
Représentant / Dealer for :
Catamarans FOUNTAINE-PAJOT
Balise satellite NOVACOM satellite beacon
Vente, installation / sales, installation
Equipements électriques - Electric equipments
Panneaux solaires - Solar panels
Zone Artisanale ARTIMER- LE MARIN MARTINIQUE
Tel :(+596) 696 28 11 26 - fax : (+596) 596 74 02 44

LAUNDRY DIAKA • LE MARIN • MARTINIQUE
Open MON - SAT (noon) 8AM - 5PM
Champion Annette
Ste Luce
Ti Sandwich
Video
Parking Taxi Co
Here
Ste Anne
up to 14 kg
• Open Monday to Saturday
• Pick up and delivery from 7 Kg in Le Marin & Sainte Anne
• Do it yourself laundry for 7/8kg = 6.00 ¤
or we'll do it for you - 7kg = 11.00 ¤
Carrefour Diaka Le Marin
Tel: +596(0)596 74 83 99 / +596(0)696 43 64 17

A&C YACHT BROKERS
BOATS FOR SALE
Port de plaisance du MARIN
MARTINIQUE
www.acyachtbrokers.com
E-mail: acyb@wanadoo.fr

SCHIP-O-CASE
Guadeloupe – F.W.I
Your Caribbean Marine Flea Market
New & Second-Hand Chandlery
Charts – Sails - Book Exchange etc…
Close to Marina Bas-du-Fort - Pointe à Pitre
Open 6 days a week except Sundays
Phone : + 590 (0) 590 831 775
E.mail : anke.beunis@wanadoo.fr
Contact : Anke
Dutch – English – French – German spoken

Flyingfish Ventures Ltd
Marine Surveyors, Grenada
Marine Survey throughout the Caribbean
PURCHASE – INSURANCE - DAMAGE
Bob Goodchild
Accredited Marine Surveyor
Society of Accredited Marine Surveyors
RYA Ocean Yachtmaster (Commercial)
Accreditation - American Boat and Yacht Council
Tel: Grenada (+1 473) 407 4388
surveyor@flyingfishventures.com

CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.islandvillas.com
or contact Carolyn Alexander at
Down Island Ltd
e-mail: islander@caribsurf.com
Tel: (473) 443 8182 Fax: (473) 443 8290
We also handle Villa Rentals &
Property Management on Carriacou



APRIL 2007

♈ **ARIES (21 Mar - 20 Apr)**
This should be a productive month for you on the seas of business or finance, with the high tide on the 19th. Make the most of this aspect.

♉ **TAURUS (21 Apr - 21 May)**
As love interests ebb, your creativity will flow for the next three weeks.

♊ **GEMINI (22 May - 21 Jun)**
Members of the opposite sex may present ill winds for you this month. Perhaps a solo sail will raise your spirits.

♋ **CANCER (22 Jun - 23 Jul)**
You will feel the rising winds of energy after the 9th. But you will have little direction and will feel blown to and fro. Make the best of it by concentrating on completing physical tasks aboard instead of mental ones.

♌ **LEO (24 Jul - 23 Aug)**
This should be a good month for marine business prospects. Use your creative flair to best advantage by making new contacts and exploring new ideas.

♍ **VIRGO (24 Aug - 23 Sep)**
You may meet with contrary currents caused by members of the opposite sex this month. Just stick to your course and eventually they will come to see things your way.

♎ **LIBRA (24 Sep - 23 Oct)**
Although communications may become garbled, your love life should show signs of picking up favorable tides.

♏ **SCORPIO (24 Oct - 22 Nov)**
This month will be mellow sailing for you. Smooth seas and clear skies.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
It looks like you will meet with opposition no matter which tack you take. This aspect should sail away early next month.

♑ **CAPRICORN (22 Dec - 20 Jan)**
You may have difficulty getting your creative ideas across to others. Try signal flags perhaps?

♒ **AQUARIUS (21 Jan - 19 Feb)**
Do your best to stay on the rhumb line, as your love interests may distract you from business concerns around the 18th.

♓ **PISCES (20 Feb - 20 Mar)**
You may find it hard to keep your sense of humor on an even keel, and it will seem that everything you try will be a beat to windward.

Crossword Solution

ACROSS
1) TANGLE
3) TALKING
4) TRAITS
7) TUT
9) TARIFF
10) TACTICS
12) TEND
13) TAPERED
14) TAINTS
17) TAUNT
20) TARRED
21) TAT
22) TANKS
23) TANGO
24) TACKLE
25) TAR
26) TOT
27) TAKING IN

DOWN
1) TAKE
2) TAFFRAIL
3) TAUT
4) TAIL
5) TALE
6) TANNED
8) TARP
11) TARBRUSH
12) TEAK
14) TABLE
15) TARPAULIN
16) TALLANT
17) TACK
18) TATTOO
19) TARGET

Island Poets

How Do I Explain?

How do you capture the infinite?
The shades of blue, the shades of green...
No artist can mix all the pigments.
No camera can catch the contrasts.
No poem can project the depth.

How do you describe the feelings?
The caress of the soft breezes on your skin,
The cool immersion into the sea,
The wind in the sails with the wheel in your hands,
The calm and quiet of sunrise in the bay.

How do you count when there are so many?
So many stars in the clear night sky,
So many beautiful creatures in the sea,
So many islands, so many bays,
So many beaches of crystal white sand.

I've only one lifetime.
I've started so late...

— John Rowland

Let's Sail Away

Let us sail away
to the stars if you may
On my gravity-ship Atlantis
Past Pluto if you wish
And look down on earth
the land of my birth

Let us sail away
On the wings of a dove
(for we are in love)
High above the waters
And fill the wind with laughter
And we'll look down
In search of whatever there is to be found

Let us sail away
Way past the clay, way past the bay
Into the earth's core like an oil drill
All this we can do — your wish is my will
We'll look for hell down under
And feel the fire in the other side
We'll travel the length and breadth,
Deep and wide
So let's sail away to a place where we can just be
And live like paupers and still be happy

— Kedisha Compton

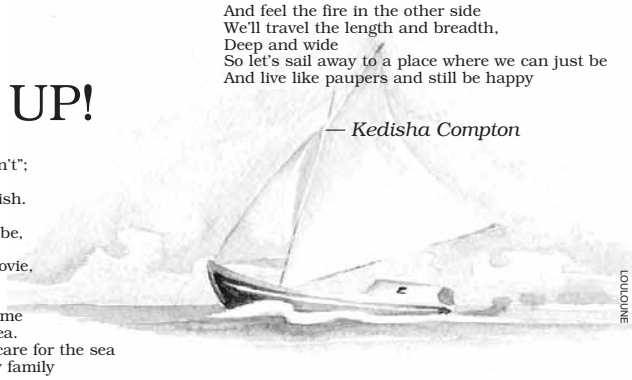
LISTEN UP!

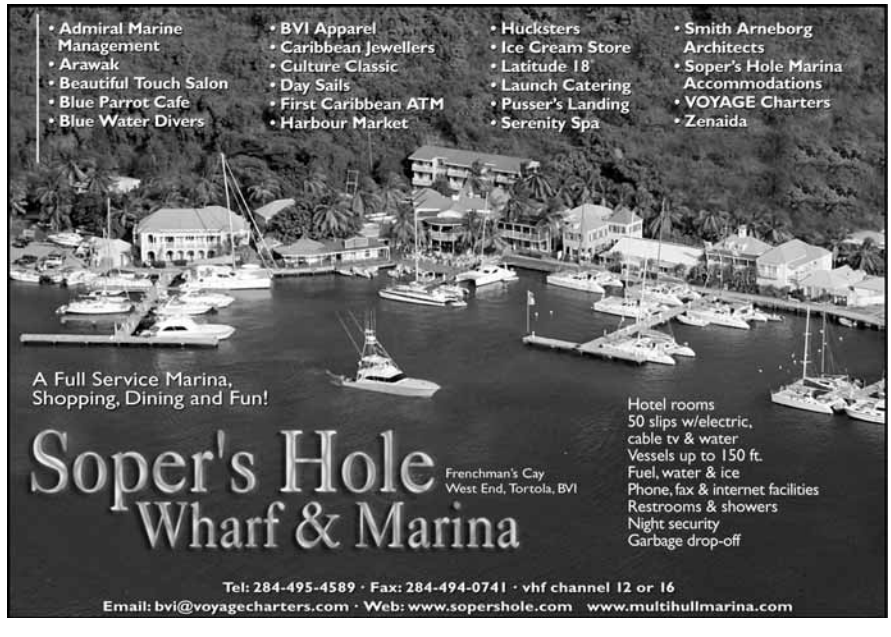
I swim wherever I want
No one can say "you can't";
I'm a dolphin
Who goes anywhere I wish.

Many don't want me to be,
They want to catch me,
Even use me in their movie,
Some want to eat me.

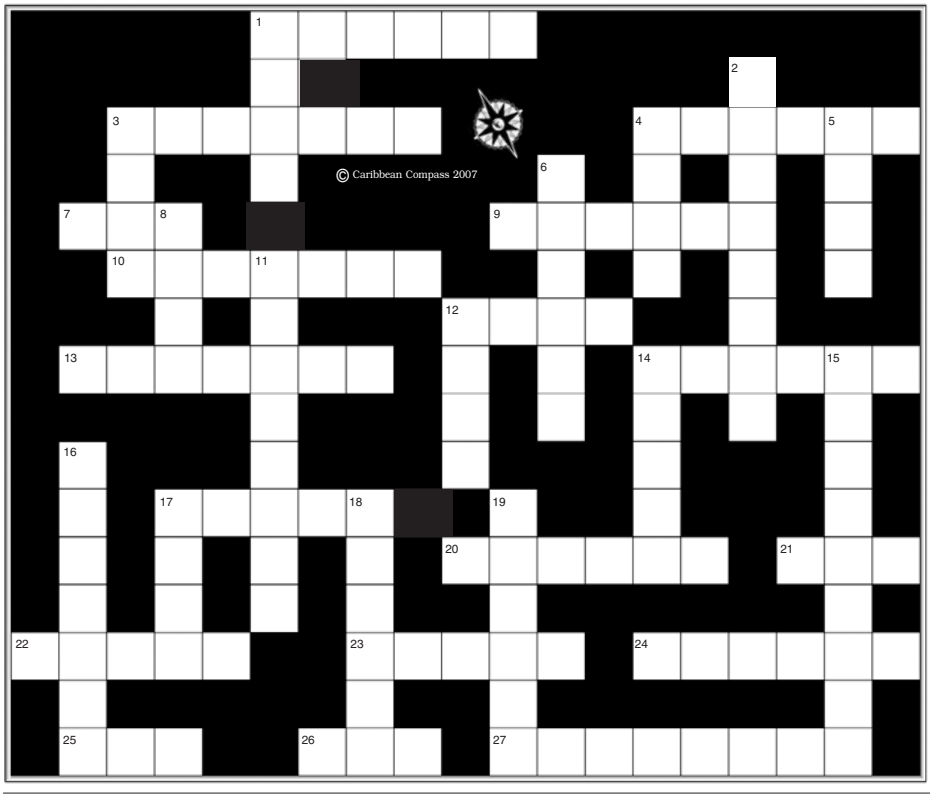
Others want to destroy me
and everything in the sea.
I'm asking everyone to care for the sea
And cherish me and my family

— Dillon Ollivierre





Compass Cruising Crossword



Nautical Alphabet: Time for 'T'

ACROSS

1) Make up lines or they'll do this
3) Having a gam
4) In sailboats, weatherliness and crankiness are these
7) Disparaging sound for a king?
9) Table of charges, e.g. duty to be paid on cargo
10) Racers use these and strategy
12) Take care of
13) A mast has this shape to decrease weight aloft
14) Contaminates
17) "All-a-_____-o" means shipshape
20) Some marline is this
21) You can get a tit for this
22) Containers for liquid
23) This puzzle's subject in radio speak
24) Block and ____
25) Old word for deckhand
26) Short drink
27) Reefing or lowering sail (two words)

DOWN

1) ____ aback, let wind get on wrong side of sail
2) Aftermost rail
3) What sheets on a well-trimmed sail are
4) Rope end
5) Yarn
6) Treated, as leather
8) Short for 15 Down
11) Tool for painting ratlines
12) Hardwood used for decks, etcetera
14) Tide guide
15) Waterproof canvas cover
16) Upper break of rudder
17) Change course through the wind
18) Body art on 25 Across
19) In a yacht race, the finish line is your _____

— Solution on page 36

ON-LINE SUBSCRIPTIONS NOW AVAILABLE!

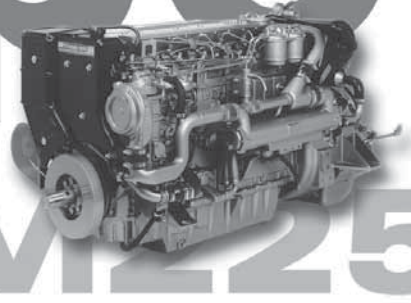
Join our growing list of on-line subscribers!
12 issues US$29.95, 24 issues US$53.95
Same price, same content — faster delivery!

For full details visit: www.caribbeancompass.com

parlumps marooned



marine power



The Perkins Sabre M225Ti is designed to replace the Perkins M200 and M235 and provides more than 22% additional available horsepower in the same package.

This large capacity 6 liter engine comes in a compact package and only takes out only 225 hp. By comparison our nearest competition take that out of a 4 liter engine. Running at a low 2500 rpm vs the competition's 3300 rpm or higher, the M225Ti will have a longer life (minimum 12,000 hour TBO) and quieter operation.

The gear-driven fresh water pump has a longer life and less to go wrong while the waste gate turbo charger gives better performance at lower rpms. An integral plate type oil cooler combines less hoses with longer life and better efficiency.

With Perkins' outstanding marinization excess hoses and belts have been engineered away and everything has easy access for stress-free maintenance.

M225Ti

M65 M85T M92 M115T M135 M225Ti M265Ti M300Ti

Perkins SABRE MARINE POWER

Call us for the dealer nearest you.

TORTOLA B.V.I. PARTS & POWER LTD.

P.O. Box 850, Road Town, Tortola, British Virgin Islands
Tel: (284) 494 2830 Fax: (284) 494 1584
E-mail: partspwr@surfbvi.com

CatamaranVillage & AIKANE
▪ We Repair & Refurbish Cats
▪ We Broker & Dry Store Cats for sale

Southern Caribbean home of
THE MULTIHULL COMPANY
Brokers For New & Used Multihulls Worldwide
CatamaranVillage is a fully integrated catamaran center equipped with a purpose built under bridgedeck trailer.
Located in **TRINIDAD**
Warehouse C16, Western Main Road, Chaguaramas.
P.O. Bag 1099. Carenage, Trinidad, West Indies.
Tel: (868) 634-4060 Fax: (868) 634-4061
E-mails: aikane@tstt.net.tt, info@catamaranvillage.com
We Love Cats

Our Advertisers Support the *Compass*… Please Support Them.

CRUISING KIDS' CORNER

Caribbean Folktales:

The Good Soucouyant

by Lee Kessell

Angy was the baby of the family and she lived with her mother Sonia, brother Jim and sister Eldira in a small village on the edge of the rainforest deep in the heart of St. Lucia. As Angy was only three years old she was too young to go to the village school with Jim and Eldira but one morning she had her chance. Sonia had been meaning to fix that garden gate for ages, it had one of those annoying latches that, once you thought you had closed it, sprang right back open the moment your back was turned. This is just what happened that awful morning. Sonia was busy in the house, Angy was playing in the garden and when Jim and Eldira grabbed their school bags and hurried off to school Sonia called out, "Make sure de gate close!"

Jim and Eldira ran off down the dusty road to catch up to their friends and were soon out of sight but baby Angy could still hear them and she wanted to go too and when she looked up, expecting to see the gate closed, it was OPEN! Such an invitation could not be ignored and Angy got up on to her strong little legs and toddled over to the gate, through it and on to the dusty road. She hurried after the big children as fast as her little legs would go and when she came to a small path leading off into the cool forest she took it instead of keeping to the road that led to the school. Angy quickly forgot about the big boys and girls because she saw a pretty green and brown lizard dart across the path. She followed the lizard, watching it catch little ants with its long, quick tongue and before long she was completely lost, tired and thirsty. Angy sat down where she was and cried. When nobody came to see what she wanted, she picked herself up and looked for the lizard again. It was still there and when it hurried off, so did Angy and fortunately the lizard led her to a small puddle of clear water by the roots of an old tree.

Back home, Sonia went out into the garden to pick up Angy and take her for her morning nap. She called but no Angy, she looked all about the garden and then she saw the OPEN GATE. "Ooh me god! Angy gone!" The upshot of all this was that Sonia ran all about the village looking for her baby and when Jim and Eldira came home from school and still no Angy she wailed with anguish. Jim, being the "man of the house", organized a search with the village men and by the time they had eaten, it had grown quite dark. Flambeaux — that's what they needed, so they wrapped rags about the ends of long sticks, dipped them in kerosene and lit them. They burned bright and lighted their way through the forest.

Now, we come to old Mama Stephanie. She was a secret soucouyant… and if you don't know what a soucouyant is, let me tell you that it is an evil creature indeed, a village woman who has sold her soul to the devil so that she can climb out of her skin and become a ball of light. Under this disguise the soucouyant roams about until she finds a baby, then she will drink its blood. Once a soucouyant is known, you just have to find the skin, rub salt on it and when the soucouyant returns before cock crow and climbs into her salty skin she will be done for good! But Mama Stephanie was not like that. She did not sell her soul to the devil, one night she simply woke up and found herself a soucouyant. All Mama Stephanie did was to enjoy herself flying about the rainforest — something she had always wanted to do since she was a little child. When Mama Stephanie heard about Angy she determined that if the men didn't find her, she would.

So the men set off and they couldn't find Angy anywhere because they were going in the wrong direction. Mama Stephanie, being very careful that no one would see her flying out of her bedroom window, traveled over the rainforest at lightning speed and sure enough she found Angy curled up, fast asleep between the big buttress roots of a tall forest tree. Mama Stephanie flew back to Jim and the men and she danced about in front of them, hoping to show them the way, but as soon as the searchers saw the bright ball of light they shouted "SOUCOUYANT!" and ran for their lives. But Jim was not going to leave his baby sister out in the forest all night, so he stood his ground and watched as the beautiful dancing light bobbed off into the forest, waited as if he were meant to follow, and when he did, on the ball of light bounced again. Of course Jim had his worries, he knew that the soucouyant could be leading him deep into the forest just out of evil spite, but he was brave and kept on going. The ball of light stopped by the buttress roots of a big forest tree and then hovered close by. When Jim looked where the soucouyant had stopped, sure enough, there was Angy.

Jim cried a few tears of relief and happiness and picked up the sleeping child in his arms. Angy opened her eyes, smiled when she saw that it was Jim who held her so tight and went right back to sleep again. You could almost see that kind, sweet soucouyant smiling at Jim and Angy and then she bobbed about as if doing a dance of happiness and led the boy and his sister back to the village by the shortest path she knew. When Jim told his story, the whole village was amazed and wanted to thank the soucouyant, but alas they couldn't find her and the secret stayed with Mama Stephanie until the day she died. For her reward, Papa Bois made Mama Stephanie the guardian of all the forest creatures in the rainforest close by where she had lived her quiet and peaceful life.

THE END

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

The Food and Agriculture Organization (FAO) of the United Nations classifies fishing methods into 12 categories which were listed here last month. With the introduction of new technologies, modern fishing methods are very efficient, perhaps *too* efficient, as some of them are having very harmful impacts on the environment and on fish stocks. Do you remember the old saying, "There's plenty more fish in the sea?" Well, that's just not true any more.

The most destructive methods of fishing are those which damage the sea bottom as well as taking a lot of **by-catch**. This means that the fishermen take up a lot of creatures that they weren't actually fishing for. Let's look at beam trawling as an example.

Boats called trawlers tow huge nets behind them. The nets can be towed at different levels under the sea. The nets look like bags and catch everything in their path. The mouth of the net is held open by a beam which, at the lowest level, drags along the sea floor. Sometimes, the nets also have chains at the front. These stir up marine life from the sea bed so that everything will be caught up in the net. Many of the marine creatures caught in this way will be too small to use. But if they die in the net, they can never grow to a size which would be valuable to a fisherman. So, the beam trawl nets do two things which are damaging: they destroy marine habitat and they take large amounts of by-catch.

Drift nets are left in the sea and allowed to drift with the sea currents. Some drift nets measure over two kilometres in length and they too take massive amounts of by-catch. For this reason, drift nets are banned in European Union waters.

Can anything be done to improve fishing nets so that they catch fewer unwanted species? Most countries have laws relating to the size of mesh that can be used to make up a net. Square mesh would be more environmentally-friendly than the usual diamond mesh because it does not close up so quickly when a net is being towed. This means that fewer fish will be tangled up in it.

Trawl nets may be improved by inserting square mesh panels in the middle to allow baby fish to pass through. Noisy **pingers** placed in the nets may be used to keep away turtles and marine mammals such as dolphins who don't like the sound they give out. Time restrictions on how long a net may be left out at sea would help to decrease by-catch. And, of course, areas of the sea could be designated as no-fishing zones.

What about fishing methods that don't use nets? Are they dangerous too? We'll look at those next month.

Word Puzzle

By changing one letter at a time, how many steps will change NETS to FISH?

— Answer on page 27

ELAINE OLLIVIERRE 2007 ©

The Distracted Zen of Fishing

by Tina Dreffin



We were on passage from St. Martin to St. Lucia aboard *Scud*, our 44-foot St. Francis performance catamaran. And we still hadn't snagged a fish after an entire morning of waiting, waiting, waiting. Beans and rice are the norm of our diet, being largely vegetarian, but enough Mexican and green stuff — we wanted a big one!

"Why haven't we caught one yet?" I asked Adam, our handsome 17-year-old son and official angling expert. Both he and his brother, Warren (age 16), were reared in the Caribbean on boats, and are famous for their hand-crafted lures constructed from pink and yellow plastic bags foraged from island markets.

"I'll check the lures, in case we snagged seaweed," he said inattentively. Odd. Normally, he's intensely focused on the status of his rig — the set and proper boat speed to land a fish.

"Sweet!" Warren exclaimed animatedly, as he appeared in the open doorway of our cockpit.

Turning forward, I followed his gaze — my eyes danced with merriment. *Scud* was approaching a charter cat; on the stern gracefully posed a "sheila" clad in an itsy-bitsy-teeny-weeny, neon pink bikini, combing her blond hair. Long tendrils streamed behind her in the breeze, as the cat gently lurched forward in the light chop. *Wild Leopard* trumpeted in large golden letters across her quarters.

My husband, Peter, a stealthy tactician, tightened his grip on the helm to outmaneuver and overtake her. Sheets were tweaked, as his eyes twinkled with the thrill of the chase. "She's definitely a TEN!" the guys chorused together. (The cat or the pink bikini, I wondered!)

Warren launched onto the other sugarscoop to join Adam, as *Scud* charged the *Wild Leopard*, a formidable prey. We'd stolen their wind! (There would be hell to pay for outwitting the king of the seas!)

Once coming abreast of the cat, the boys languished astern; sun glistened off their toned bodies, earned from years of challenging watersports. They were posing for Pink Bikini, angling this way, then that! Ah, the antics of the young! (I made sure Peter focused on the helm, and not the sex bomb flashing our way.) Soon, we left the charter cat in our wake, floundering in dead air, and we plunged forward, passing scenic coves fringed in palms, silhouetted against towering verdant Pitons.

"Hey guys," I said merrily, "you know — dinner. A fish? Did you do the chat?"

Their high school courses had included the philosophical hunting precepts acquired from Buddhism and the North American Indians. They teach one to cultivate compassion for all animals, to ask for your gift from Mother Nature, then apologize to the kill when acquired, thanking it for coming.

So we gave it a go: Gazing into the azure blue sky and cobalt-blue sea, we "pushed" forward loving intent, asking for a fish to feed our family. We promised to follow the universal laws of protecting the oceans: save our trash until landfall, catch only legal-sized fish. We whispered how we loved the waters — the dour smiling groupers, the playful dolphins that darted across our bows. We promised to steadfastly protect the oceans, standing tall to defend it. Last, we sent appreciation for the fish we hoped to land, and especially for the opportunity of being here, in this moment, sailing in paradise.

After our little "chat" we forgot about it, and Pink Bikini. Very soon, though, the clothespin alarm went flinging across the cockpit, smacking Adam in the face; the line raced into the depths of the sea with an energy all its own. "We got a big one!" he yelled.

Once aboard, its size was impressive (and meant to be shared). I spoke gently to the magnificent mahi-mahi, thanking it for coming. "Be still, sweet one. You are splendid in your colors; don't suffer," I cooed. Suddenly, it went quiet, and its life gently receded.

Adam proudly held up our prize on the stern, as I shot the photo. In the viewfinder, I noticed *Wild Leopard* sneaking up close behind. She'd gained the advantage when we'd slowed to land the fish. As they passed, Adam held aloft his prize — they exploded in applause and Pink Bikini waved earnestly. Adam's grin split his face in two.

"When we reach port, guys," I said, "we'll invite them to join us." Two beauties at the table are far better than one.



VIRGIN GORDA YACHT HARBOUR

Virgin Gorda Marina

Full Service Marina Facility

(managed by Sun Resorts International)

LEAVE YOUR BOAT IN OUR CARE THIS SUMMER



Our facility located in the heart of beautiful Virgin Gorda comprises a 111-slip marina and a boatyard with 12 acres of dry storage space offering insurance approved hurricane pits to secure your vessel for the upcoming hurricane season.

Onsite amenities and services include a bank/ATM, a supermarket, chandlery, restaurant, bakery, clothing store, dive shop, phone and fax facilities, free wireless internet access, fuel, water and ice, laundry facilities, and an office of the BVI Tourist Board all in a pristine and relaxing environment. BVI Customs and immigration located within convenient walking distance.

Tel: 284 495-5500
284 495-5318
Fax: 284 495-5706
284 495-5685

Web: www.vgmarina.biz
VHF Ch: 16

IT'S MUCH MORE THAN A MARINA: IT'S HOME!

Simpson Bay Marina



Over and over again our guests refer to our marina as their "Home"! Join us this winter and continue to enjoy the hospitality.

WE OFFER:

- 24 hour security
- 120 concrete slip berths
- Electricity: 220V/ 50amp; 110V/300amps (single phase and three phase
- 16ft channel
- Fuel dock and bunkering
- Free satellite TV at each slip
- Telephone hook-up
- Shower facilities
- Wireless internet, banks and laundry within the complex
- Pick-up and drop-off from major supermarkets

We monitor VHF channels 16 & 79A (alpha – American system)
P.O. Box 4540, Airport Road, Sint Maarten, N.A., Caribbean
Tel: 599-5442309 Fax: 599-5443378
Visit our website: www.sbmarina.biz E-mail: reservations@sbmarina.biz

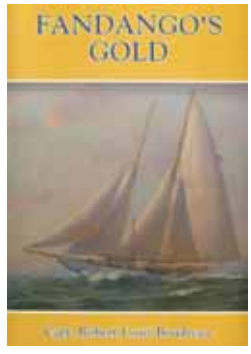
BOOK REVIEW

LIGHT FARE

BY BOB BERLINGHOF

***Fandango's Gold**, by Robert Louis Boudreau, Tiller Publishing, ©2006, a novel, 255 pages, paperback. ISBN 978-1-888671-19-3.*

Captain "Lou" Boudreau grew up on his father's schooners in St. Lucia before going to sea himself. His previous book, *The Man Who Loved Schooners*, was a factual account of his father's remarkable life and was favorably reviewed in these pages. The post-World War period in these islands saw the advent of a few hardy souls struggling to survive in the charter trade. Lou was second generation, and his insights about that period and the characters that floated through on their vessels 40 years ago are spot on.



Set in 1967, this flight of fancy concerns a schooner named *Fandango* which is owned and operated by Jack Carlton, a one-time test pilot. Jack and his two local crewmen are based in Antigua when the novel opens.

It is an adventure novel all the way, with a little discreet romance thrown in for good measure as Jack eventually wins over his tempestuous red-headed cook during lulls in the action. The plot moves along well, there are accurate sailing scenes, and there are excellent descriptions of Eastern Caribbean islands before their independence from Britain.

The plot concerns a charter from hell in which the guests pack automatic weapons as well as treasure-hunting gear. Jack is a bit thick about their intentions, considering he was attacked aboard his vessel the same night he showed off his gold doubloon in a bar. The coin was stolen, and three days later a charterer arrives out of the blue, wanting to go to remote Aves (Bird) Island — where Jack found the coin — for double the usual fee.

The lost gold is found and the melodrama begins. There is an obligatory hurricane scene and a miraculous coincidence which saves the marooned captain and his mate from a slow painful death. The bad guys are sometimes cardboard and two-dimensional, but it doesn't dampen the fun as Captain Jack struggles to get his hijacked boat back.

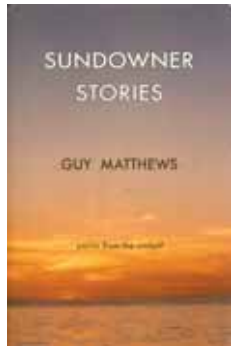
If it all sounds like a made-for-TV movie, that's because this unassuming novel doesn't pretend to be more. It's still an enjoyable ride to the finish at Beef Island, where coincidentally, this reviewer first set foot on a Caribbean island in 1967!

What saves the book is its authenticity. The author has a good ear for local dialect, the incidental characters are realistic, and the setting and descriptions are first-rate. It is an enjoyable time capsule as well as a swiftly-paced action novel.

Available at bookstores or from the publisher at www.tillerbooks.com.

***Sundowner Stories: Yarns from the Cockpit**, by Guy Matthews, Quite Nice Publications, ©2006, short stories, 280 pages, paperback, ISBN 0-9788740-0-1/5.*

Guy Matthews has been around the block as a yachtsman, marine insurance adjuster, and collector and improviser of yarns. The ten stories included here are all humorous ditties, light fare for the reader's entertainment, and they succeed as such due to the author's wit, which intentionally goes against the grain of a slightly formal style.



The collection opens with three stories about Watson Swift, a successful conservative radio show host, and his wife Wanda Sue, "whose IQ was hardly larger than her bra size". The two are perfect comic foils if one doesn't take the politically correct high road which dictates that their author must be a sexist pinko obsessed with big boobs, short shorts, and halter tops.

In fact the heroines all seem to be ex-strippers or Rubenesque, slightly faded beauties who like boat work, and the heroes are stereotypical jack-of-all-trades solo sailors who have never had a serious emotional involvement. There are dangerous bad guys intent on blowing up things through suicide missions, and there are both wise and foolish insurance adjusters who attempt to clean up the mess in their own clever and selfish ways.

Sometimes phrases too are unnecessarily repeated, but this doesn't occur often enough to shame the author. Perhaps the editor just dozed off temporarily, as if to say we shouldn't take any of this too seriously. The heroines all make their men feel love for the first time, the bad guys are foiled, and a few of the stories actually end, "And they lived happily ever after".

My favorite story of the collection is the next to last, "The Last Interlude of Innocence", an obvious reference to the author's adolescence in 1950s Texas. Although it features a generic Wanda Sue-like female, the story is about a group of wharf-rat teenage friends and a practical joke. If expanded, it could make a good screenplay along the lines of *Biloxi Blue;* a coming-of-age story full of nostalgia, humor, and innocence, with an ensemble cast. Unlike the other "yarns", the reader knows this story was real, and it has an emotional impact the others don't even try to achieve.

Like *Fandango's Gold*, *Sundowner Stories* is enjoyable light reading, well-written and quick-paced. I didn't burst out laughing (as it did one back-cover blurb writer), but there were plenty of smiles of pleasure and recognition, as the author showed an excellent knowledge of the islands and the sub-culture of yachties known as shoestring sailors.

Available at bookstores or from the author at QN46@aol.com.

Education, Understanding and Appreciation

***A Natural History of Mustique: A Field Guide to the Common Flora, Fauna and Marine Species**, by Mark de Silva and Dianne Wilson. Published by The Mustique Company Ltd, ©2006. Soft cover, spiral bound, 331 pages. Color photos throughout. ISBN 976-8204-08-7*

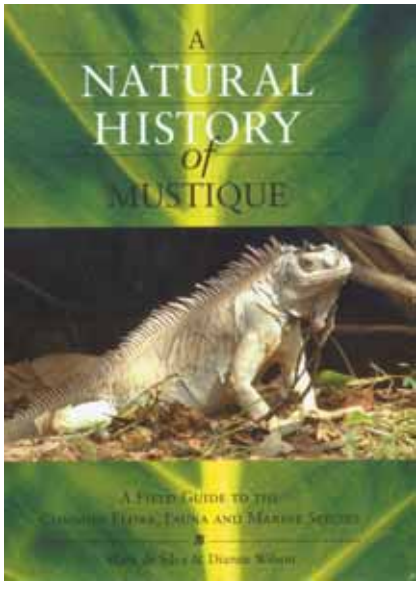
Here is a well-illustrated descriptive field guide to the lesser-known inhabitants of the "island of the rich and famous". While many tourists set foot on Mustique hoping to catch a glimpse of Mick or Tommy, this book shows that if you keep your eyes open and know where to look, there are many more, equally fascinating species to behold on this small Grenadine isle. The indigenous Turnip-Tailed Gecko wears an outfit David Bowie would admire, and the velvety black-and-green striped *Urania leilus* moth has recently joined other elegant visitors from South America.

This book is by no means a jokey "what else to look for while you're celebrity stalking" gift-shop item, though. It is an excellent catalogue with three primary objectives:

- To establish a fairly comprehensive record of Mustique's indigenous wildlife species.
- To introduce people to the beauty and variety of the island's indigenous wildlife.
- To make people aware of the important contribution that Mustique's wildlife and the ecosystems in which they live make to the island's economic well-being, and perhaps inspire other Grenadines islands to become similarly aware.

Chapters on geology, the settling of the island, the physical environment, the natural environment, vertebrate fauna, invertebrate fauna, flora and marine wildlife are lavishly illustrated with color photos, making identification a snap.

Mick Jagger, former Chairperson of the Mustique Environmental Committee, writes in the book's introduction:



"Around the world, societies are changing. We are more sensitive of fragile ecosystems than our forefathers and are coming to see the value in the wee things that crawl and sing and bloom. As we learn, the scales are removed from our eyes, and with wonder we see the intricate world around us.

"The natural history of our planet is so diverse it is difficult to grasp the variety of it all. Some people have made it their life's work to know and understand the life around us. Most of us, however, only have an innate curiosity about the plants outside our homes and the bugs under our beds. For these questions, there were no immediate answers. A book about the species of Mustique seemed like a good idea.

"Not all the curious are scientifically minded, and so that thirst for understanding has been unquenched. That is why the Mustique Environmental Committee accepted Father Mark de Silva's gracious offer to compile a guide of the natural history of Mustique. We know that through education and understanding comes appreciation, and with that appreciation will come, we hope, even greater care of the environment."

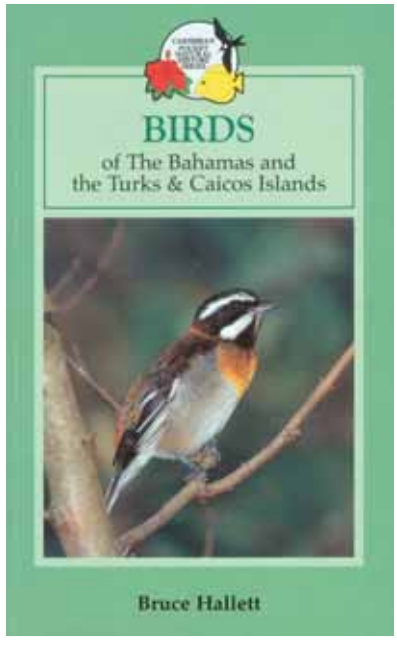
The greatest threat to the environment of the Grenadine islands as a whole is the tourism industry and its overwhelming demand for the remaining undeveloped land. It can truly be said that the Grenadines — and indeed all the islands of the Caribbean — are in danger of becoming victims of the exquisite natural beauty for which they are internationally famous.

On Mustique, an active environmental committee is an official instrument of the Mustique Co. Ltd., the island's de facto "local government." Mustique, after many years of environmental neglect, has finally, on its own initiative, made the connection between a healthy natural environment and the sustainability of its exclusive tourism investment, something that many island resorts have yet to understand. The Mustique Company has made and kept many hard decisions over the years, and the authors say in the preface that "Mustique is now recognized as a fine example of sustainable development". One recent initiative has been this guide to the biodiversity of the island, with the objective of increasing public awareness.

Partly because of competition with other islands for foreign investment, proper comprehensive environmental impact assessments are too often not done in the Caribbean, and "the environment" is irrevocably damaged in the name of "tourism development". In islands without Mustique's circumstances, rare national parks might be turned into resorts, irreplaceable woodlands into golf courses, valuable wetlands into marinas, thriving reefs into airport runways. A descriptive and pictorial guide to the species of every Caribbean island threatened with over-development or non-sustainable development also seems like a good idea. It would be best to know, understand and appreciate what we've got — before it's all gone, and tourist-watching is the only tourist attraction left in town.

Available from The Mustique Company Ltd., Mustique Island, St. Vincent & the Grenadines.

Ornithological Islands



***Birds of the Bahamas and the Turks & Caicos Islands**, by Bruce Hallett. Macmillan Caribbean Pocket Natural History Series, © 2006. Paperback, 256 pages, color photos throughout. ISBN 0-333-93744-9. £7.95.*

Less than 70 miles off the coast of Florida, as well as a different culture and geography, there exists a very different birding environment. This book takes you there, with color photos of the breeding birds of the widespread Bahamas archipelago and the Turks & Caicos, plus the most commonly recorded avian migrants touching these shores. Land and water birds are presented, and information is at a layman's level. Emphasis is on recognition; behavior and habitat preferences are covered, as well as calls and songs.

If you, too, plan to migrate through the Bahamas and Turks & Caicos, having a copy of this book aboard will add to your experience. What this broad scattering of islands lacks in four-legged wildlife, it makes up for in a wonderfully diverse abundance of feathered friends you should get to know better.



—Continued from page 6
Visitors have been sitting back and sipping on Killer Bees since Sunshine opened his beachside eatery over 12 years ago. Sunshine's is open seven days a week for lunch, dinner, dancing and drinking. The menu consists of barbecue dishes including fresh, local lobster, fish, shrimp, chicken and ribs, plus salads created from vegetables and fruits grown on the island. Open daily at 11AM, Sunshine and his staff will keep the bar hopping and the music cranking until the early morning hours, just as long as the guests are happy and the Killer Bees keep everyone buzzing.

St. Vincent is Cruise Magazine's 'Most Improved'
St. Vincent & the Grenadines has won an award in the 2006 "Most Improved Destination" category from the US magazine *Dream World Cruise Destinations,* which gives out annual awards to cruise ship destinations in several categories. The certificate was presented at Seatrade Miami on March 13th.
Dream World Cruise Destinations is a guide to new and traditional cruise ship destinations, providing information on ports throughout the world. The publication is renowned for recognizing ports and tourism partners who have delivered their product or service in a commendable way.
The Most Improved Destination award is given to destinations with advanced tourism products and a well-functioning structure in terms of issues including public transport, urban landscape planning and tourist information services. These annual awards are based on surveys and the polls cast by senior management executives of the world's cruise ship industry.

Volvo Names Southern Caribbean Distributor
Ciarla Decker reports: Volvo Penta, the Swedish engine manufacturer known for innovation, quality products and good management, will celebrate its 100th anniversary this year.
Frank Agren, owner-operator of Inboard Diesel Services in Case Pilote, Martinique, has been appointed the official distributor for the Southern Caribbean. You can contact his sales representative, Stephanie Rose-Heloise, at stephanie.ids@wanadoo.fr who will reply in English or French.
While Frank minds the big picture, Mecanique Plaisance in Trois Islets and Marin attends to sailboat engines under 100-horsepower, spares and service. In addition, Sea Services Shipchandler in Fort de France now carries Volvo spares including filters, oil, hydraulic and transmission oil, impellers, isolation sheets and water separators.
And don't forget the new dealer for Volvo in St. Lucia: MarinTek at Rodney Bay.
For more information see ad on page 15.

Newest Beach Bar in Bequia
Tony Regisford reports: Jack's Bar is a beach bar, restaurant, spa and boutique on arguably the best beach in Bequia, Princess Margaret Beach.
The bar offers a dinghy jetty so that visitors and deliveries can arrive by water. Both jetty and bar have been designed in a manner to minimize the negative impact to the environment. The design of Jack's Bar shows that it is possible to combine sensitivity and due deference to historic surroundings with confident expression of individuality and a modern identity.
Jack's Bar is the first of its kind in Bequia and has a strong local and regional appeal. It is aiming to be a focal point of the tourism plant in St. Vincent & the Grenadines and it will add to the many compelling reasons for tourists, especially on yachts, to visit our shores.
Jack's Bar is offering fusion food and specialty cocktails. In addition to this, it is offering a location for clients to spend the day relaxing either on the beach or in hammocks in its landscaped gardens. The bar offers all-day food and drink, a specialty grill, a state-of-the-art flat screen TV and, best of all, the most spectacular view of the sunset the island can offer with half price drinks from 5:00 to 7:00PM. Taking a bar offering to a new level, it also offers a secluded but open-air spa plus a boutique selling original island made kaftans and beachwear. Jack's Bar staff take real pride in this innovative new project and provide the best service the Grenadines can offer.
For more information see ad on page 32.

Atlantis Marine Moves to Lagoon Marina
Atlantis Marine is the newest business to open its doors at Lagoon Marina, St. Maarten. The company specializes in electrical and communications installations and



is the fifth marine-related company to locate in the new Lagoon Marina complex.
Atlantis Marine has been trading on St. Maarten for three years and the recent move to its new premises allows them to provide a sales-and-service area covering a full range of marine electrical, electronic and communication systems. As a certified installation and service centre for Raymarine, Atlantis Marine can plan, install and certify warranty documents as well as undertake warranty services.
With dinghy access and docking facilities available at Lagoon Marina, Atlantis Marine is now able to work with its customers at their convenience in the heart of the marine trading location of Cole Bay.
For more information e-mail gui@atlantismarinecarib.com or visit www.atlantismarinecarib.com.

Keeping Cruising Destinations Clean
Despite steady growth in yacht tourism since the 1960s, the charm of the BVI happily remains more or less intact — although the impact of today's heavy petroleum-products usage is becoming ever more present. Combating this is General Manager Charlie Jackson of Island Marine Outfitters in Roadtown, Tortola. Island Marine Outfitters has recently taken on the Clean Water Solutions, Inc. line of bio-remediation products. These funny-named foam carriers, known as Oil Eradicators, use simple biotechnology to convert oils into beneficial by-products that are food for fish and aquatic plant life.
Microscopic organisms (strains of the naturally occurring *Archaea* microbes) literally eat oils, diesel and lubricants. You just throw the foam carriers impregnated with these microbes into your bilge and let them do the dirty work while you're enjoying that cold beer.
Jackson says that the buzz about these little critters is finding its way into the dock and bar talk of the boating community, and that retail sales are rising. Charlie is also introducing these microbial scrubbers of nature to the BVI Government to bring about better, cleaner practices for handling petroleum in the islands.
Spills and surface slicks will be around for as long the internal combustion engine endures. Clean Water Solutions believe their Oil Eradicators provide an inexpensive yet effective means to naturally combat the problem and keep cruising destinations clean. They are actively seeking additional retail representation in the Caribbean region..
For more information e-mail info@cwsius.com or visit www.cwsius.com.

St. Lucia Jazz 2007
The St. Lucia Jazz festival, scheduled for May 4th through 13th, has undergone some major changes in the way it is to be managed and produced by the St. Lucia Tourist Board. Following the issuance of new policy directives from the Ministry of Tourism, St. Lucia's private sector has been given an opportunity to stage their own shows through their own financial support. The move has been welcomed by the private sector, with a full commitment to continue with Jazz on the Square, Fond d'Or Jazz and Jazz in the South.
This year, Pigeon Island, the only venue that will come under the direct management of the St. Lucia Tourist Board, will feature John Legend, Al Jarreau & George Benson, WES Group, David Murray, Tania Maria, Will Downing, Gerald Albright, Norman Brown, Jonathan Butler and Isaac Hayes. Commenting on the composition of the 2007 line-up, St. Lucia's Director of Tourism, Maria Fowell said, "We really wanted to return to our core musical genre, hence the heavy smooth jazz influence this year".
For more information visit www.stluciajazz.org.

French Lessons in Martinique
Tito and Roberta from *S/V Alleluia* write a glowing account of their visit to Martinique this season. Their highlight was meeting and befriending local artist, Margot Asphe in Ste. Anne, who offered to give French lessons to them and a group of other cruisers, using the invaluable *French For Cruisers* book by Kathy Parsons. Tito reports: "Now we have a better understanding of why the French give us these funny looks when Americans try to speak their language — the pronunciation is *très difficile*! There is just no substitute for a French teacher when it comes to learning French pronunciation and Margot is not only very patient, but teaches with enthusiasm and good cheer. During our next season in Martinique we plan to continue our French lessons with Margot.
—Continued on next page



—Continued from previous page
They are not only affordable and convenient for those anchored in Sainte Anne; they are also an *entrée* to a lifestyle that should not be missed."
For more information contact Margot at plumemargot@wanadoo.fr (please type "French Lessons" in the Subject section) or visit http://margot.blogg.org.

Summer Attractions at Marigot Bay
According to Molly McDaniel, PR and Marketing Manager for The Marina at Marigot Bay, Marigot Bay on the west coast of St. Lucia has long been known as one of the Eastern Caribbean's safest and most attractive hurricane holes, but now there's even more reason to make this harbour your port of choice over the summer months.


LEO CHARLES

The new Marina Village, with its shops, boutiques, French bakery, bank and supermarket, is open year-round, as is the new luxury Discovery at Marigot Bay resort and spa situated right above the docks. The bay itself is dotted with bars and restaurants popular with both visitors and locals — attractions that have made Marigot Bay a favorite pick-up and drop-off point for yacht charters, especially when coupled with direct airlift from both the US and the UK and facilities for landing private jets.
"Traditionally, larger yachts tend to leave the Caribbean and head back to the Mediterranean for the summer months," says McDaniel, "but they don't know what they're missing. As the tradewinds diminish, the waters around St. Lucia become much clearer, providing some of the best scuba diving and deep-sea fishing conditions of the year." As further enticement, visiting yachts will also enjoy lower marina rates during the summer. with discounts for long stays, while the associated Discovery resort also extends low summer rates for their rooms.
"The Marina at Marigot Bay is the perfect gateway for exploring the other southern islands of the Caribbean any time of the year, but in the summer it has the added advantage of fewer crowds, lower prices and cheaper flights. For the charter yachts that stay, there's also the attraction of being able to offer fantastic summer charters in Caribbean while the rest of the charter fleet is in the Mediterranean," said Daniel, adding that "St. Lucia is close to Venezuela, an easy-to-reach refuge for larger yachts in the unlikely event that a storm should head our way."
For more information visit www.marigotbay.com.

Brand New Marina at Fajardo, Puerto Rico
Sunbay Marina, a newly constructed marina which opened in December 2006, is located in Fajardo (18°20'25"N, 65°37'58"W) on the east coast of Puerto Rico. Sunbay Marina offers 282 berths on finger pontoons for yachts up to 60 feet. Each berth has 110- and 220-volt electricity, water, free cable TV and free wireless internet connection. The whole area is patrolled by security 24/7. An easily accessed fuel dock is located at its entrance.
Although designed for long-term mooring, the marina welcomes transient sailing and motor yachts. The friendly staff is trained to assist yachties and to provide any information that might be needed. Fajardo is a US Port of Entry and US Customs and Immigration is located half a mile away by dinghy.
In Fajardo are all sorts of stores and business that are of interest to the yachting community, making this a great place to re-supply a yacht. A West Marine Store and other chandlers, Wal Mart, Kmart, Sears, major supermarkets are located within a few minutes of driving. The Marina has a local car rental. Dining ranges from local fare at small eateries on the beach to upscale elegant restaurants at the Conquistador Hotel. A variety of fast food is also available.
Sunbay Marina is the perfect location to leave your boat and visit beautiful Puerto Rico or as a pick-up or drop-off point for guests on board. Luis Muñoz Marín International Airport is 45 minutes away by car.
For more information contact tel (787) 863-0313, fax (787) 863-5282 or visit www.sunbaymarina.com.

PRODUCT POSTINGS

World's First Floating VHF!
Icom America has introduced the M34 — a full-function, rugged marine VHF handheld that, if dropped overboard, will rise back to the water's surface. It may be the last handheld marine radio a boater will ever need to buy! The M34 is Icom's first handheld radio to date that does not feature a one-piece aluminum chassis. Instead, the M34 is constructed of durable, hi-strength polymers both inside and out.
"This is a military-rugged radio," says Bob Carey, Vice President of Icom America and head of its Marine Division. "It holds all the great features every Icom radio is known for, plus a few important new ones." One of those new features is a "Favorites" option which allows the radio user to quickly isolate those channels that are used most, eliminating the scrolling through dozens of channels. Apart from submersible IPX7 construction, other notable features include high-resolution LCD display; large, well spaced keys for easy, one-handed operation; hourglass shape that lends itself to a form-fit grasp; and five full watts of power with lower power selectable. Powering the M34 is a new Li-Ion battery, allowing for an impressive power-to-weight ratio. A boater can expect nearly ten hours of typical use on a single charge. (5% transmit/5% receive/90% standby.)
"The M34 is an affordably priced radio that acts like it is a high-priced radio," says Carey. It comes complete with the Li-ion battery pack, charger, and AC adapter, and three-year waterproof warranty. The expected common retail price is under US$180; the M34 should be available from Budget Marine outlets this month.
For more information visit www.icomamerica.com or contact your nearest Budget Marine chandlery — see ad on page 2.

Montserrat Launches Volcanic Soap
Montserrat-registered enterprise Emerald Spa recently launched the production of volcanic soaps — hand-made, all-natural soaps capturing the therapeutic cleansing qualities of Montserrat's active Soufriere Hills Volcano. The soaps include natural volcanic ash, clay and fine sand, fresh local aloe, rosemary, honey, coconut and other natural oil and mineral blends. Bay leaf, lemon grass and mango scent the soaps which are naturally textured for gentle cleansing abrasion. They are complemented by slices of pumice stone from the Soufriere Hills Volcano.
Emerald Spa is the brainchild of Anne and Lorenzo Cassell (brother of Montserrat's soca superstar Arrow). Anne brings to this initiative training in chemistry and other natural sciences up to Masters Degree level from Cambridge University. She also has over 30 years' experience teaching science-related subjects at the Montserrat Secondary School and several other secondary schools in the UK and Barbados. "I have always had a passion for experimenting with the creation of new products based on what is available in the natural environment," said Anne.
Lorenzo, who is responsible for the business development of the product, added: "At the moment we are putting our energies into enhanced packaging and more extensive distribution for 2007. Eventually, when we are able to complete the work space area, we also hope to be able to invite viewings of live soap production to students interested in science and business, other members of the community and tourists on sightseeing tours."
Gift sets of soap and pumice rock are initially available at the leading souvenir retail stores in Montserrat. The plan is to also have them available for sale on-line and in other shops internationally later this year.
For more information e-mail sunsethomes@candw.ms or call (9664) 491-2741. A website (www.emeraldspaonline) is currently under construction.

Move Over, Baby Wipes — It's Boat Wipes!
At last! A handy multipurpose cleaning wipe specifically designed for the marine industry. Available in three handy sizes of 25-wipe flat packs, 80-wipe cylinders, and 100-wipe buckets,
The PowerSail Wipe provides an instant answer to the problem of providing a swift cleaning action for all surfaces above and below decks. It will tackle engine oil, bilge grime, grease, mildew stains, toilets, and work surfaces. Being abrasive on one side allows the PowerSail Wipe to deal with waterline scum and exhaust stains. Its cleaning action leaves surfaces both visually and hygienically clean. With the ability to provide the customer with a hand-cleaning wipe for both heavy soil removal and antibacterial action, PowerSail Wipes can eliminate almost all of the messy cleaning-supply bottles usually carried on their boats.
For more information visit www.powersail.com.

Yacht at Rest, Mind at Ease

- Safest Way to Ship
- Premier Service for Any Yacht
- Reliable Frequent Schedules
- Unique Destinations
- Competitive Rates



COUNTER SEASON SAVE UP TO 50%

NEW! NEWPORT - FREEPORT VOYAGE IN FALL 2007

DYT DOCKWISE YACHT TRANSPORT
WORLD CLASS YACHT LOGISTICS
www.yacht-transport.com

Dockwise Yacht Transport USA
Telephone: + 1 954-525-8707
dyt.usa@dockwise-yt.com

Dockwise Yacht Transport France
Telephone: + 33 [0] 493 931 856
dyt.france@dockwise-yt.com

DYT Representative Martinique
Telephone: + 596 596 74 15 07
nadine.massaly@dockwise.com

Refrigeration — It's All in the Box

by Glyn Johnson

I read an article the other day by Cap'n Fatty Goodlander on the proliferation of electronic gadgets on modern boats and the need to generate large quantities of electricity to power them. He then went on to say he cruises without any form of refrigeration on board. This reminded me of the words of a song from the Meatloaf album *Bat out of Hell* entitled "I'd do anything for love (but I won't do that)". I wouldn't like to cruise without refrigeration, let alone suggest it to my wife!

When we purchased *Wandering Star* in Florida she had been laid up for a long time and none of the systems worked. Although we had been sailing for 20 or so years in the UK, we had never had proper refrigeration on our boats and the need to install it had always fallen below that of a cabin heater in our list of priorities, so this was virgin territory for us. The system fitted on *Wandering Star* was a 12-volt holding plate system with three boxes and appeared similar to the system advocated in Nigel Calder's excellent book on mechanical and electrical systems.



Whether for a cold box (left) or freezer (right), good insulation is critical in the tropics

We took advice from a refrigeration expert who explained all about how the refrigerant gas R12 was now banned and we would have to use an alternative and that our system would be very power hungry and that it was unlikely the box would get cold enough to work as a freezer. He concluded that we needed to install an engine-driven compressor to drive the system, which seemed like a good idea until he told us that it would cost about five thousand dollars! At that stage the system was going to work as was or we would be cruising like Fatty. Three hundred dollars later, having had several leaks fixed and the system regassed, it was up and running. The boxes were intended as a freezer, refrigerator and a cool box and as we had been advised, the freezer wasn't really cold enough to qualify as a freezer so we ran that as a second refrigerator. It was also power hungry, consuming over 100 amps a day, no matter how efficiently we tried to manage it, but at least we had refrigeration.

Over the next couple of years we had a leak or two and had to call in an engineer each time to repair it, relieving us of another six hundred dollars. The system would draw 35 amps when it was running and you could hear it start up from 50 yards away and as it was water cooled we couldn't use it on the hard.

While refitting in Trinidad in 2002 I was faced with moving the compressor unit in order to facilitate other work and then the prospect of having to call in an engineer to eventually reinstall it. Did I want to spend any more money on this old inefficient unit or was this the time to bite the bullet and upgrade? It was a week before Christmas so a good time to rip the galley area apart with the promise that I would finish it before Christmas Day! I am no refrigeration expert, but looking at some of the adverts from the different manufacturers it became apparent that many of the small evaporator-plate-type units share common parts and in particular the Danfoss compressor, which is the heart of the system.

The other thing noticeable was that very little attention was given to the "box" that the unit was to cool. My experience was to show that the box is the most important part of the system. No matter whose refrigeration system you use, it will not work efficiently unless you have a good box and if you have a really good box then virtually any manufacturer's system will do.

I set to work and stripped out the large-bore copper piping and the compressor. I pulled off the top of the boxes and removed the holding plates; the weight of these was enormous and they deserved their "bullet-proof construction" claims. The freezer and refrigerator boxes, side by side, were in reality one box with four inches of insulation separating the two halves, so this could go as well. Just removing these items increased the usable space in the box by 20 percent! The box itself was heavy-gauge stainless and could be reused, but the three-quarter-inch drainpipe would have to go. I don't think drains are necessary: ours was letting out cold air, which it had cost us a lot of power to chill, and this in turn sucks warm air containing lots of moisture into the top of the box, which causes all the frost as it cools.

Now we were able to lift out the box and we come to the heart of the matter — insulation, and lots of it.

Closed-cell foam is normally used so that it will not soak up any moisture; kits are available but like many of the commercially available boxes or indeed domestic refrigerators, may be woefully inadequate for the tropics. Isotherm, whose refrigeration unit I was to install, advertise ready-made panels just 46mm thick. My view is that you should use four inches or 100mm as an absolute minimum. The bigger the box the thicker the insulation required. If you can't afford the space for this then there are high-tech alternatives using specially made vacuum panels which have very high thermal insulation values in panels just one inch thick. Glacier Bay have a very good website detailing these but the drawback, as of course there must be one or in this case two, is firstly the cost and secondly that they can't be cut or altered in any way.

I was lucky enough to have the space to install a minimum of six inches of foam, with more between the box and the side of the hull where the sun's rays would lift the temperature way above ambient levels. Care needs to be taken to avoid any gaps, and interleaving layers of foam works well. The better the insulation then the less power you will need to run your system.

Prior to reinstalling the box I wrapped it in a damp-proof plastic membrane to stop condensation getting into the foam. It is very important to ensure the box is properly supported in amongst its insulating foam as when stocked with all your drinks and supplies it will be extremely heavy and the pounding in Caribbean seas will soon show up any weakness. A metal box has good thermal conductivity and helps the cold to circulate around the box, but is not easy to keep looking good. Ours, with its modifications, was a definite eyesore, so we lined it with eighth-inch white Cintra sheet held in place with mastic and this has been very effective as a wipe-clean and durable surface.



Our "new" box came in at 180 liters or six cubic feet, slightly larger than a normal domestic under-the-counter type refrigerator, and we chose a large, flat panel evaporator plate with an air-cooled compressor to run it. Evaporator plates are sized for the cubic capacity of the box and the thermostat operates over a relatively small temperature range. The plate, with one bend, would lie along two sides of the box. As the compressor is air cooled it is best installed where it has good air flow from the coolest part of the boat and provision for the warmed air to escape. The compressor and evaporator plate come pre-charged with the refrigerant gas and special fittings which allow you not only to couple them up without losing all the refrigerant but also to dismantle them later if you need to.

We mounted our compressor in an open box shelf high in our large bilge area, which allows it to vent into the cupboard under the sink where the slight increase in temperature isn't a problem. This was within the 2.5 meters of the pipe work but one-, two- and three-metre extension kits are available if required.

—Continued on next page

MARTIN'S MARINA
SECRET HARBOUR
GRENADA

Martin's Marina, situated on the south coast of Grenada, is one of the Caribbean's finest marinas. Located outside of the hurricane belt in the well protected and sheltered waters of Mount Hartman Bay, Martin's Marina is considered one of the safest marina's in the Caribbean.

All this is located conveniently close to the entertainment and shopping centers, as well as the International Airport.

MARTIN'S MARINA OFFERS:

- 53 slip concrete marina accommodating boats up to 200 ft.
- 42 stern-to-slips & 11 alongside slips, as well as 32 moorings.



- High capacity electrical services 110/220 v (50 Hz) & water at each slip.
- 20 ft of draft off the deepest dock.
- Fuel, gas, shower & toilet facilities, garbage disposal & ice.
- Long term & short term slip rental.
- Telephone and fax facilities.
- Internet Access.
- Security.
- Duty Free Fuel.
- Pool, tennis court & bar.
- Taxi and island tour services.

Martin's Marina's staff monitors VHF radio channels 16 & 71, and are always available to assist boaters in docking & leaving the marina, as well as to help in locating appropriate services as needed.

Tel: (473) 444 4449
Fax: (473) 444 2090
Email: martinsmarina@caribsurf.com



—Continued from previous page

The included thermostat has to be attached to the evaporator plate and then the plate mounted high in the box. A special word of caution here as the plates are aluminium and need to be isolated from the stainless box to prevent corrosion! Care needs to be taken when bending the evaporator plate to prevent the small tubes being crushed during the process and I used a two-inch plastic tube as a former and cut slots to allow space for the tubes. The top of the box and a snug-fitting lid need to be insulated to the same standard as the rest of the box.

We downsized the electric circuit breaker from its



Our newest compressor lives under the cooker

50-amp rating to ten, and connected it all up and we were ready to go on Christmas Eve. The first thing we noticed was how quiet it was — unless you put your ear to it, you didn't know it was running! The next thing was how cold it was; the previous boxes would run at around 40°F but now, unless we were careful, we would freeze the milk and orange juice! Finally, the power consumption was minimal compared to the old box and probably averages around 30 amps a day. Power consumption will vary depending on how many times you open the box and the quantity of warm goods you put in to chill. We use little ice as all the drinks are already very cold and a bag of ice would now last us three weeks, kept in the coldest part of the fridge. All this and we were still on the hard in Trinidad. Is there a stiffer test?

How big is a 180 liter box? Well, we normally have about six gallons of various drinks, plus vegetables, meats, cheeses and all the condiments that require refrigeration nowadays. I fitted a shelf rack along the back to store the fruit and vegetables and two shelves along one end for the jars. The compressor and its evaporator plate cost US$740 — less than we had spent maintaining the old system.

Four years on we are still delighted with our refrigeration, particularly having spent long periods when we were living on the boat on the hard. So much so that this year I converted the unused third box into a 70-liter freezer using an identical refrigeration unit and evaporator plate but with a freezer thermostat. In the smaller box the evaporator plate fits snugly around three sides of the box. I managed to make space under the stove housing by reducing the free space under the cooker to mount the compressor with fresh air from below the floor and venting up behind the stove housing. The compressor runs on a 30-percent duty cycle and uses about 35 amps a day. Temperatures in the box are 4°F to 8°F (-13°C to -15°C) and ice cream keeps perfectly!

All our systems are solar and wind powered and we normally make six or more gallons of water a day, depending on how much wind we have — but that's another story.

Glyn and his wife Jenny have been cruising on Wandering Star *full time for nine years and in the Eastern Caribbean since 2000.*

YANMAR FLEETGUARD Filters
FRED MARINE
YANMAR marine
Phone: +590 590 907 137
Fax: +590 590 908 651
E-mail: fredmarine@wanadoo.fr
Marina Point a Pitre 97110
Guadeloupe F.W.I.
TOHATSU
BETA MARINE
SALES - REPAIRS - MAINTENTENANCE
MARINE MECHANICS (ALL MAKES) - HAUL OUT - 24h BREAKDOWN SERVICE
SERVICES
Mechanics and Electricity
Boat Maintenance
Engine diagnosis
Breakdown service 24/7
Haulout and hull sand blasting
Equipment for rent
Technical shop
GOODS
Genuine parts Yanmar & Tohatsu
Basic spare parts (filters, impellers, belts)
Filtration FLEETGUARD
Anodes,Shaft bearings
Electric parts, batteries
Primers and Antifouling International
Various lubricants
FOR RENT
High pressure cleaners 150/250bars
Electrical tools
Diverse hand tools
Vacuum cleaner for water
Scaffolding
LEAVE YOUR BOAT IN SKILLED HANDS

AVP yachting antilles
VIRGIN ISLANDS GUADELOUPE GRENADINES
ANTIGUA
DOMINICA
SAILING DREAMS
MARINA DU MARIN - 97290 LE MARIN - MARTINIQUE - F.W.I.
www.avpyachting.com - pierre.carof@avpyacht.com - +596 (0) 596 749 118
Agents DUFOUR

NAVIMCA
FULL SERVICE BOATYARD
Approach from northwest
Start at: 10° 28.85' 64° 08.90'
10° 28.7' 64° 08.5'
Security Roadway
Best climate of the Caribbean
LOW PRICES
below the hurricane belt
Travelift: 70 ton Beam: 21 ft
Storage for 120 Boats
Mechanical repair
Painting
Welding (all kinds)
Sandblasting
Wood working
Osmosis, Gelcoat
Fiberglass repairs West system
No charge while we work on your boat
P.O.Box 121 - Cumaná, Edo. Sucre - Venezuela
Phone: + 58 - 293 - 4319064 - Fax: + 58 - 293 - 4317162
e-mail: gneri@navimca.com - Site: www.navimca.com

Planning to keep your boat in the Caribbean?
www.islandreamsgrenada.com

SVG AIR
Fly Charter it's Smarter.
Celebrating 16 Years in Business.
Scheduled Flights to the Grenadines from: St. Vincent, Barbados and Grenada
To/From BARBADOS
• BEQUIA
• CANOUAN
• CARRIACOU
• MUSTIQUE
To/From GRENADA
• BEQUIA
• CANOUAN
• UNION
• CARRIACOU
To/From ST. VINCENT
• MUSTIQUE
• CANOUAN
• UNION
PRIVATE JET HANDLING SERVICES
Private Jet Charters available to and from all points within the CARIBBEAN & SOUTH AMERICA
www.svgair.com | info@svgair.com | t: 784.457.5124 | f: 784.457.5077 | Caribbean-wide Toll Free: 1.800.744.5777

The Place to Shop
Opposite the Market
Wir sprechen Deutsch
Credit Cards welcome!
in Bequia
Special 8-grain bread
Fresh Croissants daily
DORIS Fresh Food
YACHT PROVISIONING
Fine Wines
Imported Cheeses & Pastas
Daily Fresh Herbs & Produce
and other Gourmet Foods
VHF 68
Tel (784) 458-3625
Fax (784) 457-3134

XANADU MARINE
THE CRUISING SAILOR'S CHANDLERY SINCE 1990
• PERSONALIZED ATTENTION BY OUR EXPERIENCED STAFF
• REPLACEMENT PARTS & MAINTENANCE PRODUCTS
DISCOUNTS ON ARTIGIANA BATTELLI AND CARIBE DINGHYS
NEW AT XANADU MARINE: AMERON ABC 3 TIN FREE ANTIFOULING PAINT
Marlin Bottom Paint * Delco * Underwater Metal Kit * Z-Spar * Cetol * Mercury Seachoice * Marpac * Teleflex * Tempo * Ritchie * Breeze * Whale * Ancor Racor * Wix * Shurflo* Johnson Pumps * 3-M * Flags * Perko * Jabsco * Groco Boatlife * Starbrite * Camp Zincs * Marine Padlocks * Orion * Sunbrella Weblon * Clear Vinyl * Canvaswork Supplies * Marinco * Garmin * Uniden Apelco * Harken * Sta-lok * 316 SS Rigging * Cordage * West System * Shields Dinghy Accessories * Waterproofing * Aqua Signal * Imray Iolaire Charts
CORNER OF MIRANDA & GUARAGUAO, PUERTO LA CRUZ, VENEZUELA
TELEPHONE: (58) (281) 265-3844 FAX: (58) (281) 265-2448
E-mail: xanadumarine@cantv.net Standby VHF Channel 72

JYA at SIM Boatyard, Prickly Bay, Grenada
LEAVE YOUR BOAT IN SKILLED HANDS…
• Tel/Fax Office: 473-439-4913
• Cell: 473-409-2264
• @: jya@caribsurf.com
Manager Jean-Yves Rouseré
YACHT MANAGEMENT
SALE AND REPAIR INBOARD & OUTBOARD ENGINES
METAL FABRICATION & WELDING
- STAINLESS STEEL & ALUMINIUM
BOAT ENGINEERING, HYDRAULICS AND PLUMBING

Bogles Round House Restaurant, Bar & Cottages
CARRIACOU
Roxanne, Grenada's "Chef of the year 2006/7", & Phil welcome all to
Bogles Round House Restaurant & Cottages
Accomodation and hospitality in a truely spectacular atmosphere!
For more information, visit:
www.boglesroundhouse.com
OR EMAIL:
info@boglesroundhouse.com
VHF: ch16
Call us on:
+1(473) 443-7841
or
+1(473) 405-3723
Contact us for free shuttle runs for groups of 6 or more (Tyrell Bay-Bogles)

SERVING AT SEA BY SHIRLEY HALL

Bodacious Bodi Beans

Ever been to the market and seen what you thought were ordinary green beans on steroids? That is bodi, a pencil-thin bean that resembles a green bean although not as crisp. Bodi, sometimes known as yard long beans, can indeed grow up to about three feet long, although they're usually harvested at 18 inches or less.

Native to Southeast Asia, bodi is an annual climbing plant with white, yellow or pale purple flowers. Bodi is also called asparagus bean, Chinese long bean or snake bean, and belongs to the same family as the black-eyed pea and pigeon pea.

Beans have been cultivated for at least 7,000 years. It is believed beans originated in Central America. There are more than 12,000 species of beans throughout the world. Bodi comes in different varieties, ranging from the more common pale green pod variety, to the more slender darker green one, to a deep brownish-red variety.

Bodi is very nutritious. A 100-gram serving gives four grams of protein, 110 milligrams calcium, five milligrams iron, two milligrams vitamin A, and 35 milligrams vitamin C .

Bodi can be prepared in various ways: stewed with tomato sauce; steamed and drained, then seasoned with lemon juice and oil; or simmered in butter or oil and garlic. The pale green bean is meatier and sweeter than the dark green bean, which has a less delicate taste.

Long Bean Stir Fry
1 pound pak choy
1 pound bodi, cut into 2-inch pieces
2 Tablespoons peanut oil
1/2 Tablespoon sesame oil
2 Tablespoons soy sauce
1 Tablespoon sesame seeds
Salt and pepper to taste

Cut off the very bottom of stems from the pak choy, and then cut in half lengthwise. Blanch the pak choy in hot water, drain and set aside. Steam the bodi until bright green (about four minutes), and then combine with pak choy. Heat peanut oil and sesame oil in a hot frying pan. Add the bodi and pak choy. Stir-fry for two minutes. Add soy sauce and sesame seeds. Season with salt and pepper. Makes four servings.

Simple Chinese Bodi
1 pound bodi, cut in bite-size pieces and steamed
3 cloves garlic, chopped as small as possible
1/2 Cup balsamic vinegar

Mix all ingredients in a bowl and serve at room temperature. Serves four.

Chinese Bodi Salad
1 Cup bodi, cut into 2-inch pieces
1 red onion, chopped finely
1 Tablespoon balsamic vinegar
1 Cup bean sprouts
1 sweet bell pepper (preferably red), seeded and sliced into thin strips
1 medium cucumber sliced thin
DRESSING
1/3 Cup white vinegar
1 Tablespoon olive oil
2 Tablespoons sugar
1 Tablespoon herbs such as basil or thyme, chopped
2 cloves minced garlic
Salt to taste

In a large frying pan, mix bodi, onion and vinegar. Cook 2 minutes with constant stirring. Take off heat and allow to cool. Mix in bean sprouts, pepper and cucumber. Then mix dressing and add to veggies. Chill for 2 hours before serving. Serves six.

Sautéed Bodi
2 Tablespoons vegetable oil
1/2 Cup chopped onion
2 Tablespoons minced garlic
2 ripe tomatoes, chopped
1/2 Cup pork (or chicken) cut into thin strips
1/2 Cup deveined shrimp
1/2 pound bodi, cut into 2-inch pieces
Salt and pepper to taste

Heat oil, garlic and onion. Add tomatoes and cook until soft, stir in pork and shrimp. Cook, stirring occasionally. Add bodi and cook until tender. Season to taste. Serve hot. Serves four.


WILFRED DEDERER

For the Gardeners:

Bodi grows quickly in the Caribbean's warm climate. In fact it grows so well that Trinidad produced nine million kilos of bodi in 2003! Bodi prefers a light, well-drained soil with a pH of 5.5 to 6.8, enriched with compost or rotted chicken manure and grows to maturity in less than 60 days.

Being a climbing plant, bodi provides extra work for the gardener. Soak the seeds in water before sowing, for better germination. Plant seeds an inch deep, at least eight inches apart with raised rows separated at least three feet. The distance between rows is necessary because sticks need to be placed every six to eight feet along the rows. Some farmers put in the sticks before planting so as not to irritate the young plants.

Strings are then strung at three levels, one, two, and four feet, between the sticks. As they grow, carefully weave the bodi vines between these strings. Bodi is perfect for the home gardener who has a chain link fence for it to climb. Bodi can also vine on dead eggplant or hot pepper trees.

Beans are hungry and deplete the soil of nutrients, so it is wise to rotate planting areas. Urea or a high nitrogen fertilizer works well on all beans. In the early growth stages use a 12 – 24 – 12 fertilizer mix and 12 –17 – 2 mix when flowering begins. Flowering will occur five weeks after sowing. Fruits will grow from open flower to suitable length in about 10 days. Pick the pods at the tender stage at maximum length before the seeds mature or swell — usually 12 to 18 inches.

Mole crickets love young bodi. "Ringing", where the beans actually turn into a spiral, is one of the most common diseases. Aphids are drawn to the pods of this plant. Thrips tend to be a pest early in the season. Spider mites can be a problem, producing a silver-speckled appearance on leaves. Bodi is also susceptible to nematodes and mosaic virus. A chemical spray of Fastac or Vydate–L is beneficial. Be careful to spray chemicals at least two weeks before harvest.

FRENCH FOR CRUISERS à la carte

Combine the French love affair with food with fresh Caribbean ingredients and varied cultures, and you have a great reason to dine ashore! French Antilles restaurants prepare regional specialties as well as French continental and international cuisine.

Dining out in the French islands, whether for lunch or dinner, is an event. The table is yours for the evening and you will not be rushed. To serve you too quickly, or (heaven forbid!) to give you the bill without you asking for it, would be considered rude. When the meal and dessert and coffee are finished and the night almost over, the waiter may bring you a little digestif on the house - a flavored rum or liqueur to help you digest your food and enjoy the evening just a little longer.

Here are some French word and phrases to help you enjoy your meal ashore. ***Bon appétit!***

by Kathy Parsons



Understanding the Menu

Restaurants give you several choices in ordering your meal. The least expensive is to choose from several fixed-price options:

***Le menu** is a fixed-price meal with several courses (**entrée**, main course, and dessert). Ask about it if you don't see it posted on the signboard. It is usually the best value, especially at lunchtime. However, if **le menu** comes with wine and a **digestif**, don't count on doing boat projects in the afternoon. For a less elaborate meal, there are often several **formules** and the **plat du jour**. A **formule** gives you a few set choices: pick from several appetizers, and several main courses. The **plat du jour** is the daily special and consists of a main course and sides, but no dessert or **entrée**.*

*Or you can order **à la carte**, from the printed menu. Note that what we call "the menu" in English is **la carte** in French, a list of the dishes available. Ordering **à la carte** is usually more expensive, but you can save money by splitting a salad and a main course.*

Menus and Wine Lists			
menu *(the written list of items)*	la	**carte**	kahrt
wine list	la	**carte des vins**	kahrt deh vehn
Fixed price meals			
a set menu at a fixed price	le	**menu**	mûh-nëw
plate of the day, daily special	le	**plat du jour**	plah dëw zhoor
fixed price meal, with options	la	**formule**	fohr-mëwl
Meal	le	**repas**	rûh-pah
breakfast	le	**petit déjeuner**	pûh-tee deh-zhuh-neh
lunch	le	**déjeuner**	deh-zhuh-neh
dinner	le	**dîner**	dee-neh
Courses			
first course	l' *(f)*	**entrée**	ahn-treh
main course	le	**plat principal**	plah prehn-see-pahl
dessert	le	**dessert**	deh-sehr
after dinner liqueur to help digest the meal	le	**digestif**	dee-zheh-steef

"Chief Cooker Burns Cream"



... Don't think that you can just ask for a menu in English and avoid language difficulties. If there is indeed an English version of the menu, the translations are often so imprecise that you don't know what you're ordering.

*The English menu of a St. Bart restaurant listed their dessert specialty as **"Chief Cooker Burns Cream"**. The French menu called it **Crème Brulée du chef**.*

French Antilles Specialties

In addition to French and international fare, you will find many Creole dishes that take advantage of the fresh seafood, fruits, vegetables and spices. Many of these items are only found in the islands - you won't find them in a French dictionary or menu reader. Enjoy!

les	**accras**	ack-krah	Spicy, small fritters made with fish, seafood or vegetables. Served with drinks at aperitif time.
l' *(f)*	**assiette créole**	ahss-yeht kreh-ohl	Plate with several creole specialties such as **accras, boudin créole, crabe farci**
le	**balaou**	bah-lah-oo	Ballyhoo (small long fish) eaten fried
le	**blaff**	blaff	Fish poached in a spicy broth with lime
le	**boudin créole**	boo-dehn kreh-ohl	Creole blood sausage
le	**colombo**	koh-lohn-boh	Dish of kid goat, chicken, pork, crab, or fish stewed in a spicy curry sauce
le	**court bouillon de poisson**	koor boo-yohn dûh pwah-sohn	Fish cooked in a sauce of tomato, lime, wine and spices
le	**crabe farci**	krahb fahr-see	Stuffed crab
les	**crudités**	krëw-dee-teh	Assortment of raw, fresh vegetables
les	**dombrés**	dohn-breh	Small flour dumplings
le	**féroce**	feh-rohss	Mashed avocado mixed with hot pepper, cassava flour and salt cod (**morue**)
le	**matoutou**	mah-too-too	Fricassee of land crabs and fresh-water crayfish
le	**poulet boucané**	poo-leh boo-kah-neh	Barbecued chicken with smoky flavor
la	**sauce chien**	sohss sh'yehn	"Dog sauce", vinaigrette of green onion, garlic, parsley, pepper, served with grilled fish
la	**soupe z'habitants**	soop zah-bee-tahn	Fresh-water crayfish soup
le	**vivaneau grillé**	vee-vah-noh gree-yeh	Grilled red snapper

Useful phrases

Call the waiter		
Sir / Madam ...	**Monsieur / Madame ...**	Mûhss-yûh / Mah-dahm
... please	**... s'il vous plaît**	... seel voo pleh

Ask about the menu		
Do you have ... ?	**Avez-vous ... ?**	Ah-veh voo ... ?
What is the daily special?	**Quel est le plat du jour ?**	Kehl eh lûh plah dëw zhoor ?
What is the "fixed menu"?	**Quel est le menu ?**	Kehl eh lûh mûh-nëw?
What does it come with?	**C'est servi avec quoi ?**	Seh sehr-vee ah-vehk kwah ?
Does it come with ... fries ?	**C'est servi avec ... des frites ?**	Seh sehr-vee ah-vehk ... deh freet ?
Order your meal		
I would like ...	**Je voudrais ...**	Zhûh voo-dreh ...
▸ and / with / without	**et / avec / sans**	eh / ah-vhek / sahn
▸ a napkin / plate / glass	**une serviette / assiette / verre**	ëwn sehrv-yeht / ahss-yeht / vehr
▸ a(nother) carafe of water	**une (autre) carafe d'eau**	ëwn (oh-truh) kah-rahf doh
▸ more bread / butter	**encore du pain / beurre**	ahn-kohr dëw peh / buhr
We would like to share ...	**Nous voulons partager ...**	Noo voo-lohn pahr-tah-zheh ...
The same ... for me	**La même chose ... pour moi**	Lah mehm showz ... poor mwah
During the meal		
I ordered ...	**J'avais commandé ...**	Zhah-veh koh-mahn-deh ...
That's all, thank you.	**C'est tout, merci.**	Seh too, mehr-see.
No dessert, thank you.	**Pas de dessert, merci.**	Pah dûh deh-sehr, mehr-see.
It was delicious.	**C'était délicieux.**	Seh-teh deh-leess-yuh.

*When you are ready to leave, call the waiter over and ask for the bill (**l'addition**). The waiter will not bring you the check in a restaurant until you ask for it. Sometimes the waiter is so busy that you may have to beg for your check. Service is generally included in the price of the dish or added to the bill. Although no tip is necessary, you may want to leave the change or a small tip.*

Pay the bill		
The check, please	**L'addition, s'il vous plaît**	lah-deess-yohn, seel voo pleh.
We want to pay separately.	**On paye séparément.**	Ohn peh seh-pah-reh-mahn.
Can I pay with a credit card?	**(Est-ce que) Je peux payer avec une carte de crédit ?**	(Ehss kûh) Zhûh pûh peh-yeh ah-vehk ëwn kart dûh kreh-dee?

What the Waiter may Say ...

What can I serve you?	**Qu'est-ce que je vous sers?**	Kehss kuh zhûh voo sehr?
Will you be eating?	**C'est pour manger?**	Seh poor mahn-zheh?
Will you be having lunch / dinner?	**C'est pour déjeuner / dîner?**	Seh poor deh-zhuh-neh / dee-neh?
Are you ready to order?	**Vous avez-choisi?**	Voo zah-veh shwah-zee?
Are you having the set menu or ordering "à la carte"?	**Vous prenez le menu ou la carte ?**	Voo prûh-neh lûh mûh-nëw oo lah kahrt ?
Sorry, we don't have any more.	**Désolé(e), nous n'en avons plus.**	Deh-zoh-leh, noo nahn av-ohn plëw.
Will you have a dessert?	**Vous prendrez un dessert?**	Voo prahn-dreh uhn deh-sehr?

French column : **LEGEND**

gray : letter not pronounced, except ***ll*** *(in gray): pronounced as consonant* ***y***

Pronunciation column:

***ûh** : pronounce as **ou** in c**ou**ld*

***ëw** : sound between **ee** and **oo**; similar to **u** in c**u**te*

*-***bl**uh** : pronounce the consonants completely; **uh** is barely pronounced (**uh** is used to help you to pronounce the preceding consonants correctly.)*

***nasal vowels**: (pronounce the vowel through the nose)*
*eg: **un bon vin blanc** - **uhn bohn vehn blahn***

***y** : always pronounce as **y** like **y**es*

***zh** : pronounce like **s** in plea**s**ure*



*Excerpted from **French for Cruisers: The Boater's Complete Language Guide for French Waters**.*
© 2004 Kathy Parsons, ISBN: 0-9675905-1-5 , www.frenchforcruisers.com

*In addition to food, **French for Cruisers** covers boat repair and maintenance, fishing and diving, internet cafes and laundries, customs and immigration, radio and communication – 28 topics geared to the cruiser's life, all indexed and illustrated. Available at marine and book stores throughout the Caribbean. More cheat sheets and tips are free for download on the **www.frenchforcruisers.com** web site.*

MAC'S PIZZERIA

MAC'S PIZZERIA BEQUIA W.I. AND BAKESHOP

In addition to our famous pizza we offer seasonal specialties and fresh baked goods.
Open daily from 11:00am to 10:00pm.

Situated in Admiralty Bay, Bequia between the Frangipani and Plantation House.
For Reservations: VHF Ch68 or Tel: 458 3474

IKAL

rare + exotic arts + crafts interior design

young street st. georges grenada

tel: 440-2310

e-mail: fisher@caribsurf.com

Jewelry, Wooden-Ware & Hammocks



The Food Fair

Stock Up

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

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

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



Dear *Compass*,

I loved Julia Bartlett's articles, "To Pet... Or Not To Pet?", about her onboard animal experiences. Laughed my *** off last October at getting the Great Dane on board with a bosun's rig. And it only got better; tears came close after from more laughing. This gal has a great point of view and expresses it well.

Melinda Parke
Seattle, Washington

Dear *Compass*,

In the November 2006 issue of *Compass* there was an article in the What's On My Mind department about the project to develop Hog Island/Mt. Hartman in Grenada. This letter expressed concerns about the impact the project is having on the environment and on the plant and animal life in the targeted area. In a later issue of the *Compass* there were subsequent letters that were very critical, personally, about the author and her views. Much of the criticism in the letters had nothing to do with the issue; it was an unnecessary personal attack directed at the writer, Deborah Gerber.

Mr. and Mrs. Gerber are not "squatting", they are very legally in Grenada and they do much to help the local population and to enhance yachting in Grenada. They both give back much more than they take. Because they have spent so much time in Grenada they have become very familiar with the local population, their issues and concerns, and are aware of the impact yachting tourism can have on Grenada (both good and bad). To this end, they have worked directly with the Yachting Tourism Officer in the Ministry of Tourism to improve yachting for everyone's benefit. They were also very involved distributing hurricane relief supplies after Ivan and Emily, and Deb served on the Board of Directors of Grensave (children's and family services) for two years.

Thus, one can make his or her own decision of the value or detriment of a visitor staying for an extended period of time on one island. Surely one would agree that a yacht dropping anchor for a night or two, or even a month or two, would not be able to make the same kind of contributions that the Gerbers have made to Grenada.

Disagree with others if you want, but please do not question their integrity because they have a different view of the world than you do.

Regarding the other issues in the response to the Gerber article: the clearing of the land on Hog Island and Mt. Hartman is a serious concern not just for the "squatting yachts", but more importantly also to many of the people of Grenada. Before writing letters to the *Compass* criticizing what another writes, it would be valuable for the authors to become familiar with the issue(s) by making an effort to become at least a little informed on the subject.

The Mt. Hartman area being developed is the primary habitat of the Grenada Dove — the national bird of Grenada. The Dove is indigenous to Grenada and it is estimated that there are only 180 birds left in existence, 20 pairs of which are in the Mt. Hartman National Park. There is a great concern on the part of Grenadians about what is going to happen to their national bird.

All three of the local newspapers in Grenada have published editorials on these concerns. There have been a number of critical "letters to the editor" on the subject from local citizens, as well as from visitors and tourists from other countries. There was also an impact statement in the newspapers from BirdLife International (see www.birdlife.org/news/news/2007/02/grenada_dove_update.html, and also a protest from the American Bird Conservancy at www.abcbirds.org/GrenadaLetter.pdf).

So when the writers to *Compass* say that saving a "fluttering butterfly (or a Grenadian Dove) is a tad selfish" or that squatting yachts are using "the environment and fragile birds to support their cause... shame on them", are the writers of these letters to the Forum also criticizing the people of Grenada for wanting to preserve their heritage, or criticizing the children for being concerned?

Recently, we were invited to attend the Grenada Independence Day celebration at the local primary school. Part of the celebration was an exhibit of artwork by students, one drawing of which was the Grenada Dove, captioned "EXTINCT IS FOREVER".

Sincerely,
John and Melodye Pompa
S/V Second Millennium

Dear *Compass*,

Having read an article in the December 2006 *Compass* by Frank Pearce concerning Puerto La Cruz ["*Venezuela: The Good, the Bad and the Return Trip, Part One*"], I feel obliged to respond. It would appear that he is a fellow Brit. We usually do not moan and groan when things we do not like upset us; we get on with the task in hand and learn by experience. I do not know how long Mr. Pearce has been in the Caribbean but his narrative seemed to convey a certain naiveté.

He mentioned many good things about the area, and I appreciate the need to present both sides of the coin. However when the negative factors are of his own making, he should have reconsidered the manner in which he wrote the article, as it leaves readers in a quandary: to visit or not to visit?

[*Frank wrote: "I was somewhat dismayed to see the backdrop of high-rise buildings..."*] Margarita and Puerto La Cruz are the vacation playgrounds for most Venezuelans, so how are they supposed to be accommodated, in thatched huts?

I have never encountered the visa problem that Mr. Pearce had [*flying back to Venezuela from England*]. However, I have not flown for over a year so Immigration rules may have changed. That's easy to check up on: make enquiries with the embassy of your intended country and your airline when confirming your flight and not at the airport check-in desk. How it took 20 hours to fly from Britain to here is beyond me. The best deal that I have come up with when traveling to or from Europe is with Alitalia. Change planes in Milan, a one-hour delay, then you're off with fantastic views of the Italian and Swiss Alps. There is also a new service operating out of Barcelona direct to Miami with international connections, possibly worth investigating.

Never, ever get into a conversation here with some airport hustler regarding your onward flight or changing currency. It happened to me once, and I ended up whacking him. Perhaps not the wisest thing to do, but it solved the problem. I was once promised an earlier flight and a lucrative deal on currency exchange, but I knew my flight time, there was no alternative and I had to wait. Somehow, these clowns clone your ticket, and the same with your credit card: never let it out of your sight. Should you need to change currency at an airport, use the official *cambio*. Most of the hustlers are out to catch visitors smuggling in dollars, who want to exchange them on the black market at a more lucrative rate. Get involved in that, and you will lose everything, including your boat. Wait until you arrive at your marina; there are plenty of places where you can obtain a good rate without any consequences. I have never had any bad experiences while on internal flights here, and have found them to be punctual with no lost luggage.

On the question of crime, it happens everywhere: there are certain places in my home port of Swansea that I would not visit day or night, let alone with a new watch strap, designer sunglasses, and sterling in my pocket. As for the two cruisers who opted to walk from their marina into downtown PLC, they must have had a death wish. The area outside the marinas is the most dangerous of all. It is well documented in the *Compass*, by myself and many other correspondents, that certain areas outside the confines of Venezuelan marinas should be avoided at all times, especially on weekends when the young bucks already high on dope start drinking at 0700 hours. Then they look for victims. They exist on a day-to-day basis, and if 40 bucks seems like peanuts to some, to them it is a fortune.

As for the safety of anchorages illustrated in the cruising guide mentioned, you have to appreciate a couple of things. This particular guide was written in the 1990s. [*Editor's note: Doyle's guide to Venezuela was originally written in 1994 and updated in 1997 and 2002. The most recent edition, updated in 2006, is now available.*] At the advent of the 21st century, Venezuela experienced a radical political shift. When the leader appears on TV and states to the nation that it is okay to rob your neighbor if you do not have money to buy food, the writing is on the wall, matey. Fortunately, not many citizens go along with that philosophy, but there are those who will.

If "adventurous" cruisers in Puerto La Cruz wish to frequent such concrete jungles as the Plaza Mayor, and surround themselves with constant noise while eating junk food, that's their prerogative. However, a few hundred yards from Frank's former marina is a ferry across the main canal. From there you can head west towards El Morro. Along the causeway you will find numerous restaurants serving some of the best inexpensive seafood I have ever tasted. They are right on the beach, have thatched roofs and are ventilated only by the sea breeze. That is what living in the Caribbean is all about, and it's crime free.

Ralph Trout summed it up perfectly in his December article: we want, want, want, and when people see what they do not like, start to bitch.

—Continued on next page

—Continued from previous page

If cruisers in the Caribbean are looking for Nirvana they may well be disappointed. To find that you will have to head south to some atoll in the Indian or South Pacific Ocean; the northern hemisphere is on a downward spiral due to man's greed and self indulgence.

So, is Venezuela a good place to visit? That depends upon your own demeanor. If you adopt a positive attitude, read and take note of the various articles in the *Compass* concerning security here, listen to the advice given by your marina and fellow cruisers, then it is no different than walking around Hyde Park at 0200 hours.

Peter Phillips
Venezuela

Dear *Compass*,

I would like to reply to Bob Franklin's comments in the January issue's Readers' Forum. [*Bob Franklin wrote: "It is inconceivable to us that the new (US passport) 'Regulations' would have any effect on Caribbean travel plans. The effort and costs are minuscule compared to the planned travel costs."*] Contrary to Bob's comments, there are problems for a US citizen traveling to a foreign country, both in entering the host country as well as returning to the US.

My experience spanned the time period of January 15 to February 4, 2007. I decided to help a friend move his boat from Crystal River, Florida, to Georgetown, Bahamas. A week before leaving. I took my passport out of the file where it had been hibernating for the last four years. It was 18 months out of date. Here are some of the facts:

• Regular renewal takes six to eight weeks, at a cost of US$75.

• Expedited service takes up to three weeks. With constant follow-up via the internet and phone calls, my passport arrived USPS (the only one they use) Express Mail in two weeks. Good service, but it costs another US$75.

• I was further told by US Immigration that although I may be able to get into the Bahamas without a passport, I would not be allowed back into the US without a US or other passport.

Next, I checked with the Bahamian Consul General's office in Miami to see if I could check into the Bahamas without a passport. I was told although the Bahamas was implementing a "passport only" policy, the implementation had been put on hold for 30 days and that I could enter with a birth certificate and a picture ID such as my Florida driver's license. The person I was talking to emphasized that I would most likely be denied re-entry into the US. To confirm this I tried to reach Immigration in Nassau but after several attempts and no pick-up on the ringing phone I did no further verification.

Due to tides and a tight schedule, I departed on *Main Bris* without my passport. I had arranged for my wife to FedEx it to me if and when I reached Georgetown. (Having lived and cruised on a boat for many years I knew the time and place of arrival could be affected by many things, including but not limited to weather and gear breakdowns. Besides, it was peak time for the "polar express" fronts.)

Arriving at Georgetown Immigration at 1500 hours on February 4, I attempted to check in with my driver's license and birth certificate. The young woman quickly said, "You must have known about the January 23, 2007, deadline of entry into the Bahamas with a passport only!"

I replied that I had checked before departing with the Bahamian Consul General's office in Miami and was told that this deadline had been extended for 30 days, and if that had changed I would have had no way of knowing as I was at sea. She doubted my story and said she was going to apply the Bahamian law as she knew it and how she was instructed to apply it. She further told me I must get back on board and the boat should leave Bahamian waters until I had my passport. After further pleading and telling her that my passport would be there on Monday via FedEx to Exuma Market, she said she would call her supervisor in Nassau. After some discussion — in which she took my side — I was allowed to enter for one week and told to show her my passport immediately after receiving it.

The Immigration agent's further comment was, "I wish Nassau and the US would make up their minds on what they want to do so we little people know what to do." She was very nice and just as frustrated as I was. At 1700 hours we went down to Regatta Point with her two young children and fished and visited.

Notwithstanding the fact that it takes some time for edicts from Nassau to filter down to the Out Islands (and know that many of the Out Islands consider Nassau a foreign country), if I had arrived by air or cruise ship rather than private yacht, I may not have had such a tough time.

This experience supports the president of Sandals' claim that the new rule will affect travel to the Bahamas in the short and maybe the long term. US citizens are used to going in and out of the Bahamas as if they were a US territory like the USVI. Impulse travel and nearness to the US, along with the former ease of checking in and out, was a definite advantage to visiting the Bahamas.

In closing, knowing that Bob has had experience down island, I assume he takes the "no problem mon" attitude. But sometimes there *is* a problem — if only to emphasize that "This is our country and, contrary to popular belief, the US does not run our country".

Bob Mercer
S/V Ooh La La

Estimado *Compass*,

Your February issue carried a letter from Kent Gomez who took exception to an article in an earlier issue whose author had claimed that Venezuela is a dictatorship (or has a "dictatorship economy"). Mr. Gomez asserts, instead, that Venezuela is a "modern democracy" and is "well regarded by the rest of the world and especially the Caribbean".

So it is with some irony that I noted in the *USVI Daily News* that the Chavez-controlled legislature in Venezuela has just given President Chavez the right to govern by Presidential Order, just like all the other "modern democracies" in the world — Canada, the UK, France and Germany. I'm sure the US Congress is, as I write this, drafting legislation to allow President Bush to govern by Presidential Order.

As to President Chavez being well regarded in the rest of the world, his bid for one of the revolving seats on the UN Security Council failed miserably, not in the least because he badly abused his UN-sanctioned visit to the US when he used his address before the General Assembly to spew outrageous personal insults at the US and President Bush, the head of state of his host country (which, I would point out, is also the UN's host country).

His "people's revolution" consists mainly of taking property from the middle class and wealthy citizens without compensation and distributing some of it to the "poor" but most of it to his political allies — the same "equalization of wealth policy" being pursued by President Mugabe in Zimbabwe.

The government is trying to placate the population through a system of price controls which set a legal, but artificially low, selling price for most basic commodities. Because these prices are below the economic price (at which the producer can recover his costs and make a reasonable profit) shortages develop as producers withhold under-priced goods and services from the marketplace. Chavez' response is to send in the army and police to find "illegal" hoards of goods and to confiscate them for free distribution to "the people". Sounds like a dictatorial economy to me.

Finally, his oil "deal" for the poorer EC countries didn't sell them oil for less than the market price, but allowed them to "defer" part of the payment to some unspecified time in the future. So this is in no way a humanitarian gesture, but a cynical plan to make as many countries as possible indebted to him so he can apply financial leverage to further his leftist goals in places he has no business meddling.

So Kent, I hope you and your boat are in Venezuela when President Chavez or his minions decide that yachts owned by "rich" foreigners are an affront to "the people" and will be confiscated (without compensation, of course) and the owners tossed out of the country. That might help you understand the meaning of "modern democracy".

Bill Brady
S/V Tempest

Dear *Compass*,

Regarding Klaus Nenn and Frank Pearce's responses in February to my letter in December's issue:

Firstly I find Klaus's comparison between theft and rape offensive and sexist. You consider a woman to be no more than a possession?

You both seem to have read so much between the lines that you added words of your own to my letter. I never said that all the "bad guys" are local; we all know that some are cruisers. There is a criminal element in any society.

Rather than offend Melodye Pompa [*who offered earlier remarks on security*], I was agreeing with her and offering a simple effective method of securing your boat at night (or when you are away), so you can sleep soundly in your bunk and have the breeze running through the boat. If more people listened to her advice there would be fewer incidents. Most police authorities worldwide promote prevention as a crime deterrent, yet you don't agree.

If you feel you can defend your property and family at 3:00AM when you are woken from your slumber by someone at your bunk side holding a knife to your throat demanding money — then good for you. I don't have such delusions! A mesh grill at the companionway at night is to keep the animals OUT, not in.

You are right about the dogs; and I never said "all dogs", only the yappy ones. I should apologize for wanting to feed them to the sharks — it is the uncaring owner who hasn't trained them that is to blame.

Where do I live? On my yacht in the Caribbean, didn't I say that already? The only time I have been a victim of crime, so far, was through my own stupidity, which I freely admit.

I also didn't say everyone was stupid. However there are people who come to the Caribbean and behave in a manner that calls their common sense into question.

—Continued on next page

MARITIME YACHT SALES USVI
www.maritimeyachtsales.com
email: yachts@viaccess.net
phone: 340-513 -3147
fax: 340-777-6272
Saint Thomas, USVI

Independent Boatyard St. Thomas, USVI

SAIL	
47 Stevens, 1981	$ 210,000
42 Hunter Passage, 1995	$ 159,000
42 Catalina MKII, 1996	$ 124,900
42 Whitby, 1985	$ 89,000
41 Hunter 410, 2000	$ 145,000
39 Stevens, 1981	$ 46,000
37 C&C, 1985	$ 59,000
36 Frers, 1985	$ 55,000
35 Island Packet, 1991	$ 119,000
34 Tartan, 1988	$ 55,000
32 Bristol, 1976	$ 22,000
POWER	
55 Vitech Motoryacht, 1998	$ 499,000
55 Cheoy Lee LRC, 1980	$ 389,000
50 Marine Trader, 1980	$ 149,000
43 Mainship 430, 2003	$ 359,000
34 Mainship, 1979	$ 42,000
31 Tiara w/cuddy, 1994	$ 79,000
27 Grady White, 1997	$ 50,000
26 Fortier w/cuddy, 1985	$ 59,900
26 Grady White, 1996	$ 42,900

Marine Insurance

The insurance business has changed.
No longer can brokers talk of low rates.
Rather, the honest broker can only say,
"I'll do my best to minimize your increase!"
There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim.
Then, if the claim is denied or unsatisfactorily settled, it is too late.

I have been in the **insurance** business 40 years, 36 with Lloyds, and my claims settlement record cannot be beat.
Fax DM Street
Iolaire Enterprises (353) 28 - 33927
or e-mail: streetiolaire@hotmail.com
www.street-iolaire.com

Caraibe-YACHTS.com
YACHTS BROKERAGE
Leading Broker in the french Islands
The most visited specialized web site in the Caribbean
www.caraibe-yachts.com
Operating both US and European Markets
Benefit from currency rate
Offices in :
GUADELOUPE & MARTINIQUE & ST MARTIN
Tel : +590 590 90 81 61
Email : info@caraibe-yachts.com

STREET'S GUIDES ARE MORE ECONOMICAL!

Written by an author with 50 years of sailing experience in the Caribbean, the series' four volumes cover the Eastern Caribbean from Puerto Rico down through the islands and the coast of Venezuela to the ABCs.



REAL SAILORS BUY STREET'S GUIDES

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

Real sailors also buy the other guides, that have pretty pictures and describe hotels, bars, restaurants and anchorages that are popular with bareboaters.

Real sailors circle in Street's Guide the anchorages that are not described in the other guides. This enables them to find quiet anchorages far from "The Madding Crowd".

Street's Guides are available at bookshops and chandleries, or from www.iUniverse.com and www.seabooks.com

YACHT BROKERAGE

LISTING OF VESSELS FOR SALE *PRICES LISTED ARE NEGOTIABLE

YEAR	TYPE	PRICE
1992	29' Dix Caribbea Sloop *(REDUCED!!!)*	US$ 26,000
1999	30' Henderson 30 (Racing Yacht)	US$ 60,000
1988	30' Jeanneau Sunlight 30	US$ 40,000
1989	35' Hallberg - Rassy	US$ 124,000
1986	36' Lavranos Tosca	US$ 53,000
1980	36' Biscay 36	£ $ 21,500
1977	37' Gin Fizz	EU$ 42,500
1997	39' Hallberg - Rassy	EU$ 205,000
1978	40' Atlantic 40	US$ 70,000
2001	40' Sun Odyssey 40	US$ 130,000
1985	40' Offshore 40 *(REDUCED!!!)*	US$ 149,000
1981	42' Tayana	SOLD!!!
1992	45' Fortuna	US$ 150,000
1991	50' Celestial Pilothouse	US$ 268,000
1987	51' Beneteau Idylle 15.5	US$ 160,000
1995	53' Super Maramu *(REDUCED!!!)*	US$ 329,000
1982	53' Hatteras Luxury Cruiser	US$ 254,000
1994	55' Oyster 55	US$ 776,000
1973	56' Visch Motor Yacht	US$ 150,000
MULTIHULLS		
1993	36.5' Dean Catamaran *(Reduced for quick sale)*	US$ 99,500
2002	37' Fountaine Pajot	US$ 325,000
1993	42' Roger Simpson	US$ 98,000
2000	42.2' Lu-Kat Catamaran	US$ 299,900
1998	47' Gancel Catamaran	US$ 168,000
1980	54' Norman Cross Trimaran	US$ 295,000
1995	55' Custom Built Trimaran	US$ 350,000
1991	55' Lagoon Catamaran	US$ 559,000
1990	72' Alumarine (Lougebin) Catamaran	US$ 1,190,000

PEAKE YACHT SERVICES

5 Western Mn. Rd., Chaguaramas, PO Box 3168, Carenage, Trinidad
Tel: (868) 634 4420/4423/4427
Fax: (868) 634 4387
e-mail: pys@cablenett.net
VHF: CHANNEL 69

For further information please contact Sharlene

—Continued from previous page

Like going to the supermarket in a bikini, wearing expensive jewelry in Port of Spain or flashing a wallet full of cash at the local bar. Anchoring in an unsafe area on your own and not locking up, or accepting a ride from a stranger. And I am not saying that all islands are unsafe.

Antigua and Grenada have always been two of the safer islands and have little in the way of crime against cruisers. I don't know the circumstances of your friend's sail theft but you haven't traveled within the islands if you haven't seen how many uses there are for a large piece of sail cloth other than its intended purpose.

If you don't mind trailing around looking for your dinghy when you get back to the dock, fine, but if you had locked it you'd know where it was. Try parking it on the dinghy dock in Marigot, St. Martin, and see if you can find it again! Dinghy theft there is a regular occurrence; a strong cable and lock is recommended. Most of the bareboat charter companies in the BVI now recommend locking dinghies as thefts are on the increase there as well.

As for clearances, again you miss the point; tourism brings millions of dollars to the islands each year. Cruisers don't because there is not the volume of people arriving on their boats and their expenditure per island is less.

If Klaus is implying that because my neighbor leaves his boat open I should do the same, he's on another planet. If each person were responsible for their own property there would be much less of a problem because the opportunities would not be there — is that not what Melodye tries to get across? You each make a choice about your own security and then you live with that choice. Why should it all be left to the local authorities to deal with crime if you can't take simple precautions that may have negated the problem to start with?

If you live in a neighborhood where you can sleep with the door unlocked and windows open, you are very lucky. I'd like to know how you manage to get contents insurance when any insurance company will expect you to take due diligence to protect your own property. Do I think the local police chief is going to look more kindly on a cruiser whose washboards were smashed to gain entry than a cruiser who left his boat wide open? Absolutely! The latter should be fined for stupidity.

So, if one day you get back from shopping to find your dinghy's missing and you get a ride out to where your boat was anchored only to find it's not there, how are you going to explain to the local authority and your insurance company that you'd left both unlocked and the keys in the ignition? While it is your right to do that, criminals don't play by the rules, but you'll expect someone else to deal with it for you. If the thief were a cruiser, which authority would you expect to act?

I take Melodye's advice to "lock it or lose it", and locking up at night is not detrimental to our enjoyment of the islands. If anything, it enhances it because we sleep well at night. Locking up the boat when I leave to go ashore is second nature, as is locking my dinghy.

Lin Rankin
Kailani III

Dear *Compass*,

I would agree with Laura Sargent, who wrote in the March issue that the incessant "flash-flash-flash" of strobe lights used as anchor lights is extremely annoying as well as being illegal. Moreover, if someone wrecked their boat by mistaking such a strobe for a navigational marker, I would guess it is possible the yacht owner displaying the strobe could be sued, and his insurance company would not pay up as the use of a strobe for an anchor light is clearly contrary to regulations.

I suggest anyone who sees such a light goes up to the boat in question and asks "What is the emergency?" as it looks like an emergency distress signal. The best time to do this is at 0300 hours.

Which brings to mind the other favorite yacht light — what I call the "garden gnome" light — those solar-rechargeable LED lights used to mark garden paths. They are of course totally inoffensive, so I have no problem with them, and on a pitch black moonless night with no other boats around they may just be marginally better than nothing. But they do not comply with international regulations, and are impossible to see if any other lights are around on the sea or shore. If a boat collided into yours the insurance would quite rightly refuse to pay up if that is all you had on view.

These days there are two very effective low-current alternatives. A proper LED anchor light is very effective and uses almost no current, though the initial cost is high. You can also buy, for about $25 (or about $40 if you buy the one yachtie Davis version rather than the Chinese generic), a little hang-up light which claims to be visible for two miles, and so may well be legal. It uses about a tenth of an amp, the visibility relying on a small light but a very effective lens. It also turns itself on at dark and off at sunrise. The only disadvantage with these lights is that they are not at all waterproof, so if you use them as is, they will last for a couple of years — or until the first rainfall, whichever comes first. However, we yachties are a resourceful bunch and it is not too hard to come up with a suitable modification. Both Island Water World and Budget Marine carry at least one version of this light.

Happy and safe sleeping,
Chris Doyle
Ti Kanot

Dear *Compass* Readers,

Imray-Iolaire charts are now being re-drawn, an ideal time to send in corrections or suggestions on how to improve the charts. Information particularly being sought is controlling depth for the new channel leading into Mt. Hartman Bay, Grenada, and controlling depth in the old channel to the west of the new channel; and soundings on the north side of Admiralty Bay, Bequia.

Thanks for your input,
Don Street
Ireland
streetiolaire@hotmail.com

Dear *Compass* Readers,

This was going to be a first for us, having company that we had not met before. Randy, a friend for years, had a new girlfriend and he wanted to literally "test the waters" with her. The plan was to see how she adapted to boat life and to see if she would fit in his plans to cruise full time.

We were of course apprehensive; would she use up all the water; could she tolerate the small space; would she pitch in with chores; would she bring a hair dryer; on and on we suffered. The last e-mail we received stated that they were headed off to buy her first mask and snorkel. Oh my, she had never snorkeled before!

The day arrived and we went to the airport in Bonaire to greet the plane. After the last passenger went through the gate, we went to the ticket agent to find they had missed the plane and rescheduled for the day after tomorrow. We learned that the tornadoes that hit Orlando perhaps affected them and we were worried. No, in their excitement they got the days mixed up and didn't discover their error until the plane had taken off and landed in Puerto Rico. A few hundred dollars later, they were able to secure another flight in two days. Not off to a good start!

Again we went to greet them but this time with a huge sign and a date, making the most of their error. Almost had to change the date again, for the plane was three hours late, putting us after midnight.

Tatyana is taking pictures of EVERYTHING! Randy's comment sort of scared me: "It's like having a five-year-old around." But her excitement was contagious and her zest for life infectious and there was never a dull minute. Tatyana grew up in Russia and has been living in San Francisco for the last nine years. She had stories to tell of life in Russia and of the hard life her parents still live on a monthly pension of $150. We became enamored with Tatyana and her strength to leave Russia with two young boys. She vowed not to lose them to a world of fighting in Russia and spent her young life figuring out a way to leave. Having succeeded in doing just that, she is dealing with an empty nest as the boys have headed off to college.

The waters of Bonaire are filled with a spectrum of fish that is difficult to imagine. And to someone who has never snorkeled before, it must be magical. Tatyana witnessed an octopus mating; chased a pod of dolphins in the dinghy and almost swam with them close up; tagged the hawksbill turtles with the conservationist group; caught a little tuna and ate sushi; sailed the *Will-O-the-Wisp* — and took a thousand pictures.

It was a treat to share the experience with her and to learn how much company means to us. We will never be apprehensive again, for the dream of living the good life is to be shared and nourished. Realizing what we take for granted is so spectacular and wonderful; it is good to be reminded of just that.

All the best,
Honoree and Walt Cooper
Will-O-the-Wisp

Dear Compass Readers,

We want to hear from YOU!

Please include your name, boat name or address, and a way we can contact you 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 in print at your request.

Letters may be edited for length, clarity and fair play.

Send your letters to:
sally@caribbeancompass.com
or fax (784) 457-3410
or
Compass Publishing Ltd.
Readers' Forum
Box 175BQ
Bequia
St. Vincent & the Grenadines



Letter of the Month

Dear *Caribbean Compass*,

I'm an Australian cruising yachtsman who arrived in Antigua on Christmas Day 2005, nine years after leaving Australia. I was made to feel very welcome in all the Caribbean countries from St. Martin to Venezuela. I really enjoyed entering last year's Antigua Classic Yacht Regatta and looked forward to participating again this year — until I returned there on February 1, 2007, after departing January 11, to find that if I now enter any ex-British island I'm up for a US$100 visa fee to cover "cricket security". [*Editor's note: The Cricket World Cup 2007 matches are currently being held in a number of English-speaking islands.*]

I realise that, sadly, security is an issue that has to be addressed and this costs money. With the small population of taxpayers, the various islands can't afford this out of their coffers, so need to raise the money from other sources. Surely the logical answer is to raise ticket fees and the international media rights. If this is not enough, then the fairest method is to put a visa fee on *all* visitors to enter the countries concerned. To exempt some and hit others is discrimination. It seems ludicrous that a Brit, for example, can come to see the cricket and not pay this fee towards his own security, yet a Norwegian who doesn't know one end of a cricket pitch from another or has any more idea than me of what is a leg bye, has to pay the fee with no intention of watching a match.

Ironically, the exempted countries appear to be the majority of foreign vessels in the Caribbean and those in the minority are hit. It's not the fee that concerns me but the unfairness in the way it is applied. I left Antigua after collecting my mail and now spend my time and money in countries where I feel welcome and not discriminated against. So in my case it's the small local businesses that have missed out on a few thousand dollars — the restaurants, taxis, laundry ladies, chandleries, market stalls, bars, etcetera.

I'd like a tourism minister to explain how and why nationals of some countries have to pay a visa fee to cover "cricket security" while others are exempted. Was it a case of pulling names out of a hat? Why don't they apply a lower fee across all, which would be much fairer? I know of other vessels that have also left these islands concerned and are now spending their money in other islands where they feel welcome.

I expect to leave the Caribbean in a few months feeling for the first time ever I've sensed discrimination as an Australian; sadly it won't be the nice memory it should be of these islands.

Yours faithfully,
Leigh von Bertouch
Yacht Mi Querida

Dear* Compass *Readers,

The International Cricket Council Cricket World Cup 2007, which began on 5 March, is being played through 28 April. The games, including warm-up fixtures, are being held in Jamaica, St. Kitts & Nevis, St. Vincent & the Grenadines, St. Lucia, Trinidad & Tobago, Barbados, Guyana, Grenada, and Antigua & Barbuda.

During the period 1 February to 15 May, the nine host venue countries plus Dominica are operating as a "Single Domestic Space", and during that period special visa arrangements apply to all visitors for any purpose to any of these ten countries. The intention of the temporary Single Domestic Space was that people would be able to travel among these countries using a single CARICOM visa to ensure hassle-free movement for visitors to the 2007 Cricket World Cup. During this period, travellers within the Single Domestic Space will only have their passport stamped and have to submit completed entry and departure forms at the first port of entry. When continuing travel throughout the Single Domestic Space, persons (including those using the common visa) will not be required to have their documents processed to clear Customs and Immigration and will not have their passports stamped.

It was decided by the Caribbean Community and Common Market (CARICOM) heads of state that nationals from all countries — except Canada, France, Germany, Ireland, Italy, Japan, the Netherlands, the United Kingdom, the United States, South Africa, Spain, and CARICOM countries with the exception of Haiti — would require a CARICOM Special Visa, at a fee of US$100 per visa application, to enter the region during the period 1 February to 15 May. Children under 12 years of age (and a few others, such as merchant seamen and airline crew) who require a visa will not be charged the fee. For more information visit www.caricomimpacs.org.*

It does seem unfortunate that visitors to the Caribbean from a number of countries participating in the World Cup — in particular keen cricket fans from India, Pakistan, Australia and New Zealand — will need to obtain the US$100 visa.

Paying a "Cricket World Cup tax" also seems unfair to the numerous people from non-exempt countries who are visiting the affected area for any other reason whatsoever (yachting, business, beach holidays, diving, weddings, eco-tours, etcetera, etcetera) during this time. We have heard other tales of woe from yachtspeople who have sailed these waters before without needing a visa and now are unpleasantly surprised to be asked to pay US$100 for one, even if just visiting an island for a day or two. Regattas in the affected countries during the period in question include the Bequia Easter Regatta (5 to 9 April), the Grenada "Round-the-Island" Easter Regatta (5 to 9 April), the Antigua Classic Yacht Regatta (19 to 24 April), Antigua Sailing Week (29 April to 5 May) and Angostura Tobago Sail Week (13 to 18 May). These sailing events usually enjoy wide international participation, and it will be interesting to see what, if any, impact the temporary "cricket visa" requirement has on yachting as well as other tourism sectors.

By the way, we think it would be a great boon if the Single Domestic Space concept as used for cricket could be adopted for another type of "sports tourism" — yachting. Requiring that yachting visitors only clear in and out at their first and last port of entry, at least within the English-speaking Eastern Caribbean, would eliminate one of the major drawbacks to yachting in the sub-region — having to clear in and out of a different country every few miles. (In fact, it's such a repetitious exercise, many skippers often — albeit illegally — avoid doing it.) If the "hassle-free movement for visitors" Single Domestic Space experiment is a success for the one-off World Cricket Cup, we hope the powers that be will give favorable consideration to instituting it on a permanent basis for the benefit of the sub-region's perennially valuable yacht tourism industry.

CC

** CARICOM members are: Antigua & Barbuda, Bahamas, Barbados, Belize, Dominica, Grenada, Guyana, Haiti, Jamaica, Montserrat, Saint Kitts & Nevis, Saint Lucia, Saint Vincent & the Grenadines, Suriname, and Trinidad & Tobago.*

ST. THOMAS YACHT SALES

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



Tel: (340) 779-1660
Fax: (340) 779-2779
yachts@islands.vi



50' '90 Morgan Catalina,
3 strm, new eng, chain plates
$145,000

44' 1977 CSY
New Rigging, Genset, new AP,
$115,000

Sail

34' '89 Pacific Seacraft	Bluewater cruiser in great condition	$ 95,000
43' '84 Young Sun PH	Inside steering, AC, AP, new eng.	$119,000
44' '82 Ta Chiao CT	Canoe Stern, Perkins 4-108	$105,000
50' '90 Morgan Catalina,	3 strm, new eng, chain plates	$145,000

Power

30' '68 Fjord Diplomat,	All around weekender, twin gas,	$ 27,000
35' '88 Luhrs Alura	Sleeps 4, twin Crusaders, fish or cruise	$ 56,000
42' '81 Post Sportfish	Twin DD's, very good condition	$174,900
48' '89 Hi Star Trawler	Sundeck, 3 strms, 375HP Cats	$125,000

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

B.V.I. YACHT SALES

Located at Nanny Cay Marina

SAIL				MULTIHULLS		
54' Gulfstar 54, 3cab/2hd, Luxurious&spacious	'86	$349K	38' Hunter 380, 3cab/1hd, In St Vincent	'99	$ 89K
52' Jeanneau Su Ody, 3cab/3hd Loaded!	'03	$465K	37' Beneteau Idylle, 3cab/2hd, Super maintained!	'87	$ 59K
46' Kelly Peterson, 2cab/2hd, Immaculate!	'83	$199K	37' CSY 37 Cutter, 2cab/2hd Good upgrades	'78	$ 45K
46' Hunter 460, 2cab/ 2hd, Well equipped!	'01	$189K	36' Tiburon, 1cab/1hd Solid cruiser!	'76	$ 47K
46' Hunter 460, 3cab/ 2hd 40K Price drop!	'00	$149K	36' Beneteau M362, 2cab/1hd, Lowest on Market!	'00	$ 75K
45' Downeast Yacht, 3cab/2hd, Well maintained!	'79	$159K	36' Jeanneau Sun Odyssey, 2cab/1hd	'99	$ 70K
45' Hardin Voyager, 4cab/2hd Bargain!	'79	$ 70K	36' Hunter Vision 36, 2cab 1 owner since new!	'92	$ 62K
45' Bombay Explorer, 2cab/2hd World cruiser!	'78	$ 65K	35' Beneteau 351 Oceani, 2cab/1hd	'95	$ TBA
44' Beneteau 44CC, 2cab/2hd, In great shape!	'94	$198K	35' O'Day, 2cab/1hd, Great condition	'87	$ 45K
44' CSY 44 2cab/2hd, Reduced – Motivated!	'77	$ 85K	32' Beneteau 322, 2cab/1hd aft ckpt	'99	$ 56K
44' CSY Walkover, 2cab/2hd, Great condition!	'79	$165K	32' Catalina 320, 2cab/1hd	'01	$ 85K
44' Nordic Cutter 2cab/1hd Refit 2000!	'86	$139K	46' Fountaine Pajot Bahia 4cab/4hd	'01	$370K
44' Moody CC, 2cab/1hd, Great value!	'95	$175K	45' Prout Catamarans, 2 cab Never chartered!	'95	$260K
43' Irwin Mark III, 2cab/2hd, In excellent shape!	'89	$149K	44' Voyage Norseman 440 4cab/4hd	'02	$360K
43' Mason, 2cab/1hd, World Cruiser!	'81	$129K	42' Lagoon, 3cab/2hd, 2 available from...	'92	$239K
43' Serendipity, 2cab/1hd, Performance Cruiser	'81	$ 69K	42' Solaris Cat, 4cab/4hd, in Rio Dulce	'86	$119K
42' Dufour Gibsea, 2 cab/2 hd, Well maintained!	'01	$129K	40' Fountaine Pajot Lavezzi, Owner's Version	'03	$295K
42' Jeanneau CC 2 cab/2 hd, Recent upgrades!	'97	$142K	38' Fount.Pajot Athena, 4cab/2hd	'99	$159K
42' Beneteau 42 CC 2cab/2hd Reduced!	'03	$179K	POWER		
42' J Boat J/130, 2cab/1hd, Fully equipped!	'93	$199K	56' Horizon Motor yacht, Immaculate condition!	'01	$690K
41' Morgan 416, Ketch, 2cab/2hd	'83	$ 78K	50' Hatteras Sportfisherman, 3 cab/2 head	'81	$295K
41' Formosa 42, 2 cab/1hd, New Listing	'77	$ 59K	48' Horizon 48 Motor Yacht, 3 cab/3 head	'00	$310K
40' Island Packet, 2cab/2 hd, New Listing	'98	$239K	42' Nova Marine Trawler, Sundeck trawler	'98	$249K
40' Beneteau M405, 3cab/2hd, Loaded!	'95	$119K	42' Hershine 42, Motor yacht 4 cab/4 head	'89	$ 99K
40' Bayfield, 2cab/2 hd, New Listing!	'84	$110K	36' Heritage East 36 2cab/2hd, galley down	'01	$199K
40' O'Day, 2 cab/1 hd, Comfortable cruiser!	'86	$ 59K	35' Maxum SCR 3500, 2 cab/1 head	'01	$129K
40' Catalina 400, 2cab/2hd, New Listing	'95	$139K	27' Eastern 27 Down East, 1 cab	'06	$ 99K

P.O Box 638, Road Town, Tortola, British Virgin Islands,
Tel: 284-494-3260 Fax: 284-494-3535, email: bviyachtsales@surfbvi.com
website: www.bviyachtsales.com / Call for a complete list of over 70 boats

DYNAMITE
YACHT MANAGEMENT SERVICES

SKINNER'S YARD, CHAGUARAMAS, TRINIDAD, W.I.
Tel: (868) 634-4663 / 634-4868 Fax: (868) 634-4269
Contact Frances at dynamite@tstt.net.tt
www.yachtworld.com/dynamitebrokerage
www.dynamitemarine.com

Bay Island YACHTS

Large selection of Yachts & Power Boats

List available on request













heather@bayislandyachts.com, alain@bayislandyachts.com

CLASSIFIEDS

BOATS FOR SALE



S/Y HURRICANE 72' KETCH Mahogany on Oak & Teak, 130hp Ford Lehman, 15kw Northern Lights Gen. Built 1967 Kawasaki Yards, Japan. Running condition. US$150,000 Capt. Yannis Tel (784) 458-8513 E-mail yannis@caribsurf.com

BABA 35 1985 Head turner cutter sloop. Many upgrades, classic beauty with lots of woodwork, SSB, Stereo, dual fuel supply, new depth, Auto Helm, RIB dinghy. In East Caribbean. US$88,888 will take car or motorcycle as partial trade. Plane tickets deducted from price E-mail bmwtraveller2002@yahoo.com



45' MOTOR SAILER, lying Martinique, recently restored, fiberglass hull, seaworthy, comfortable and spacious vessel. Well maintained, 6 berths, fully equipped. US$75,000 Tel (+596) 696-907429 E-mail calmis1@hotmail.com

50' DAY SAILING CATAMARAN Built 1964, For more information contact Mr. Khan in St. Lucia Tel (758) 489-4433



39' SPARKMAN & STEPHENS YAWL 1956, "Winifred", sistership/Finisterre, ready for living aboard and off-shore sailing, strip-planked Mahogany, bronze fasteners, teak cabin/trim, spruce spars, Perkins 4-108, 2006 survey. "A rare find!" One owner, 30 years, daysailing USVI. For equipment list/photos www.winifred@sailwinifred.com US$85,000 Tel (340) 775-7898 E-mail winifred@sailwinifred.com



52' HARTLEY TAHITIAN STAYSAIL KETCH, ferrocement, 125hp Perkins diesel, Northern lights genset 6.5kw/110v, aluminum masts, 4 cabins, salon, galley, 2 heads, enclosed wheelhouse, Lofrans Falcon windlass, 150' of 1/2" chain, 110 Bruce, 110 Danforth, almost new awning/sail-covers, 8 man Eurovinyl liferaft (needs survey), Loch Fyne sailing dinghy/2hp OB. On the hard at Grenada Marine for 3 years. US$25,000 ONO For more info E-mail liekadyl@yahoo.com

GANS HUSTLER 25.5, 1977 Overhauled last winter. New mast, rigging, sails. Yanmar diesel inboard. Lying Grenada YC US$15,000 Tel (473) 443-2905

MOODY 422, new engine, new sails, lying Jolly Harbour, Antigua. £73,000 or near offer, VAT paid. Tel (+44-771) 5705350



42' ALUMINIUM SAILING CATAMARAN 27hp diesel auxilary, Custom built in France 1992, suitable worldwide cruising, local sailing or easy conversion to day charter. Lying Grenada, US$89K E-mail catkayen@yahoo.com

41 FT. Hans Christian, Cutter Rigged Yacht, Pullman berth 2 cabin layout with 1 full/1 half bath. Blue Water Proven and ready to continue. Impeccably maintained, 2005 Updates on Rigging, Instrumentation, Sails, and interior.. etc too much to mention here. We stress Serious Inquiries only as she is ready to sail. Berthed in Harbour Village Marina Bonaire. Serious inquires E-mail: captronbon@yahoo.com.

CMS YACHT BROKER 72' Pwr Cat, P.O.A., 45' Roberts 97K/US, 42' Roger Simpson Cat, 98K/US, 52' Grand Soleil, 285K/US, 44' Bavaria, 90K/US, 34' San Juan, 35K/US, 36' Pearson, 45K/US, 36' Van der Stadt, 139K/US, 24 Meter Motor Sailer, 1.9M/US, 38 Sail Meter, 1.9M/Euro, Trinidad, Tel (868) 739-6449



27' BOWEN PIROGUE with T-Top. A no-nonsense boat in good condition. 2x reliable 75hp Yamaha Enduros, trim tabs, solar charger, fishfinder/GPS, anchors, life vests, fenders, all the ropes and some fishing gear, located in the Grenadines US$28,000 Peter Ernst Tel (784) 488-8000 E-mail peternst@bigpond.com

PEARSON 30' BUILT 1973, new Yanmar 2GM20, new Awlgrip, 2 jibs, 2 mains, spinnaker, TV, CD, wheel steering, lots more. Good condition US$30,000 E-mail nicola111@bequia.net

WESTSAIL 32, proven world cruiser, in US Virgin Islands. New rigging, good sails, Volvo 36hp low hrs. lovely redwood interior, 5 berths, new dinghy, loads of equipment. Safe and capable. US$35,000 Tel (340) 513-4668

PEARSON 30' SLOOP 1971 In sailing condition, 14hp OB engine & dinghy. Located in Bequia US$6,000 Tel (784) 458-3656 E-mail seashellsbq@vincysurf.com

37' VAN DER STADT DESIGN SLOOP GRP, built in Germany 1970, new mainsail, new rebuilt engine 2003, electric windless, solar panel, wind pilot, etc. Excellent sailing properties, fully operational, needs cosmetics on deck and interior. Lying Aruba, priced to sell $20,000 E-mail yoelwillner@hotmail.com

30' PENN YAN One new diesel Yanmar, needs second engine. Grenada Tel (473) 409-0730/404-5795 E-mail porkypig@spiceisle.com

MISC. FOR SALE

MARINE SALVAGE BOAT BUSINESS in English Harbour, Antigua. Successful equipped salvage boat and equipment going for a very resonable price. Suit an experienced operator. Owner wishes to retire and wants to sell now. Tel (268) 562-3274 www.caribbizbrokers.com

KABOTA 16HP DIESEL Marine engine, 1500 hrs, runs great. Includes cruising package, gaskets, seals, water pump, Generac generator parts: AC voltage regulator, AC control boards, brushes. Contact Terry Tel (473) 538-0731

MARINE REFRIGERATION BUSINESS in Trinidad. Sales and service of major refrigeration and air-con brands. Includes manufacturing or refrigeration units. Very valuable to a qualified refrigeration technician. Owners keen to sell now at a very resonable price. Tel (268) 562-3274 www.caribbizbrokers.com

PROPERTY FOR SALE

FRIENDSHIP BAY, BEQUIA Lovely 1250 sq ft. cottage, 100 yards from beach. 2 master bedrooms, 1 guest bedroom, full kitchen, laundry, level with road - no stairs! 12,558 sq ft of land, fenced with mature fruit trees. US$320,000, Term rental available. E-mail jocelyne.gautier@wanadoo.fr

CARRIACOU, ONE ACRE LOTS and multi acre tracts. Great views overlooking Southern Grenadines and Tyrrel Bay www.caribtrace.com

GRENADA, SPRINGS, ST, GEORGES 1 acre, sold with access road, flat and sloping. $10 sq/ft. Lovely view, Ronnie Tel (473) 418-3520

PUERTO LA CRUZ, VENEZUELA Bahia Redonda Marina, delightful 4 bed, 4 bath apt and block of 3 slips. Apt has 220 sq. mtrs of living area, designer kitchen, 2 master bedrooms & 2 doubles, huge terrace overlooking pool & islands, sold fully furnished. For more info, contact Tim E-mail boathouse6@hotmail.com

SERVICES

PUERTO LA CRUZ, VENZ. INSURANCE SURVEYS, electrical problems and yacht deliveries. Tel Cris Robinson (58) 416-3824187 E-mail crobinson@telcel.net.ve

ST. VINCENT DENTISTRY Professional family denistry & oral surgery. Dr. Juanna Osborne, Arnos Vale, M-F from 8am, Sat from 10am. Walk-ins & appointments welcome. Se hablan Español. Te (784) 457-7315 fax (784) 456-6294 E-mail profamdent@gmail.com Emergency Cell (784) 529-2480/455-3651 YACHTIES SPECIAL: ONE LOAD LAUNDRY FREE AT DAFFODIL MARINE SERVICES, BEQUIA, 1st 20 CLIENTS!

RESORT SECURITY SPECIALIST & wife accomplished chef want interesting position. E-mail hummingbirdsong@hotmail.com

NIMROD'S RUM SHOP, GRENADA Eggs, bread, cheese, ice on sale. Taxi service available, propane tank fill-up, personal laundry service. Happy Hour every day from 5-6pm Moonlight party every full moon. VHF 16

WATERMAKERS Complete systems, membranes, spares and service available at Curacao and Puerto La Cruz, Venezuela. Check our prices at www.watercraftwatermaker.com In PLC Tel (58) 416-3824187

DISASTER MITIGATION CONSULTANT, PROTECT YOUR DREAM, Caribbean business/home prevention reports compiled & completed in 72 hrs. 25 years engineering, OHSA experience in large structures, take correct preventions before storm season. Creative Syndicated Craftsman E-mail montclair100@hotmail.com www.creativesyndicateconsultants.com



CAPT YANNIS DAY TOUR CATAMARANS Every day of the year. Sail out of Union Island to Tobago Cays-Mayero-Palm Island. Drinks, Lunch, Snorkel included. Tel: (784) 458-8513 E-mail yannis@caribsurf.com www.captainyannis.com

FACILITY MANAGER/INSPECTOR for resorts OSHA qualified E-mail montclair100@hotmail.com

CLASSIFIED ADS

EC$1/US 40¢ per word – include name, address and numbers in count. Line drawings/photos accompanying classifieds are EC$20/US$8 additional per half inch. Check or International money order in EC$ or US$ payable to Compass Publishing must accompany order. Deadline is the 15th of each month, preceding the month of issue. Copy received after deadline will be held for next issue. Send copy, photo and payment to: Compass Publishing, PO Box 175, Bequia, St. Vincent and the Grenadines. Fax: (784) 457-3410 or tom@caribbeancompass.com



KEEP THE ISLANDS BEAUTIFUL...



Dispose of your garbage properly!!

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
A&C Yacht Brokers	Martinique	35	CIRExpress	St. Maarten	9	Iolaire Enterprises	UK	49/50	Santa Barbara Resorts	Curaçao	25
AD Prints	Caribbean	11	Clarke's Court	Grenada	53	Island Dreams	Grenada	45	Schip-O-Case	Guadeloupe	35
Admiral Yacht Insurance	UK	27	Cooper Marine	USA	20	Island Water World	Sint Maarten	56	Sea Services	Martinique	13
Aikane Trinidad	Trinidad	38	Corea's Food Store Mustique	Mustique	8	Jack's Bar	Bequia	32	Sevenstar Yacht Transport	UK	4
Anjo Insurance	Antigua	30	Curaçao Marine	Curaçao	17	Johnson Hardware	St. Lucia	19	Silver Diving	Carriacou	21
Antigua Classic Regatta	Antigua	7	Diaka Laverie	Martinique	35	JYA	Grenada	46	Simpson Bay Marina	St. Maarten	40
Art Fabrik	Grenada	44	Diesel Outfitters	St. Maarten	20	KP Marine	St. Vincent	22	Sol E.C. Ltd.	St. Vincent	41
Autremer Concept	Martinique	35	Dockwise Yacht Transport Sarl	Martinique	43	Lagoon Marina Hotel	St. Vincent	31	Soper's Hole Marina	Tortola	36
AVP Yachting	Matinique	45	Dominica Marine Center	Dominica	34	Latitudes & Attitudes	USA	13	Spice Island Marine	Grenada	29
B & C Fuel Dock	Petite Martinique	21	Dopco Travel	Grenada	25	Le Ship	Martinique	11	St. Thomas Yacht Sales	St. Thomas	51
Barefoot Yacht Charters	St. Vincent	11	Doris Fresh Food	Bequia	46	Lulley's Tackle	Bequia	9	Superwind	Germany	53
Basil's Bar	Mustique	8	Down Island Real Estate	Carriacou	35	Mac's Pizza	Bequia	48	SVG Air	St. Vincent	45
Bay Island Yachts	Trinidad	51	Doyle Offshore Sails	Barbados	1	Maranne's Ice Cream	Bequia	34	Thomas Peake & Sons	Trinidad	33
Benhanzin Entertainment	Antigua	54	Doyle Offshore Sails	Tortola	55	Maritime Yacht Sales	St. Thomas	49	Tikal Arts & Crafts	Grenada	48
Bequia Beachfront Villas	Bequia	4	Doyle's Guides	USA	9	Martins Marina	Grenada	44	Trade Winds Cruise Club	Bequia	24
Bichik Services	Martinique	35	Echo Marine - Jotun Special	Trinidad	5	McIntyre Bros. Ltd	Grenada	22	True Blue Bay	Grenada	28
Blue Sky Energy	USA	39	Errol Flynn Marina	Jamaica	26	Mid Atlantic Yacht Services	Azores	33	Turbulence Sails	Grenada	29
Bogles Round House	Carriacou	46	Fernando's Hideaway	Bequia	34	Navimca	Venezuela	45	Tyrrel Bay Yacht Haulout	Carriacou	21
Bougainvilla	Union Isand	18	Flamboyant Beachside Terrace	Grenada	34	Northern Lights Generators	Tortola	6	Vemasca	Venezuela	20
Budget Marine	Sint Maarten	2	Flamboyant Owl Bar	Grenada	34	Paradise Boat Sales	Antigua	53	Virgin Gorda Yacht Harbour	Virgin Gorda	40
BVI Yacht Sales	Tortola	51	Flying Fish Ventures	Grenada	35	Peake Yacht Brokerage	Trinidad	50	Voiles Assistance	Martinique	35
Caraibe Greement	Martinique	14	Food Fair	Grenada	48	Perkins Engines	Tortola	37	Volvo	Marinique	15
Caraibe Yachts	Guadeloupe	49	Frangipani Hotel	Bequia	23	Peters & May Yacht Shipping	UK	42	Wallace & Co	Bequia	31
Carenantilles	Martinique	12	Fred Marine	Guadeloupe	45	Petit St. Vincent	PSV	38	Wallilabou Anchorage	St. Vincent	8
Carene Shop	Martinique	30	Friendship Rose	Bequia	23/34	Ponton du Bakoua	Martinique	30	Xanadu Marine	Venezuela	46
Caribbean Propellers Ltd.	Trinidad	33	Fun Sail Tours	St. Lucia	34	Port Hole	Bequia	34	Yachtbuddy	Antigua	27
Caribbean Star Airlines	Antigua	55	Grenada Marine	Grenada	28	Quantum Pure Aire	USA	21			
Caribbean Yacht Works	Trinidad	32	Grenadines Sails	Bequia	4	Renaissance Marina	Aruba	16			
Caribbean Yachting B. J. Inc	St. Lucia	20	GRPro-Clean	Martinique	22	Salty Dog Sports Bar	Bequia	9			

FLYING AROUND

by Richard Ashton

I'm not a lover of flying but if you live on or visit any of the Caribbean islands regularly, as I do, then you end up accepting air travel as just another mode of transport and jump on and off as you would a bus. But whereas buses are generally looked on as a public service, flying is considered an unessential service, a luxury almost, and costed as such by the airline companies.

Historically, airlines have enjoyed many business advantages denied to other companies. Until very recently they have legally been able to discuss their pricing structures among themselves and agree upon a common goal of achieving very similar prices for any given route. It is only recently that governments, the USA and the Europeans in particular, have been looking into past agreements with the industry with a view to making them less anti-competitive. Despite this move they are, to this day, still artificially protected from competition by governments in any individual country forbidding foreign airlines from flying internal routes. Thus British Airways can fly from London to New York but not on from there to Denver; and Iberia, who sometimes produce competitively-priced flights into the Caribbean from Europe, can only do this by flying a passenger from London first to Madrid as only then can they legally fly to Puerto Rico. Stupid maybe, inconvenient certainly, but that's what the rules make them do.

Financially, the business model developed by the scheduled carriers was based on selling *the same seat* in any aircraft for the most they could get for it. Thus extremely complicated rules were developed to ensure that as much was extracted from the traveling public as possible. A simple example: those flying on business for whom a Saturday-night stopover may be inconvenient would pay considerably more than the holiday-maker for whom a Saturday night abroad is presumably part of the fun. Other idiocies developed along the line; for example a one-way flight can be, and frequently is, twice as expensive as a return fare!

As in most protected industries, the result of little competition among the airlines was total inefficiency. Sold seat capacity for any given flight was often as low as 50 percent, over-staffing was the norm and wages went through the roof as management had no incentive to control costs, it being only too easy simply to raise ticket prices. Any attempt by a start-up to compete was ruthlessly squashed, as was Freddy Laker's attempt in 1977 to create a cheap walk-on walk-off "Skytrain" service from London to New York. British Airways, Pan Am and TWA agreed to temporarily reduce prices (by a gigantic 66 percent!) to Laker's level. Needless to say,

If you visit any
of the Caribbean islands regularly,
you end up accepting air travel
as just another mode of transport

once Skytrain was gone, prices went back to their original levels. The subsequent threat of being sued by Laker for their uncompetitive behavior made these airlines, together with Lufthansa, Air France and British Caledonian, settle out of court for US$100 million, but that did not help the public who had enjoyed, briefly, the first attempt at a truly international low-fare service.

But, elsewhere, times were slowly changing. Low-cost (which translates to low-fare) carriers began emerging. Southwest, who began in 1971, are generally credited with being the first in the modern era (although the real first was Pacific Southwest way back in 1949). They were, some years later, followed by RyanAir (1991) and EasyJet (1995) in Ireland and Britain respectively. The advantages to the ticket buyer of a simplified pricing system based on a single passenger class and one-way fares, with prices only increasing as the flight fills, encourages early commitment rather than a last-minute scramble as passengers try to buy at the discounts scheduled airlines tend to offer to fill aircraft in the last few days before the flight leaves.

By 2006/7 we have the crazy situation of most of the traditional airlines being in deep financial trouble while the low-cost carriers go on increasingly profitably. In the USA, Delta, United, US Air and Northwest have all declared Chapter 11 bankruptcy, while American has only just avoided doing so. Internationally, many others have thought of or actually declared bankruptcy as low-cost entrants come into their home markets.

And yet these same airlines continue to support their, surely by now, antique and unworkable and obviously unprofitable business model. They only attempt to modernise their systems to those which their customers obviously prefer when they come into direct competition with a low-cost carrier.

And getting any airline to provide someone to interview, to ask just why some of their sillier policies still exist, is like trying to get blood from a stone. They don't want to explain, they just want to be paid.

Perhaps it's time for governments to take drastic action. Dump bankruptcy protection. Let these virtually-broke airlines go to the wall, allow a new industry to grow in its place. Reagan/Thatcher economics showed that, although hard for a while, denying support for half-dead enterprises allowed businesses to regenerate or others to grow in their place, to the greater benefit of all in the long term.

My suggestion to existing carriers: don't wait until someone else offers a low-cost option and then try to compete; do it now. Innovate, dump the old, get with the new; don't just stick your head in the sand and hope that "low cost won't go everywhere." It will. It's just a matter of time.

Paradise Boat Sales

#1 SOURCE FOR NEW & PRE-OWNED POWERBOATS

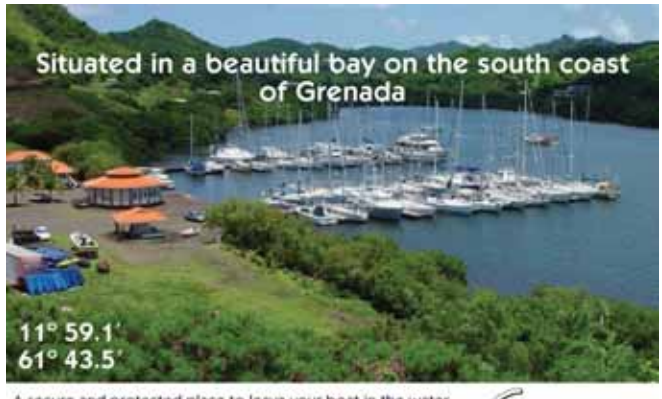
Dealers for: WHALER · Sea Ray · SEA PRO

50' Princess V50, 2003	26' Sea Ray 260, 2003
46' Azimut 46, 2003	25' Boston Whaler 255, 2006
44' Sea Ray 44, 2006	23' Sea Ray 230, 1999
32' Boston Whaler Outrage 2007	18' Sea Ray 180, 2005
28' Boston Whaler Conquest 2006	16' Boston Whaler Dauntless, 2004
27' Boston Whaler Outrage 2005	15' Boston Whaler Sport 150, 2006

Powered by MERCURY The Water Cafe · Marine Centre

We also offer:
Carolina Skiff, Continental Trailers, Rentals, Leasing, Charters, Brokerage, Storage

Call for best prices: 268-462-5760 Fax 268-462-6276
More boats at: www.paradiseboats.com
e-mail: paradise@candw.ag
Jolly Harbour PO Box 2077 St. John's Antigua



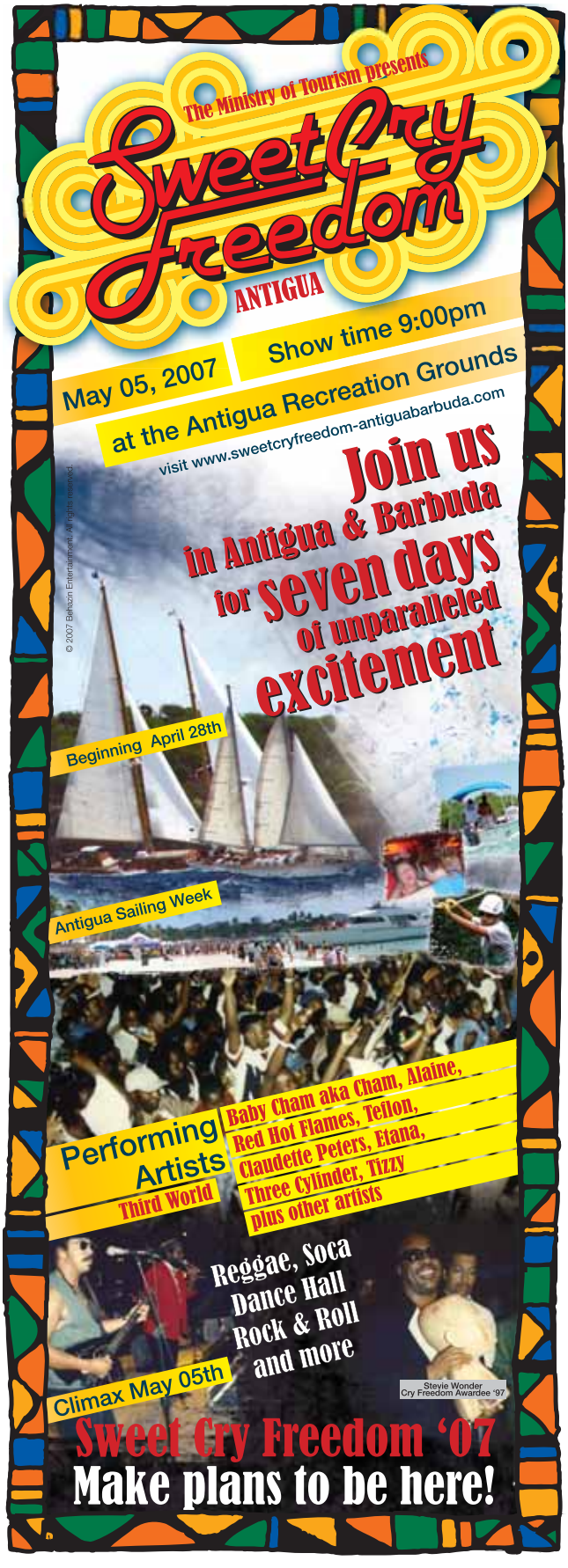
A secure and protected place to leave your boat in the water throughout the year, with excellent docking facilities.

5' x 40' Finger Slips off Main Docks · Washrooms & Showers
Electricity & Water Hook-up · Telephone, Fax & E-mail Access
Swing Moorings · Laundry Machines
Boatwatch & Marine Services · Oasis Waterfront Bar/Cafe

Contact: Bernard (Bob) Blanc Tel: 473-439-2593 Fax: 473-439-3243
E-mail: office@clarkescourtbaymarina.com VHF Channel: 16/74

CLARKES COURT BAY MARINA GRENADA WI





CALENDAR

APRIL

2 FULL MOON
5 Annual Compass Writers' Brunch, Bequia. sally@caribbeancompas.com
5 - 7 Caribbean Cup (Optimists), Martinique. Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, fax: 0596 51 73 70, cn.leneptune@wanadoo.fr
5 - 9 26th Bequia Easter Regatta. www.begos.com/easterregatta
5 - 9 Grenada "Round-the-Island" Easter Regatta. www.aroundgrenada.com
5 - 9 Easterval Festival, Union Island. (784) 458-8350
6 Good Friday. Public holiday in many places
6 - 9 Spanish Town Fisherman's Jamboree and 11th Annual Wahoo Tournament, BVI
7 - 9 Virgin Gorda Easter Festival
8 Easter Sunday. 7th Annual Model Boat Race, Catamaran Marina, Antigua
9 Easter Monday. Public holiday in many places
9 - 10 Goat and Crab Races, Mount Pleasant and Buccoo Village, Tobago
12 - 2 May St. Maarten Carnival
14 Underwater Cleanup, Bonaire. www.dive-friends-bonaire.com
17 José de Diego Day. Public holiday in Puerto Rico
19 Declaration of Independence Day. Public holiday in Venezuela
19 - 24 20th Antigua Classic Yacht Regatta. www.antiguaclassics.com. *See ad on page 7*
20 - 22 Tobago Jazz Festival, Plymouth, Tobago
21 Virgin Queen Pizza Pursuit Race, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, fax (284) 494-6117, www.rbviyc.net
21 - 29 Barbados Congaline Carnival
22 Earth Day
22 - 28 St. Thomas USVI Carnival
25 - 26 Circus on a Yacht, Marina Bas du Fort, Guadeloupe. www.voilierspectacle.com
25 - 29 Caribbean Film Festival, St. Barts. www.st-barths.com
26 Guadeloupe to Antigua Race. AYC
27 - 29 6th Carriacou Maroon Music Festival. www.grenadagrenadines.com/fest.html
28 National Heroes' Day. Public holiday in Barbados
28 - 29 8th Annual Int'l Cancer Benefit Regatta, Trinidad. Trinidad & Tobago Sailing Assn. (TTSA), tel (868) 634-4210/4519, fax (868) 634-4376, info@ttsailing.org, www.ttsailing.org
29 - 5 May 40th Antigua Sailing Week. www.sailingweek.com
30 Queen's Birthday. Public holiday in Netherlands Antilles

MAY

1 May Day/Labour Day. Public holiday in many places
1 Festival of the Sea, St. Barts
2 FULL MOON
3 West Marine Atlantic Cup sets sail from Tortola, BVI to Bermuda. www.carib1500.com
4 - 13 St. Lucia Jazz Festival. http://stluciajazz.org
5 Ascension Day. Public holiday in Netherlands Antilles, Guadeloupe
5 World Environment Day
6 - 23 Carib canoe *Gli-Gli's* Leeward Island Expedition. dreadeye@surfbvi.com
7 - 8 Traditional Boats Rendezvous, St. Pierre, Martinique. fradon.rubel@wanadoo.fr
8 Armistice Day. Public holiday in French West Indies
10 ARC Europe sets sail from Jolly Harbour, Antigua, to Portugal. www.worldcruising.com
11 - 13 Anguilla Regatta. www.caribbeanracing.com
12 - 13 BVI Dinghy Championships, RBVIYC
13 - 18 Angostura Tobago Sail Week, Crown Point, Tobago. www.sailweek.com
14 Mothers' Day, Public holiday in Puerto Rico
16 - 20 Around Guadeloupe Race, Triskell Association, www.triskellcup.com
17 - 19 Le Combat de Coques Regatta, Martinique. Club Nautique du Marin (CNM), club-nautique-du-marin@wanadoo.fr
17 - 19 3rd Annual Bonaire Jazz & Salsa Festival. www.bonairenet.com
20 Independence Day. Public holiday in Cuba
22 Emancipation Day. Public holiday in Martinique
24 - 28 Canouan Regatta. Canouan Sailing Club (784) 458-8197
25 Ascension Day. Public holiday in St. Barts, Bonaire
25 - 26 20th Curaçao Jazz Festival. www.curacao-actief.com
25 - 27 33rd Foxy's Wooden Boat Regatta, Jost Van Dyke. West End Yacht Club (WEYC), tel (284) 495 1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
25 - 27 7th BVI Music Festival. www.bvimusicfest.net
26 - 27 Transcanal Race, Martinique to St. Lucia. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr
27 Anguilla Day. Public holiday in Anguilla
28 Whit Monday. Public holiday in many places
29 Memorial Day. Public holiday in Puerto Rico and USVI
30 Indian Arrival Day. Public holiday in Trinidad
31 - 4 June 41st Antigua & Barbuda Sports Fishing Tournament. www.antiguanice.com/fish
TBA 4th King of the Caribbean Freestyle Windsurfing Competition, Bonaire. www.infobonaire.com
TBA 57th Annual Ernest Hemingway Fishing Tournament, Havana, Cuba. CNIH
TBA Second Annual Captain Oliver's Carib Beer Regatta, Saint Martin. www.ccregatta.com

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation.

If you would like a nautical or tourism event listed FREE in our 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, or
• fax (784) 457-3410

DOYLE
SAILMAKERS

For those who demand the very best,
Doyle Caribbean's 5/50 Construction.
5 years - 50,000 miles
GUARANTEED

"Stenella"
Richleigh 63



British Virgin Islands
Doyle Sailmakers
Road Reef Marina, Tortola
Tel: (284) 494 2569
Fax: (284) 494 2034
E-mail: bob@doylecaribbean.com

Barbados
Doyle Sailmakers
6 Crossroads, St. Philip
Tel: (246) 423 4600
Fax: (246) 423 4499
E-mail: andy@doylecaribbean.com

Also In

Antigua & Barbuda
Star Marine
Jolly Harbour

Bequia
Withfield Sails and Model Boats
Port Elizabeth

Bonaire
Navegante, NV
Kralendijk

Grenada
Turbulence Ltd.
Spice Island Boat Works

Panama
Regency Marine
Pedro Miguel Boat Club

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Croix
Wilsons' Cruzan Canvas
Christiansted

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

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas



• Affordable rates • Reliable • On time
CARIBBEAN STAR AIRLINES AIRPORT ROAD, P.O. BOX 1628 W. ST, JOHN'S ANTIGUA

StarPac.

SIZE DOES NOT MATTER...

StarPac Can Take It

StarPac Courier and Cargo
will take your packages around the islands.
With over 52 daily flights to 14 Caribbean destinations, we are sure to deliver on time, safely and at competitive rates. It doesn't matter if it's an envelope, crate or box, with us, size just does not matter!
Call your StarPac agent today
or email us at **starpac@flycaribbeanstar.com**

CaribbeanStar AIRLINES
A WHOLE NEW ALTITUDE

What's New
at Island Water World

always great VALUE!

NOA ACCESSORIES: NEW

Custom fit for any vessel at far less cost than pre-fabricated mounts, these economical accessories will enhance the look of your vessel.
The NOA family consists of several different accessories including:

- Solar panel mounts that allow you the flexibility to angle the panel for your convenience
- Wind generator mounts with custom adapters to fit KISS, AIR X and DUO GEN wind generators
- Radar mounts that allow for accessory brackets for GPS and VHF antennas

These accessories can be mounted on the push-pit, rail and a variety of transoms or any other part of the superstructure and come in a variety of sizes.
NOA fittings allow you to change location or dismantle any of the accessories without any damage to the boat. With constantly changing technologies, flexibility is the key.

Island Water World is the new distributor for NOA accessories - made in Sweden with Swedish precision!



What you need

TECHIMPEX TOPTWO STOVE:

TECHIMPEX

LP Gas 2 burner oven and grill - Luxury and innovation, this is the ideal luxury cooker for those who aspire to state-of-the-art technology! High quality heavy-duty 316 stainless steel construction and lots of unique features unseen until now in such appliances. Great value. Standard in Nautor Swan Yachts.

Technical Specification:
Dimensions:
W500xH460xD485 mm
Weight: 27,0 kg
Heat input: 3,0 + 1,7 + 1,7 (oven) kW
Fuel : LP GAS Butane / Propane



ICE STATION ZERO COOLER:



Ice Station Zero with Arctic Technology is the latest break-through in portable cooler engineering. Ideally suited for fishing, camping, hunting, or any outdoor activity where rugged durability and long-term cooling is a necessity. These sturdy ice-chests are the perfect companion for every sportsman and outdoor enthusiast. Resilient, FDA approved polyethylene won't absorb or transfer odors; no more 'fishy' smells to worry about. Manufactured with high-impact, seamless, double-walled construction that withstands sitting, standing, and environmental punishments, these portable coolers give you industrial strength cooling and storage where you need it. Available in 125, 170 and 270 Qts.

WAECO COOLMATIC REFRIGERATORS:

WAECO mobile solutions

Coolmatic refrigerators have been designed from A to Z with German engineering. As a result, you can enjoy home-standard cooling comfort also on board your boat. All Coolmatic refrigerators are equipped with high-tech Danfoss BDF compressors. This means outstanding performance at minimum power consumption; superbly silent running; reliable operation even on a tilt; problem-free operation at 12/24 volts.



What's on Sale

ALL CRC PRODUCTS 30%* OFF!

- Instant Galvanizer
- Corrosion Inhibitor
- Jump Start
- Injector Cleaner
- Electronic Cleaner
- Multi Purpose Lubricant
- Heavy Duty Silicone Spray
- Carburetor Cleaner
- Fuel Stabilizer
- Glass Cleaner
- Fuel Conditioner
- Carb & Choke Cleaner

CRC

BRITANY ANCHORS 26 - 77 LBS.

25% OFF*
This month only!



The Britany is the only flat anchor with a shank designed not to foul, thus preventing the anchor from breaking away. It bites into the seabed within seconds. Constructed of high resistance galvanised steel. To prevent potential fouling, the Britany has no large crown. Also, to avoid clogging by pebbles, it has no link cage. Thin flukes with sharp edges ensure quick digging even in the hardest sea beds. Geodynamic flukes ensure easy burial and perfect holding. High resistance shank, cast in one piece, gives perfect resistance even to a strong lateral pull. Narrow crown, designed to lift the rear of the anchor, so that the flukes dig in immediately.

QUICK WINDLASSES

15% OFF Our Already low prices + a 3 year warranty*



*Discounts valid for April 2007 while stocks last.

THE CRUISERS MARINE STORE

Island Water World
Always great VALUE !

Want to know more about BOSTON WHALER the only truly unsinkable boat ...visit Island Water World!

St. Maarten, N.A.	St. Maarten, N.A.	Grenada, W.I.	Grenada, W.I.	St. Lucia, W.I.
Cole Bay	**Bobby's Marina**	**St. George's**	**Grenada Marine**	**Rodney Bay Marina**
Tel: 599.544.5310	Tel: 599.543.7119	Tel: 473.435.2150	Tel: 473.443.1028	Tel: 785.452.1222
Fax: 599.544.3299	Fax: 599.542.2675	Fax: 473.435.2152	Fax: 473.443.1038	Fax: 785.452.4333

Authorized dealer of
EVINRUDE E-TEC

Prices may vary in St. Lucia and Grenada as a result of customs charges and environmental levies.

Island Water World Marine Distributors • www.IslandWaterWorld.com • sales@IslandWaterWorld.com

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Trinidad Publishing Company Limited