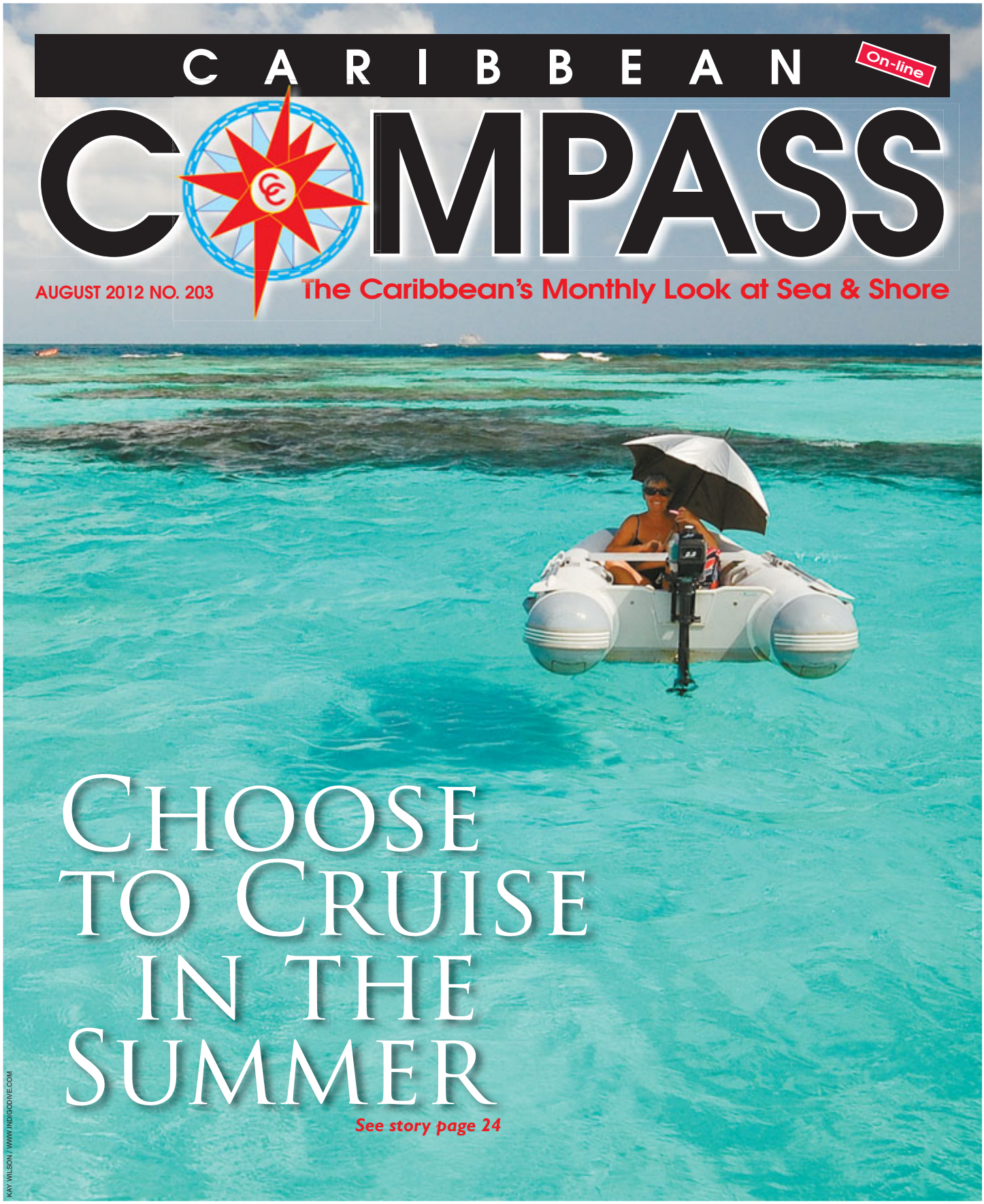
CARIBBEAN On-line
COMPASS
AUGUST 2012 NO. 203
The Caribbean's Monthly Look at Sea & Shore



Choose to Cruise in the Summer

See story page 24

KAY WILSON / WWW.INDIGODIVE.COM



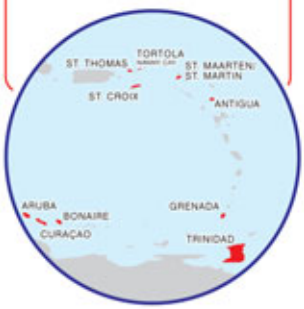
POWER! BOATING

Veethree
GAUGES



STARTING AT: US$40.50

- Large easy to read Graphics
- Perimeter Lighting
- Scratch Resistant Lenses
- Tachometers available for Gasoline and Diesel Engines
- Ideal replacement for Stuart Warner
- Wide range of modern styles



RACOR
FILTERS



Global Leader in Marine Filtration Fuel Systems

- Wide range of spares
- Gasoline and Diesel available
- Most popular replacement elements off the shelf
- Superior corrosion resistance

Amphibians pro by Ocean LED
LIGHTS

New Amphibians Pro & T Series now in stock and available.



STARTING AT: US$197.00

- Exceptionally Easy to install
- Versatile enough to mount on any transom, under gunwales, transom brackets, T-tops, mast as uplighters...
- Ultra low power draw with 75% more light over previous series
- 40,000 hr + long life span
- Tritonium coated lens on Pro series resists marine growth
- Available in blue and white

TACO METALS
T-TOP



LIST PRICE US$ 3240.00

TACO introduces an innovative new, anodized aluminum T-top that offers fast assembly and installation without welding and easy installation of sportfishing accessories.

- Universal fit
- Prefabricated modular design
- Sturdy pre-welded construction
- Adjustable to 41" wide console
- No welding or drilling
- Accessory-Ready™ adapters
- Outrigger-Ready™ plates
- Brushed anodized finish
- Canvas top included
- T-top packs and ships via air

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

CARIBBEAN CHANDLERIES
BUDGET MARINE

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

The Caribbean's Leading Chandlery

www.budgetmarine.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

AUGUST 2012 • NUMBER 203



Journey on 'Junk'
Island hopping on Hobie hulls ..12

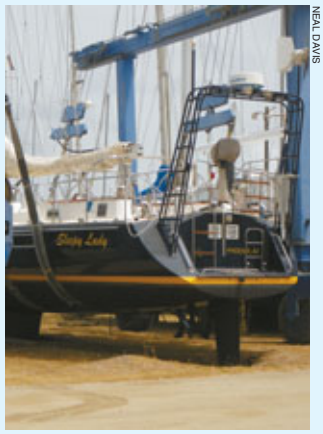
Safe Landfall
... but where are we?!? 14



ROSIE BURR

Somewhere Near Salinas
Explore Puerto Rico's south coast ... 16

Tender Tales
Dinghies, lost and found..... 20



NEAL DAVIS

Closing the Season
A farewell cruise and haul out ..22

DEPARTMENTS

Info & Updates 4
Business Briefs 7
Eco-News 8
Regatta News..... 10
All Ashore.....16, 19
Meridian Passage..... 28
Sailor's Horoscope..... 30
Cruising Kids' Corner..... 31
Book Reviews..... 32
Cruiser Portraits..... 34
The Caribbean Sky..... 36
Cooking with Cruisers..... 37
Readers' Forum..... 38
What's On My Mind..... 40
Calendar of Events..... 41
Caribbean Market Place..... 42
Classified Ads 46
Advertisers' Index..... 46

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

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

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

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

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

Accounting.....Shellese Craigg
shellese@caribbeancompass.com

Compass Agents by Island:

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

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

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

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

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

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

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

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

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

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

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

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

Trinidad; Sales & Distribution
Boaters' Enterprise Ltd, Tel/Fax: (868) 622-6580
sales@boatersenterprise.com

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

Caribbean Compass welcomes submissions of 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.
©2012 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

Cover photos: Kay Wilson captures the laid-back essence of summertime Caribbean cruising



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

"As soon as we arrived in the islands we began hearing about *Caribbean Compass* and reading it. We could see right away that there was a sense not only of readership but of community built around the *Compass*."
— Jack and Bobbie Greer
S/V Moonrise

Click Google Map link below to find the *Caribbean Compass* near you!

http://maps.google.com/maps/ms?t=h&hl=en&ie=UTF8&msa=0&msid=112776612439699037380.000470658db371bf3282d&ll=14.54105,-65.830078&spn=10.196461,14.0625&z=6&source=embed

Info & Updates

Regional Customs Body CCLEC Terminates Use of ESeaClear

CCLEC's ITC Officer, Aaron Smith, reports: The Caribbean Customs Law Enforcement Council (CCLEC) wishes to advise the public that the working relationship between the developer of eSeaClear, Digital Port Control Ltd., and CCLEC has been terminated effective June 30th, 2012.

Consequently, CCLEC, and by extension Customs Administrations in the region, no longer support the eSeaClear brand, service and application (eSeaClear) and as a result the CCLEC End Users Licence Agreement and Privacy Policy which facilitated the capturing of data for clearance purposes have been withdrawn from eSeaClear.

CCLEC is very mindful of the consequent impact of discontinuing this service to the public and sincerely apologies for any inconvenience caused. Please be assured that CCLEC is expeditiously embarking on the development of a new system which would service the changing requirements for the clearance and facilitation of yachting arrivals in the region across border agencies; this will in turn provide a more rewarding user experience to all parties involved. In the meantime, yacht skippers should proceed with Customs clearance procedures that were in place before or have been in place alongside the eSeaClear electronic system.

For more information contact the CCLEC Secretariat at (758) 453-7705/2556 or Secretariat@cclec.net.

... As Expanded ESeaClear Launched in Antigua

Meanwhile, Bob Potter, CEO of Digital Port Control Ltd. reports: An expanded eSeaClear service will launch in Antigua & Barbuda on July 25th, 2012. The eSeaClear team has been working closely over the past several months with all three border agencies involved with the Clearance process there: Immigration, Customs and Port Authority.

The results should speak for themselves in significantly improving the clearance experience for all visitors arriving and departing by yacht at one of the three compliant clearance ports: English Harbour, Jolly Harbour and Deep Water Harbour.

Improvements in training, computer equipment and bandwidth will serve to expedite ALL formal border procedures. Antigua & Barbuda have set the new standard for eSeaClear compliance and as such will be the only country where eSeaClear will be immediately available. Other countries will be encouraged to become fully compliant, and as they come online, will be announced on the eSeaClear website.

We hope that several will make it by December, in time for the upcoming season.

For more information visit www.eseaclear.com.

In-and-Out Clearance in Grenada

Chris Doyle reports: You can get three-day in-and-out clearance in Grenada. This is very handy for those making a brief stay on their way north from Trinidad or for those


JEFF FISHER

wanting to visit Grenadian waters for a few days from St. Vincent & the Grenadines.

It is a little known fact that the Grenada Yachting Act 2000 allows for 72-hour in-and-out clearance:

"Section 5 (2) A departure report shall be made up to twenty-four hours before departure.

"Section 5 (3) The master may make a departure report at the time of arrival provided that the master intends to depart within seventy-two hours of arrival."

Unlike St. Lucia, where the in-and-out clearance is automatically on the same form when you request it, in the Grenada system you will still have to ask for and complete both the inward clearance forms and the departure forms when you make the clearance. But you may do so as long as you are going to leave within 72 hours.

For more information on clearing into Grenada visit www.grenadagrenadines.com/yachting/clearance-procedures.

—Continued on next page

FIVE YEARS/50,000 MILES GUARANTEED*

*Dacron and Hydra Net Only

DOYLE SAILMAKERS

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boat Works

Martinique
voilerie du marin
30 bid allegre

Panama
Regency Marine
Panama City

Puerto Rico
Atlantic Sails and Canvas
Fajardo

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

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas



photo: www.yachtshotsbvi.com

Jet Stream, Leopard 45

—Continued from previous page

Turks & Caicos Increases Charges for Boats in Transit

As reported on Noonsite (www.noonsite.com), prices have increased for short stays in the Turks & Caicos, from US$15 for a seven-day stay, to $100. This fee is payable even if simply stopping to refuel. If you remain in the Turks & Caicos islands after your seven days are up, you have to pay a further $300 for a 90-day cruising permit.

St. Martin Press Conference Addresses Yacht Issues

Metimer, the marine trades association of French St. Martin, held a press conference on June 29th at the Maison des Entreprises to discuss local issues affecting the yachting sector, including the numerous thefts of dinghies in the weeks prior to the meeting; the wrecks threatening security inside Simpson Bay lagoon; and the danger on Sandy Ground bridge for the youngsters using it as a game at opening time.



CHRIS DOYLE

Metimer is concerned about daredevils using the Sandy Ground bridge as a diving platform when it opens to allow vessels through

Present in addition to Metimer officers and members were representatives from marinas, dive shops, environmental groups, the Dutch side's Maritime Administration and the press. The organizers expressed disappointment that none of the invited French-side government representatives were in attendance, especially as critical issues such as dealing with as many as 25 abandoned wrecks in the lagoon as hurricane season commences were on the agenda.

The problem of youths jumping off the Sandy Ground Bridge is of serious concern. Bridge Operator Regine Hee reportedly decided not to open the bridge if the police cannot be there regularly to control them. It was estimated that around 40 youngsters, ten to 15 years old, gather for bridge openings, usually at the 5:30PM opening. There is a real danger of a serious accident or even loss of life when they jump off as boats pass through.

On the subject of dinghy thefts, it is thought that there is a business in selling stolen dinghies and the criminals employ young boys to do the stealing. Two 14-year-old suspects were arrested some time ago. The problem occurs on both sides of the island, but the Dutch side has a registration system for yachts, dinghies and outboard motors that helps in recovering stolen dinghies.

Thanks to Metimer and St. Maarten Divers for information in this report.

Eight Bells

Michele Webb writes: Philip Scully, a man who has been widely hailed as a "marine genius", a "consummate professional" and a unique friend passed away suddenly aboard sailing yacht *Starry Night* on May 22nd, 2012. Only a few days out of Antigua enroute to the Azores, Philip suddenly became very ill and died, despite offshore doctor's assistance, advanced medical equipment onboard, and efforts of the crew to resuscitate him.



In an article in *The Carrigdhoun* (an Irish newspaper), friends and colleagues describe Philip as a "giant of a man despite his small stature".

"He knew more about sailing than anyone I know; he had the most capable hands, a huge brain and, because he was small physically, I've never seen anyone to be so nimble on a boat," said friend and Cork sailing school director Eddie English.

Philip started sailing at a very young age and was a keen racer, competing in the Admiral's Cup (now the Commodore's Cup) in Cowes in the 1970s. He was also involved in building and designing yachts as a teenager.

—Continued on next page

Antigua:
Marine Power Svcs:
268-460-1850
Seagull Yacht Svcs:
268-460-3049
Bequia:
Caribbean Diesel:
784-457-3114
Dominica:
Dominica Marine Center:
767-448-2705
Grenada:
Grenada Marine:
473-443-1667
Enza Marine:
473-439-2049
Martinique:
Inboard Diesel Svcs:
596-596-787-196
St. Croix:
St. Croix Marine:
340-773-0289
St. John:
Coral Bay Marine:
340-776-6665
St. Lucia:
Martinek:
758-450-0552
St. Maarten:
Electec:
599-544-2051
St. Thomas:
All Points Marine:
340-775-9912
Trinidad & Tobago:
Engine Tech Co. Ltd:
868-667-7158
Dockyard Electrics:
868-634-4272
Tortola:
Cay Electronics:
284-494-2400
Marine Maintenance Svcs:
284-494-3494
Parts & Power:
284-494-2830



—*Continued from previous page*

Philip managed several yachts but is best known for his 20 years as skipper aboard *Starry Night*, and while the present *Starry Night* was built by Oyster, Philip spent two years working on the design and build. After many modifications, it is considered more of a one-off design, one that Philip was very proud of.

I first met Philip in Antigua on May 5th, 2002 when I was invited to join *Starry Night* as a delivery cook for my first Atlantic crossing. I ended up staying aboard for three and a half years and that crossing marked the beginning of a very deep friendship with Philip and *Starry Night*. Rarely in life does one get to meet an individual as remarkable as Philip and I am honoured to have shared his life.

Philip had an incredible depth and wisdom. His acts of kindness and generosity never ceased to amaze me. He is by far, the most interesting man I've ever known. He loved his life and truly appreciated every day finding enjoyment in, as he put it, "simple pleasures".

Sunday afternoons at De Reef beach bar in Bequia, taking in the music, chatting with African and the other colorful cast of characters is what Philip loved most. The warmth and hospitality of the people, along with the beautiful landscape made Bequia Philip's favourite Caribbean stop. We would spend as much time in Bequia as the schedule would allow and would find any excuse we could to return.

During my last conversation with Philip he said he was tired and ready for a vacation and I thought that perhaps we would meet up, as we often did, to spend some time together. I was deeply shocked and saddened to learn of his passing.

Philip, my *anam cara**, I miss you terribly and I will never forget all that you taught me.

Home is the sailor,
Home from the sea…
*Anam cara is Irish for soul mate.

Armed Yacht Robbery in Bocas del Toro, Panama

Two armed assailants boarded an American yacht anchored in the "south anchorage" of the Bocas Marina, next to Isla Colon in the province of Bocas del Toro in the early hours of July 8th. They held the couple at gunpoint and tied them up, then ransacked the boat and stole everything of value, including cameras, electronics, a computer, cash, and jewelry. The couple was also reportedly beaten during the robbery. The victims have filed a complaint with the Panamanian National Police.

The community of English-speaking expatriates in Bocas del Toro have rallied to support the victims. Fellow cruisers have pledged about US$1,600 dollars to a fund that will be paid to anyone providing information directly leading to the arrest and conviction of the assailants. A sketch artist will create a likeness of the assailants for reward posters.

For more information contact Don Winner at don@panama-guide.com or visit Panama-Guide.com.

Cruisers' Site-ings

• Readers of our review of *Squalls and Rainbows* in last month's *Compass* should know that we reviewed an early first printing of the book, and that typos have since been corrected. Anyone seeking more information about Jim Richardson's writing can find it at his website ***www.TheFloatingYears.com***, which has links to his books, pictures, route maps, and other information.

• The quarterly magazine *Cubaplus* is the only magazine circulating in Canada exclusively dedicated to informing readers about Cuba, its history, culture and traditions, and more. It is distributed throughout Canada and in major US cities. CubaPlus has recently launched a new website, ***www.cubaplusmagazine.com***.

Simply the Best

In the *Travel + Leisure* 2012 World's Best Awards readers' survey, the readers of one of the world's leading travel magazines picked Vieques in Puerto Rico, Harbour Island in the Bahamas, Virgin Gorda in the British Virgin Islands, the Grenadines in St. Vincent & the Grenadines, and St. John in the United States Virgin Islands as the Top 5 Destinations in the Caribbean, Bermuda and the Bahamas. Currently in its 17th edition, *Travel + Leisure's* World's Best Awards Readers' Survey will appear in the magazine's August issue and at www.travelandleisure.com.



Virgin Gorda, named one of Travel + Leisure *magazine's Top 5 Caribbean Destinations*

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers West Shore Medical of Trinidad, on page 6; the Mango Bowl Regatta of St. Lucia, on page 11; Marine Solar Tec of Panama on page 31; and Rolling Thunder Transportation Services of Puerto Rico, in the Market Place section, pages 42 through 45. Good to have you with us!



BUSINESS BRIEFS

Health and Hospital Service in Trinidad

When in Trinidad, care for yourself as well as your boat! West Shore Medical in Trinidad was founded by a group of doctors who, as professionals, were worried about the state of healthcare available in Trinidad and Tobago. They saw an urgent need for a medical institution operating with private sector efficiency but without financial returns being its main driving force, i.e. a compassionate, patient-driven healthcare service delivered at the most reasonable cost possible.

West Shore Medical is just minutes from downtown Port of Spain off the westbound lane of the Cocorite highway, nestled at the foothills of the scenic Northern Range and overlooking the serenity of the Gulf of Paria. The location offers a relaxing environment with sea views and beautiful sunsets that help calm and heal. Here you will find state-of-the-art medical services, expert doctors and superb personal attention that provide affordable healthcare that's always available when you need it.

Aside from operating a 24-hour Accident & Emergency, Intensive Care Unit, Step Down Unit and a Cardiac Care Unit, West Shore is a fully equipped surgical hospital catering to a wide range of procedures such as gynaecological surgery, cardiac surgery, gastric by-pass surgery, neurosurgery, nephrology services, laparoscopic surgery and even plastic surgery (both oncoplastic and cosmetic treatments).

For more information see ad on page 6.

Three IGY Marinas Win Clean Marina Award

IGY Marinas has announced the granting of the ICOMIA Clean Marina Award (from the International Council of Marine Industry Associations) to its three marinas in the Yacht Haven Grande Collection. Meeting all of the ICOMIA criteria for an environmentally aware facility, Yacht Haven Grande in St. Thomas, Rodney Bay Marina in St. Lucia and The Yacht Club at Isle de Sol in St. Maarten have responsibly fulfilled the initiatives to become "clean". Some of those efforts include:

- Proper waste and recycling management
- Clean and efficient storage of fuels and oils
- Prohibition of sewage discharge
- Inclusion in local Port Waste Management Plan
- Documented emergency (pollution and fire) plans
- Environmental policy property-wide
- Customer awareness advisement on environmental best practices
- Staff trained in environmental best practice

As part of the Gold Anchor award, each marina is subject to the three-year compulsory environmental audit by The Yacht Harbour Association on behalf of ICOMIA. The three marinas in the Collection are currently under review in the Gold Anchor program.



ICOMIA's Clean Marinas Program was established in 2008 and is intended to encourage national and regional clean marinas programmes to meet a common set of internationally recognized criteria drawn up by experts from the ICOMIA Environmental Committee and Marinas Group; applications are scrutinized by a dedicated panel. Current ICOMIA Clean Marinas Program members include the marina industry associations of Australia and New Zealand, Germany and The Yacht Harbour Association's (TYHA) Gold Anchor Scheme.

For more information on Rodney Bay Marina see ad on page 10.

For more information visit on ICOMIA visit www.icomia.org.

Transportation, Customs and Provisioning in Puerto Rico

Rolling Thunder Transportation Services serves cruisers in La Parguera, Boqueron, Porta Real (Marina Pescaderia), Mayaguez and Aguadilla. Rolling Thunder also offers Customs and Provisioning services.

Aguadilla Airport in Puerto Rico's northwest offers Jet Blue, United and Spirit/Southwest flights for as little as US$180 round trip to US connection airports such as Ft. Lauderdale, Orlando, JFK, and Newark.

For more information see advertisement in the Market Place section, pages 42 through 45.

For more information about Puerto Rico's western region visit portadelsol-pr.com.

Get Cuban Charts in Havana

Although various electronic charts of Cuba are available, you'll want paper charts too, and the best yachting charts of Cuba are, unsurprisingly, published there. Cuban charts are published by Edimar, a division of the Instituto Hidrografico de Cuba, Cuba's competent hydrographic and geodesic service, also known as GeoCuba. They are presented in a series of seven spiral-bound chart kits.

Cuban charts measure 15 x 22 1/2 inches; each chart kit contains from six to 15 color charts accurate for use with GPS. The charts range in scale from 1:150,000 to 1:5,000 for selected harbors covering all harbors of principal interest to yachtsmen. Depths are in metres and the charts include information in both English and Spanish. A table in each chart kit shows distances between marinas, and a separate black-and-white chart shows the location of marinas.

Kit No. 1 covers Marina Hemingway to Cabo Corientes; Kit No. 2, Cabo Corientes to Casilda; Kit No. 3, Casilda to Cabo Cruz; Kit No. 4, Cabo Cruz to Punta Maisi; Kit No. 5, Punta Maisi to Punta Maternillos; Kit No. 6, Punta Maternillos to Cayo Bahía de Cádiz; and Kit No. 7, Bahía de Cádiz to Marina Hemingway.



The chart kits are available in Old Havana at El Navío bookstore, at 119 Calle Obispo near the Plaza de Armas (on the block between Oficios and Mercaderes). For those who read Spanish, a series of cruising guides to the various parts of the Cuban coast is also available here.

In addition to nautical charts, El Navío stocks old and new books, as well as postcards and magazines. El Navío is the only shop selling used and new books approved by Cuba's National Heritage Office, so anything bought there can be exported. The profits of El Navío and other special shops of the Historical Centre of Havana are devoted to the conservation of the old city.

Spanish-speakers can phone El Navío bookstore at (53) 861-3187.

Lyman-Morse Invests in Panama's Shelter Bay

As reported in *Soundings Trade Only*, the Maine-based yacht builder and services company, Lyman-Morse, has expanded its activities by opening a repair and refit facility at Shelter Bay Marina, located very close to the Caribbean entrance to the Panama Canal.

Operating under the name Lyman-Morse Panama, the new facility offers haul-out, storage and pre-canal transit preparation. It has a 100-tonne travel-lift and can haul out yachts up to 30 metres (100 feet). Larger craft can be worked on afloat.

Shelter Bay Marina offers 170 berths for yachts up to 76 metres (250 feet).

"The timing and location is perfect for us," the vice president of Lyman-Morse, Drew Lyman, told *Soundings Trade Only*. "The new locks that will come into operation in 2014, will dramatically improve the experience of transiting the canal, opening up these cruising grounds and access to the Pacific."

For more information visit www.lymanmorse.com.

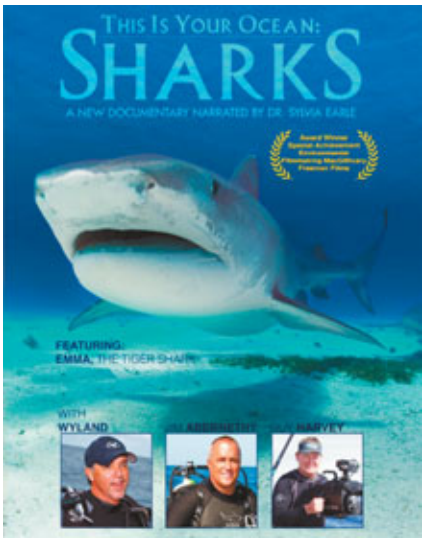
Horseback Rides in Isabela, Puerto Rico

Craig Barker reports: Imagine yourself on a beautiful Paso Fino horse ride along miles of pristine white sandy beaches, tropical forests, and crystal blue waters. Experience Puerto Rico the way it was meant to be. Come to Tropical Trail Rides nestled in the town of Isabela on the northwest corner of the island. This relatively undeveloped region will capture your heart and soul. We provide gentle, but spirited, healthy horses that can accommodate beginner, intermediate, and advanced riders. Open seven days a weeks with two rides per day: 9:00AM and 4:00PM.

For more information visit www.tropicaltrailrides.com or contact info@tropicaltrailrides.com, (787) 872-9256.

Award-Winning Shark Documentary Available on Video

An award-winning documentary narrated by the legendary ocean explorer, Dr. Sylvia Earle, is now available on home video. The majority of *This is Your*



Ocean: Sharks was shot in the Bahamas, with additional footage shot in Asia, the Pacific and New York. The 48-minute film examines the misconceptions and myths surrounding these misunderstood predators and promotes a call for global shark conservation. It was part of a campaign led by the Bahamas National Trust encouraging the Bahamian government to increase protection of sharks in their federal waters. This campaign resulted in the prohibition of all commercial shark fishing in its more than 240,000 square miles of territorial waters.

For more information or to purchase a DVD copy visit www.guyharvey.com.

Choice Restaurant, Portsmouth, Dominica

Amy Peterson reports: What initially brought my husband and me through the door of the tiny restaurant was not the name: no name can be found on the pink facade. What caught my eye was the lit-up glass cubicle with fried chicken legs and homemade fish bake. A Kabuli and two yummy legs later, I was happily satiated and curious. As a self-proclaimed foodie, I like nothing better than trying out local cooking and peeking into the kitchen, which is exactly what I did.

Behind the curtained doorway in a closet sized kitchen I met Catherina, restaurant proprietor and cook. After taking a few photos and showing her the results, we quickly became friends. With a warm smile and gentle voice, Catherina toured me through her simmering pots of stewed chicken, fish, and assorted pots and pans of side dishes. Catherina arrives at her restaurant six days a week at 5:00AM to begin cooking.



Upon our return to Dominica a month later, Choice Restaurant was our pick for a lunch stop. Just three tables big, we were glad to arrive before the local rush of carryout orders began and the remaining two tables filled up. After a warm welcome (Dominica has the warm welcome down!) Catherina plated up her delicious fare neatly arranged and tasting so very delicious. Neatly skinned chicken legs had been simmered to tenderness in a simple sauce, provisions (local starch vegetables), freshly cooked red beans, spaghetti in a light tomato sauce, Caribbean flavored rice, salad and the most delicious garlicky potato salad we've eaten was all quickly devoured. The best indication of a good cook? A clean plate!

Before departing, I ordered some of Catherina's fried chicken legs to pick up the next day for our sail to Martinique; there is no better snacking food while underway.

Choice Restaurant can be found on the main town road in Portsmouth, heading north from the town dock. Look for the pink house on the left. Open every day except Sunday.

Your boat should last a lifetime . . .
so why not your engine?

PARTS & POWER
SERVING THE CARIBBEAN SINCE 1973

CHOOSE A PERKINS ENGINE AND YOU WILL:

Punch into head seas thanks to high torque
Reduce mechanical stress with high capacity
Minimise costs of ownership with up to 500 hour service intervals

as well as achieving rapid acceleration and better docking performance! Perkins engines offer large capacity, slower turning engines for greater torque, less noise and longer life.

Take a closer look at our range of Perkins engines secure in the knowledge that they are supported by a world-wide network of dealers in 160 countries.



M92B—88hp @ 2400 rpm from 4.4 liters
- Low noise and fuel consumption
- Lower price than competitor engines
- Clean Running

M135—135 hp @ 2600 rpm from 6 liter naturally aspirated engine
- Low cost of ownership
- Low noise
- Easy access to all components





M225Ti—225 hp @ 2600 rpm from 6 liter turbocharged engine.
- Most compact engine in its class
- Lowest cost of ownership
- Designed for minimum maintenance

5% discount on your order if you mention this ad!

PARTS & POWER
Your Perkins Distributor across the entire Caribbean

Phone: 284-494-2830 • info@partsandpower.com
Port Purcell, Road Town, Tortola
www.partsandpower.com

Caribbean Eco-News

Protecting Whales Throughout Their Migration

As reported in The Réserve Naturelle of Saint-Martin's quarterly journal, the idea to protect marine mammals in the waters of the Caribbean is spreading. In fact, the Dutch government would like to create marine sanctuaries in its territorial waters around Bonaire, Statia and Saba, which became municipalities of The Netherlands as of October 2010. In addition, the Marine Park of St. Maarten has indicated it would like to continue to work with the French AGOA project in creating a sanctuary in its territorial waters.

A meeting requested by Holland to discuss these projects took place on June 4th and 5th in St. Maarten, with representatives from the Dutch islands, France, the Dominican Republic and Venezuela, plus the Regional Activity Center for Specially Protected Areas and Wildlife (RAC-SPAW), the Stellwagen Bank National Marine Sanctuary in the US, and Dutch scientists.

The discussion was centered on the necessity to especially protect the humpback whales in their "corridors" of migration, from the warm waters of the Antilles archipelago all the way to the northern Atlantic, with each of these environmental entities a link in the chain of marine protection. The intention is to multiply the number of sanctuaries and create a network so that these marine mammals are protected throughout their entire migration period. Concrete ideas were evoked, such as equipping the humpback whales with GPS chips in order to follow their migratory route by computer.

For more information visit www.reservenaturelle-saint-martin.com.

Jamaica's Pedro Cays to Become Protected Area

As reported by Luke Douglas in the *Jamaica Observer* on June 13th, the Pedro Cays are to become a marine protected area following the signing of an agreement between the Jamaican Government and the United Nations Environment Programme (UNEP). The Pedro Cays are four small islands situated on the Pedro Bank about 66 kilometres (40 miles) south of Portland Point, the southernmost point in Jamaica.

PEDRO BANK MANAGEMENT PROJECT



Fishermen in the Pedro Cays. New protection is aimed at replenishing fish stocks

The Pedro Cays are best known as a fishing resource area that is occupied by hundreds of fisherfolk. The cays are also considered one of the last remaining healthy marine ecosystems in Jamaica and an important nesting ground for several species of birds and turtles.

The move forms part of an effort to replenish the fish stocks in Jamaica and the Caribbean region. The project also involves an area off the coast of the Dominican Republic as well as the Seaflower Biosphere Reserve, located between Colombia and Jamaica.

"We are looking at the ecosystem in a large manner. If we (continue to) deplete the fish stocks, it's going to affect all of us," explained Nelson Andrade Colmenares, co-coordinator of the UNEP regional co-coordinating unit which is based in Kingston.

For more information on UNEP's Caribbean Environment Programme visit www.cep.unep.org.

IWC Allows Continuation of Bequia Whaling

At the annual meeting of the International Whaling Commission in Panama last month, the quota of four humpback whales per year was renewed to St. Vincent & the Grenadines in respect of whalers from the island of Bequia. Bequia is the only place in the Caribbean where any of the great whales are still hunted.

Amid objections, the renewals for three "aboriginal" quotas — those for the indigenous peoples in Chukotka in eastern Siberia, the Alaskan Inupiat of the United States, and the Bequians of St. Vincent & the Grenadines — were bundled together in the voting process and were jointly renewed. Peter Sanchez, speaking for the Dominican Republic, said, "We recognize the needs of indigenous peoples in the US and Russia but we cannot support the [joint] request by all three countries." Referring to Bequia, Monaco's Frederic Briand argued that whaling "started by a settler's family as recently as 1875 does not qualify as 'aboriginal'."

The Commission voted 48 to 10 to set quotas for the next six years for indigenous whaling in the three countries, narrowly achieving the 75 percent needed to approve decisions. The current quotas last for six years. St. Vincent & the Grenadines will now have the right to take up to 24 humpback whales between 2013 and 2018.

For more information visit http://iwcoffice.org.

'Extinct' Snake Found in St. Lucia



The St. Lucia Racer, a snake that was declared extinct more than 75 years ago, has been found alive and well in the Maria Islands nature reserve off the coast of St. Lucia, it was announced in early July. In late 2011, researchers tracked down 11 of the mottled brown snakes (*Liophis ornatus*) and outfitted them with tiny data recorders. Scientists estimate that 18 of the snakes live on the reserve, said the British-based Durrell Wildlife Conservation Trust's Eastern Caribbean program manager, Matthew Morton.

—Continued on next page

—Continued from previous page

"In one sense it is a very worrying situation, with such a small population restricted to a single, tiny site," Morton said. "But in another sense, it's an opportunity... It means that we still have a chance to save this species."

Once abundant on St. Lucia, the St. Lucia Racers were decimated by the arrival of mongooses in the late 19th century. The gentle, non-venomous snake that grows to just under three feet (one metre) in length was declared extinct in 1936, but one was spotted on the reserve in 1973 and rare sightings have since been reported. Late last year, Durrell, with help from the US Fish & Wildlife Service and other groups, launched a search for the snake on the larger of the two Maria Islands.

A team of scientists and several volunteers spent five months scouring the rocky outcrop where they found some of the snakes slithering around during the day, looking for lizards and frogs to eat. Once they captured them, they implanted microchips that will transmit data including information about their lifespan and other details, Morton said.

British conservation group Flora & Fauna International pointed to the success story of the Antiguan Racer, a species that formerly held the title of world's rarest snake, as hope for the St. Lucia Racer. In 1995, only 50 Antiguan racers remained on Earth, but thanks to protective measures their population has swelled to 900.

Grenadines to be Evaluated as World Heritage Site

The UNESCO World Heritage Committee has sponsored an initial pilot project to evaluate the Grenadines island group to qualify for World Heritage Site status. The World Heritage Committee identifies cultural and natural properties of "outstanding universal value" that are to be protected under the treaty protecting World Cultural and Natural Heritage and inscribes those properties on the World Heritage List. The committee is composed of representatives from 21 governments that are Parties to the Convention Concerning the Protection of the World Cultural and Natural Heritage, adopted by UNESCO in 1972.



The Tobago Cays, jewels in the crown of the possible Grenadines World Heritage Site

CHRIS DOYLE

The World Heritage List includes 951 properties including 739 cultural sites, 183 natural sites and 29 mixed cultural-natural properties in 155 countries. As of March 2012, 189 of the world's 193 governments had ratified the World Heritage Convention.

Existing World Heritage Sites in the Caribbean include The Pitons in St. Lucia, Habana Vieja in Cuba, The Garrison and Bridgetown in Barbados, the National History Park (Citadel) in Haiti, Brimstone Hill Fortress in St. Kitts, the Morne Trois Pitons National Park in Dominica, the Barrier Reef in Belize, and more.

Lead Coordinator and Executive Director of Grenada National Trust, Gerrit Scheper, will be accompanying two official evaluators on this UNESCO WHS mission on a week-long sailing trip up the Grenadines, visiting a number of the Grenada Grenadines and St. Vincent Grenadines, and meeting local groups and conservationists.

It is hoped that the Grenadines will become a cross-border World Heritage Site spanning Grenada and St. Vincent waters, and that World Heritage Site status will provide legal protection to the area with international support to maintain its natural beauty for the world and generations to come.

For more information visit http://whc.unesco.org/en/tentativelists/1925.

... While St. Lucia's Pitons Escape 'Danger List'

Meanwhile, the St. Lucia Pitons has escaped being added to the World Heritage Danger List by the World Heritage Committee.

The International Union for the Conservation of Nature, IUCN, had recommended that the Pitons, along with Lake Turkana National Parks in Kenya, the Dja Faunal Reserve in Cameroon, and the Virgin Komi Forests in Russia, be added to the List of World Heritage in Danger. However, the committee, meeting in St. Petersburg, Russia in July, rejected all four recommendations.

"We are disappointed that the committee has not inscribed any of these threatened sites on the List of World Heritage in Danger this year," said Tim Badman, director of IUCN's World Heritage Programme. "These four sites face significant threats to their values, from threats including major infrastructure projects, the extractive industry and property speculation."

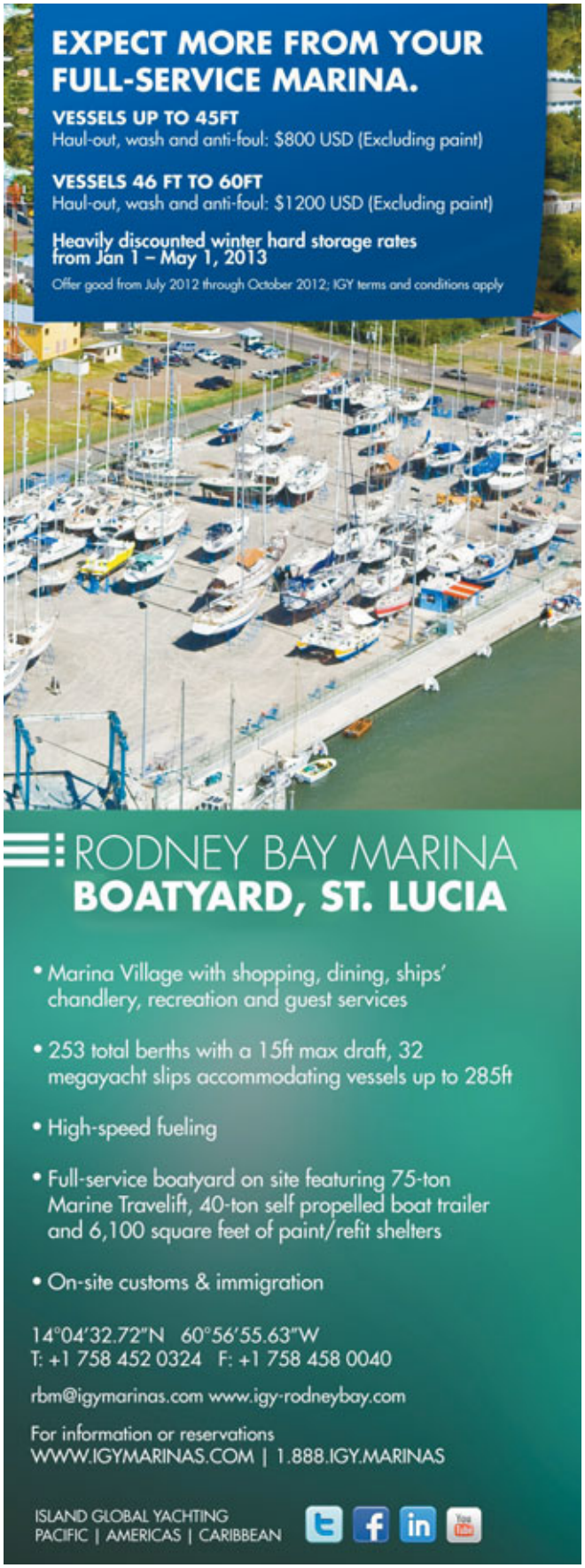
According to the IUCN, the Pitons Management Area has been subjected to significant development since its inscription on the World Heritage List in 2004, and development threats risk irreversible loss of its outstanding universal value.

Recognizable for its two eroded remnants of lava domes rising from the sea to heights greater than 700 metres, Pitons Management Area includes a geothermal field with sulphurous fumeroles and hot springs. The forested spires contain eight rare tree species. The larger one is inhabited by some 27 bird species, five of them found nowhere else on Earth. Coral reefs cover almost 60 percent of the site's marine area, which is inhabited by 168 species of fish.

Badman said, "Inscription on the Danger List is not a black mark for countries, but a way of drawing attention and providing support to the sites that need it the most."

The World Heritage Fund provides about US$4 million annually to support activities requested by governments in need of international assistance. The World Heritage Committee allocates funds according to the urgency of requests, priority being given to the most threatened sites.





REGATTA NEWS

Aguayo is Caribbean Laser Champ — Again!

Raul Aguayo of the Dominican Republic won the 23rd Heineken Light Open Caribbean Laser Championship 2012 (Overall and Standard) held June 9th and 10th, in Orient Bay, St. Maarten. Twenty-two Laser sailors from around the Caribbean competed in nine races, with ideal weather conditions: fair and steady nine- to 12-knot winds.

Kevin van Otterdijk (age 17) of Curaçao dazzled everyone with his talent, beating other top sailors for a close second (Overall and Standard). Kevin's performance was all the more remarkable when, after a premature start, he clawed his way back to the top of the fleet to win that race. Third place overall was multiple champion, Karl James from Antigua.

Last year's champion, Benoit Meesemaecker of St. Barths, came in third in the Standard Class.

Local teenage sailor Rhône Findlay, sponsored by Maclaren, won the Radial Class, ahead of Jonathan Woods from Tortola; third and fourth place tied in points, with Jolyon Ferron of St. Maarten breaking the tie with Henry Fondeur of the Dominican Republic.

Karl James took the honours in the Master Class, breaking the tie in points with second place Markku Harmala of St. Barths, with Frits Bus in third in this very competitive class.

The Junior 4.7 Class was won by Matthew Oliver (15), very closely followed by the only girl competing in the regatta, Mollee Donovan (15) — both Tortolans. Third place was Jose-Luis Riviera (15) of Puerto Rico.

Co-sponsor Club Orient was the host hotel, providing chalets right on the beach for sailors and families. Sunsail provided the start boat and Heineken Light the after-racing beverages. There was a great competitors' dinner at Bikini Beach Bar, and Papagayo Restaurant hosted the lunches for both days, plus the prizegiving on Sunday. Race Officer was Andrew Rapley and the St. Maarten Yacht Club was the overall organizer of this Caribbean Sailing Association-sanctioned regatta.

For more information visit www.laserchamps.com.

St. Maarten's Bus Finally Busts Marlow Regatta

After six years of placing second, Frits Bus finally clinched the win at the 2012 Marlow One Design Regatta, hosted by the St. Maarten Yacht Club on June 16th and 17th. Among 16 entries from six countries, locals took the top three positions.

Roel ten Hoopen, long-time crew for Bus, challenged his mentor, finishing third overall, while second place went to Han de Bruin Kops, with brothers Peter and Paul Soons as crew.

After a disappointing Day One, Karl James of Antigua showed his true colours, finishing fifth overall. St. Barths sent three teams, with the combination of Mowgli Fox, Sophie Olivaud and Serge Maziero finishing in the top ten. Team Curaçao, with Michel Ruijter at the helm, also placed in the top ten. The Anguilla Youth Team made a valiant effort, placing fourth three times in 24 races.

Special mention goes to Team Nevis, as this was their first time entering an off-island competition. Vice Commodore of the Nevis Yacht Club, Mark Theron, and SMYC Board member, Kathy Gifford, exchanged burgees at the prizegiving with a commitment to pursue future inter-club endeavors.

Thanks go to the regatta's principal sponsor, Marlow Rope, in the Caribbean for over 25 years at Budget Marine, the latter of which made a huge contribution this year with volunteers, dinghies, and the committee boat. AMCON ensured that the change boat didn't drag down the lagoon, and Tropical Sail Loft's Ernst Looser was Race Officer.

The Marlow Regatta brings to a close the SMYC 2011-12 lagoon racing season.

USA Worlds Team Wins Sea Star Team Racing Champs

An all-time high of 78 sailors competed in the Sea Star Clinic held June 18th through 20th, and 15 teams raced in the 2012 Sea Star Team Racing Championships on June 21st.

The clinic was run by internationally recognized coaches including St. Thomas Yacht Club Coach, Agustin "Argy" Resano; Gonzalo "Bocha" Pollitzer, Manuel "Manny" Resano and Esteban "Pilo" Rocha from OptiSailors.com; Eric Bardes from Team Florida Ocean Racing; Santiago Galan, US Virgin Islands' team coach; and Justine O'Connor out of Miami, Florida.

The 15 teams of five sailors each took to the seas off St. Thomas' east end to compete in the Sea Star Team Racing Championships on June 21st. At the conclusion, it was the USA Worlds Team, made up of Roman Screve, Ivan Shestopalov, Wiley Rogers, Nic Muller and Will Logue, which emerged victorious.

Keith McSwain, District Manager of Sea Star Line, says, "Sea Star Line is very pleased to sponsor the 2012 Sea Star Line Clinic & Team Race for the fifth consecutive year. Because we believe lessons learned on the water are life changing, we take great pride in promoting the youth in events that help them build a sense of self-confidence, purpose and discipline in an environment where sportsmanship is as important as just having fun."

For more information visit www.styc.net.

USA's Logue Wins 20th Annual Scotiabank Opti Regatta

Only four points separated the top five sailors going into the third and final day of racing at the 20th Scotiabank International Optimist Regatta, held out of the St. Thomas Yacht Club, US Virgin Islands, June 22nd through 24th.

—Continued on next page



DEAN BARNES

—*Continued from previous page*

It came down to a tiebreaker to determine that 14-year-old Will Logue from Connecticut was the overall winner.

"I didn't do well in the second race this morning, so it was really close. But, I came back strong in the last race to win," says Logue. "My strategy is always to stay positive and do the best I can." This was Logue's first trip to the Caribbean. "What I really like here are the heavy winds," he says. "It was great sailing."

A record 127 sailors competed in the Advanced Red, Blue and White Fleets (11 races) and beginner Green Fleet (16 races) over three days of competition. Sailors hailed from 16 nations: Antigua & Barbuda, the Bahamas, Barbados, Bermuda, the British Virgin Islands, Canada, Curaçao, the Dominican Republic, Mexico, Puerto Rico, Russia, Spain, St. Maarten, Trinidad & Tobago, the USA and the USVI.

Logue won not only the overall championship, but also the 13- to 15-year-old Red Fleet.

In the 11- to 12-year old Blue Fleet, it was Ivan Shestopalov from Florida who finished first.

The BVI's Thad Lettsome won the age-ten-and-under White Fleet, impressive since Lettsome has been sailing only a little over one year in the Royal BVI Yacht Club Sailing Program.

The Dominican Republic's Justina Pacheco earned the Top Girl award. "I always tried to read the wind shifts correctly and get good starts," says Pacheco about her strategy for success.

In the beginner Green Fleet, it was Mateo DiBlasi from St. John, USVI, who took a commanding lead to win. "I always went where there was the most wind," says nine-year-old DiBlasi.

The USA's Logue also won the Pete Ives Award, given for a combination of sailing prowess, sportsmanship, determination and good attitude both on and off the water. Meanwhile, the USVI's Maggie Finley earned the Chuck Fuller Sportsmanship Award.

The Scotiabank International Optimist Regatta, organized under authority of the Virgin Islands Sailing Association and a Caribbean Sailing Association-sanctioned event, has been sponsored by Scotiabank almost since the event's inception.

For full results visit www.regattanetwork.com. For more information about the regatta visit www.styc.net.

CSA Regatta Organizers' Conference for October

The Caribbean Sailing Association's Regatta Organizers' Conference and Annual General Meeting will be held in St. Maarten on October 20th and 21st. This is a great opportunity for regional regatta organizers to learn and interact.

For more information visit www.caribbean-sailing.com.

20th St. Croix International Regatta for November

The St. Croix Yacht Club proudly announces there will be a St. Croix International Regatta this year, held November 9th through 11th with registration on November 8th — three days of racing for only US$100!

The 20th Anniversary of the St. Croix International Regatta promises to be a regatta not to be missed. The organizers are offering the skipper's weight in rum for the winner of any class with at least seven registered boats.

What you can expect:

- Great racing off the north shore of St Croix
- Affordable accommodations for visiting sailors (check website for details)
- Free dock space (limited availability)



- Race courses to fit all classes
- Experienced race committee
- Nightly entertainment with food and drink available
- Trophies for all classes, plus winning skipper's weight in rum for any class with seven or more boats
- Shuttle service for boats on moorings
- Customs clearance available on site
- Expedited Immigration services (check website for details)
- Shower and bathroom facilities on site
- Restaurants and food stores nearby
- Taxi and shuttle service available
- Free airport transfers available (advanced scheduling needed)

For more information contact St. Croix Yacht Club at (340) 773-9531 or visit www.stcroixyc.com/regatta.

New Event: Mango Bowl Regatta in St. Lucia!

The St. Lucia Yacht Club will be launching the new sailing season with a new international event — the inaugural Mango Bowl Regatta is scheduled for December 1st and 2nd, just prior to the arrival in St. Lucia of ARC 2012. Dates were discussed with sailing colleagues in neighboring islands in order to encourage maximum participation, and boats that were "below 12" for the hurricane season will have ample time to cruise to the event.

Races are planned for Racing Yachts, Cruising Yachts, and J/24s together with Surprise Class yachts, the latter having sought a combined event, although there will be an overall winner for each of the two classes.

—*Continued on page 35*

THE INAUGURAL ST LUCIA YACHT CLUB

MANGO 2012 BOWL REGATTA

DECEMBER 1ST & 2ND

GREAT SOCIAL FUNCTIONS ARE PLANNED FOR FRI, SAT & SUN

Open to all Senior Yacht Classes including:

- **Surprise Class & J24 Class** will race together with an overall Cash Prize plus Sponsor Trophies on Handicap for 1st, 2nd & 3rd for the Short Nine Race Series
- **Surprise Class** will also receive trophies for 1st, 2nd & 3rd
- **J24 Class** will also receive trophies for 1st, 2nd & 3rd
- **Racing & Cruising Classes** will receive trophies for 1st, 2nd & 3rd

Entry Fee: US$100.00

10% Discount if you pay & enter before Friday November16th.

Visit: **SLYC website for payment details**

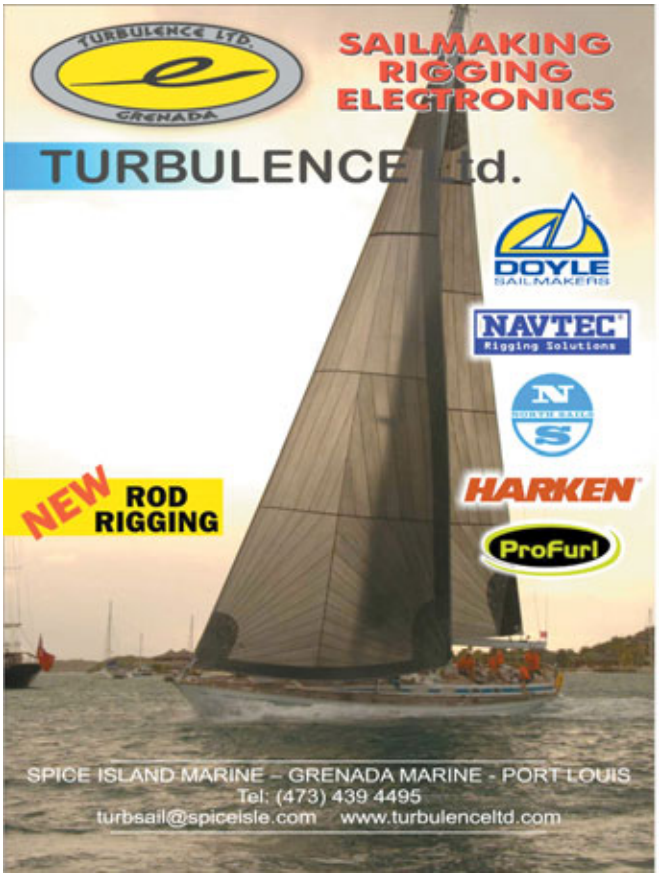
Sponsors Include: Windward & Leeward Brewery, IGY Rodney Bay Marina, Tropical Shipping, Palm Haven Hotel, Johnsons Hardware, Island Water World, Ferrands Ice Cream, Endless Summer Catamarans & Marigot Beach Club

Check SLYC Website for details on possible "INAUGURAL FEEDER YACHT RACE" FROM BARBADOS TO RODNEY BAY, ST LUCIA, STARTING AT MIDNIGHT ON NOVEMBER 24 & FINISHING AT THE SLYC DURING THE EARLY AFTERNOON OF NOVEMBER 25.
Also see more details in the Sept. edition of Compass

COME & ENJOY THE FUN!

CONTACTS:

Franck Chevrier - SLYC SAILING CAPTAIN Cell : +1758 4841003
Edgar Roe - SAILING COMMITTEE MEMBER Cell : +1758 5187784
www.stluciayachtclub.com



A Recycled Adventure!

by Moon Matheu



JULIANA SIQUEIRA

WHEN my partner, Ben Pike, and I arrived in the Caribbean early this year, we knew that it was definitely a corner of the world we wanted to explore.

Ben is from Cornwall and I'm from Guatemala. Just one month before our Caribbean arrival we had been in Europe, trying to get to Africa, because this is what we love to do — we travel to see the world. But with a slightly short budget… So while we were looking for a boat ride we met two mad Ozzies by the names of Matt and Rohan, who were planning to cross the Atlantic on their sailing boat from the Canaries. The invitation to come along was thrown straight out there. With the temptation of having such an experience, Ben and I sailed away aboard *Providence*, their 39-foot steel ketch, for our first-ever sailing class. Twenty-nine days later we arrived in Tortola, in the British Virgin Islands.

Once there, penniless but excited to explore this tropical paradise, we started looking around in search of any opportunity to see more of the islands. We didn't have much knowledge about the sailing world, but we did know that we were eager to learn more!

We decided right then that we would go through the island chain, and we were going to do it by ourselves. What better way to travel in the Caribbean than with your own boat?

We stayed a couple of months in the BVI, saving a bit of money and discovering new ways to put our dream into reality. But time before the hurricane season was running out and we had to leave soon. In our days of searching we saw a pair of abandoned Hobie Cat hulls in a barge dock and eventually found out that they were from Richard Branson's Necker Island. Even though we didn't get to ask the man himself, we got in touch with the guys on his island and they guaranteed us that the poor old Hobie was junk, so if we wanted the hulls we could have them.

And that's pretty much how *Dick Brano* was born. The very same day we had to leave Tortola, we pulled the hulls out of their misery, strapped them together with some rope and towed them to St. Martin behind our friend Patrick's boat. The journey was an opportunity for Ben and me to dream and imagine about how we were going to build our own raft. And once we arrived in St. Martin, we got to work immediately.

—Continued on next page

Sunsail Marine Centre

Come rediscover the magic of Saint Vincent…

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

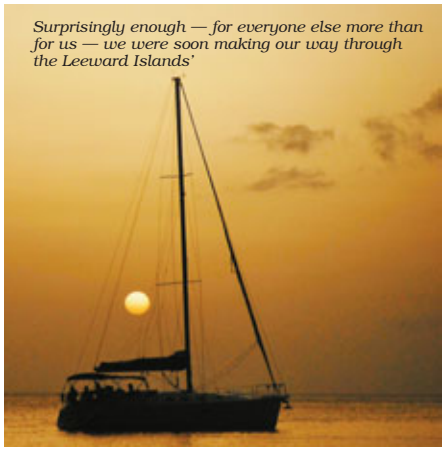
PO Box 133, Blue Lagoon, St. Vincent, West Indies
Tel: 1 784 458 4308 Fax: 1 784 456 8928
sunsailsvg@vincysurf.com www.sunsail.com

…your one stop marine centre in the Grenadines

—Continued from previous page

We stayed long enough in the French side of St. Martin to make something out of all the things we collected from boatyards, beaches and people's donations. The idea behind it was that with no money to spend, and lots of kind people to help, we could provide ourselves a way to have a down-island adventure. Despite a handful of disbelievers, we got everything we could think of that we needed and after only two weeks we were cruising to Anguilla and back, testing our super yacht!

Surprisingly enough — for everyone else more than for us — we were soon making our way through the Leeward Islands. First stop, St. Barths! We stopped in places like Statia, Montserrat… but it wasn't until we were in Guadeloupe that the trip took its toll on us.



Surprisingly enough — for everyone else more than for us — we were soon making our way through the Leeward Islands'

One morning we got ready to move from Point-à-Pitre southward to Trois Rivières. Guadeloupe is shaped like a butterfly; Grande Terre is the windward wing, Basse Terre the leeward wing, and the main city, Point-à-Pitre, is in the middle. On the way to Trois Rivières we gave three friends a ride out of the city and across the channel so that we could spend a bit more time together before Ben and I made our way to The Saints. We naively thought of this day's trip as a short one, and neither packed everything away properly nor filled all the fuel tanks.

We dropped our friends off, and halfway down Basse Terre's east coast we started to think about it all. We were on a windward coast and that day there was more wind and swell than we ever would set out in. The coastline of Basse Terre is full of very shallow reefs and cliffs that the waves use to rest on after miles and miles of Atlantic traveling!

Apparently because of giving our friends a ride, the extra weight had made us use more fuel than usual. Three nautical miles away from our destination our poor little engine choked. It was completely empty! The wind was right on our nose and our raft was not designed to sail upwind. This left us stuck in almost three metres of swell, drifting right towards the rocks.

Our options were reduced to taking the kayak ashore to try and get fuel, and staying onboard to try to anchor. Being a girl, we knew that it was more likely for me to get a ride to a gas station quickly, and Ben could handle the boat better. So I threw the kayak in and off I went, falling with the first giant wave that threatened to smash me into the rocks — it just happened to be that we were really close to the only surf break in the whole of Basse Terre. I made it to the sandy beach with the help of a local surfer, Simon, and rushed to get fuel. I was praying the entire time, hoping that when I got back I would see my two brave boys — Ben and *Dick Brano* — holding in the midst of the messy waters…

What happened next broke both my heart and our beloved *Dick Brano*. I was too late. The sea had claimed them in my absence. A massive wave swallowed them both, leaving the boat upside down in the sea and Ben out of sight.

I jumped out of the car and started swimming towards the heartbreaking scene. Wave after wave I screamed Ben's name, but it wasn't until I was less than one metre away that I saw him holding onto one of the hulls, one hand clutching the bags he managed to rescue and the other reaching out for me. We swam back to the beach with the help of Simon and the local surf instructor. Once there, the rest was a plus to the story.

Dick Brano was seriously damaged and we'd lost most of our gear. But in the following days we learned that it doesn't matter your nationality, social status, color of skin, language or what it is that you are doing — there's always going to be someone willing to help you out. The good hearts always prove to be bigger than any problems you can face.

As we prepared to curl up on the bare floor of a restaurant on that first night, a boy called Audry called us from the carpark. He had brought us two steaming hot pizzas, a pile of blankets to sleep on and even two pairs of new, and more importantly dry, shorts for us to wear.

The lovely family of Jean Marc, the fisherman who helped us save *Dickie* from his death, also helped us save some of our remaining belongings. He, Celine and their daughter Leane, opened the door of their home to us, gave us clothes, food and strength with their embracing smiles that asked nothing in return.

Bananiere became our temporary home. But I say temporary because this was definitely not the end, thanks to Jean Marc and all the amazing people in the village who donated food, shelter, help with repairs and just every little thing we needed to continue our voyage. Only two weeks later we were back in the water, destination The Saints!

This little experience only spiced up our trip. And *Dick Brano* took us onwards to Dominica and Martinique, where once more we were welcomed by smiling faces and incredibly helpful hands, then finally we went downwind to St. Lucia and St. Vincent.

Now we are in Bequia and we can be proud of our little raft that has taken us so far already. Hoping to make it to Venezuela for a grand finale!

Follow Moon and Ben's adventures at http://dickbrano.blogspot.com.





Newfound friends in Guadeloupe helped Moon and Ben get back underway (above) after Dick Brano *was damaged (right) in the surf*

Below: Ready to depart St. Lucia. Next island, St. Vincent!



Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

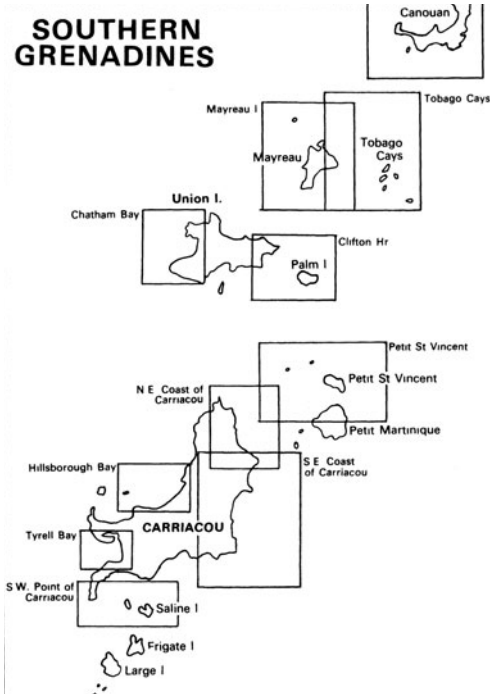
- Doyle Sail Loft & Canvas Shop
- Mechanical & Electrical Repairs
- Vehicle Rentals
- Ice & Water
- Island Tours
- Quiksilver Surf Wear
- On-site Accommodation
- Raymarine Electronics
- Fibreglass Repairs
- Showers
- Diesel & Propane
- Surftech Surf Shop
- Restaurant & Bar
- Wi-Fi / Internet Café
- Refrigeration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

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

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

Canouan Believe It? A CASE OF MISTAKEN IDENTITY

by S. Brian Samuel



CHRIS DOYLE (2)



Finally the big day dawned. After endless trips in the dinghy my brother and I managed to cram all the stores into the 22-foot Van de Stadt sloop's tiny cabin and storage lockers. Food in tins and Tupperware containers pilfered from the kitchen, the cooler packed with ice, beers and other essentials, scuba gear, speargun, cameras, clothes (i.e. shorts and T-shirts), towels, blankets, pillows, fresh water, fuel, spare sails, outboards for boat and dinghy, cassettes, books (which never got read), plates, cutlery, pots and pans plus thousands of other odds and sods.

However, before the offing there was the tricky question of navigation. Although I was fairly confident in my sailing abilities, navigation was still a grey area to me (in fact, total darkness), and I needed Gerry's 'proper' sailing knowledge to sort things out. After all, he was the one with the letters to his name. So we had a deal: I was the captain; he was the navigator.

—Continued on next page



We were so busy doing 'real sailing' we forgot to navigate. But don't the yacht harbors in Canouan (top) and Carriacou (above) look just a little bit alike?

NEW NAME FOR CARAIBE GREEMENT • MORE SERVICES
Martinique - Le Marin Marina
Caraibe Gréement
Caraibe Marine
Caraibe Energie
Caraibe Electronique
Caraibe Menuiserie
Tel: +596 (0) 596 74 8033
contact@caraibe-marine.fr
www.caraibe-marine.fr
After Sale Service
JEANNEAU
Fountaine Pajot CATAMARANS
CATANA CATAMARANS
CNB GROUPE BENETEAU
ALLIAURA MARINE

—*Continued from previous page*

The trip from Barbados down to Grenada normally takes between 18 to 24 hours, depending on wind and current, therefore you leave Barbados at midday or early afternoon at the latest. Accordingly, the first entry in *Jump-Up's* log read: *Monday, 29 July, 1991, 1150, clear Carlisle Bay. Set sail for Grenadines. Seas calm, winds light.* With exhilaration and butterflies we watched the low hills of Barbados recede over the horizon. We were on our way!



That night's sailing was fantastic. The wind was directly at our backs, if a bit light. Nevertheless it was a pleasant, easy sail, perfect for settling into our month-long trip. Having no spinnaker we poled out the Number One jib, played out the mainsheet and rigged a gybe preventer. We fussed around the boat, putting away all the last-minute stores and generally getting the feel of things. With Santana on the stereo we cooked the first of many corned beef dinners, made coffee and had a smoke under a brilliant tropical night sky. We toasted the trip, each other and our absent brother Thomas. Wish you were here, bro. At about eleven a big moon rose and lit up the vast expanse of glittering ocean. Stars twinkled in the cloudless sky. I had never sailed at night before and reveled in the wonder of it all. This is *real sailing*!

My euphoria was short lived. The next morning we tried out the radio direction finder. Gerry put on the earphones and swivelled the gun in the general direction of Barbados. After taking the bearing he plotted a line on the chart and repeated the process for Grenada and Tobago. The triangle formed by the intersection of the three lines gave our approximate position. I was impressed.

To our extreme shock, we found that we were way too far south — already level with the southern tip of Grenada and still 70 miles to the east. When we checked our overnight course we found that the current, which was supposed to lift us northwest, hadn't moved us one inch. We had sailed exactly on a bearing of 235 degrees, although we had reckoned on sailing a true course of 255. The northwest current must have gone to sleep that night. These things happen, but our mistake (number two) was in not checking our position during the night. We didn't check until 0800 the following morning. We were too busy doing *real sailing*.

We had two choices: head due west and come up underneath Grenada to St. George's, or go northwest over the top of the island. I wasn't too keen on the first option; Grenada's southeast coast is rough and rocky and there are several small islands and reefs to watch out for. Although it was only 0800 hours, we still had about 70 miles to go and I had serious doubts about approaching that inhospitable coastline in fading light with no prior experience. With a barely suppressed

Left: Gerry, the navigator, has a snooze

Below: Now we really know where we are. Jump Up, *flying the Grenada courtesy flag*



grin, Gerry reminded me: "It's your call, my man; you're the captain."

We chose the safer option (we wimped out). We came about and made a course bearing 320, heading for the north of Grenada. Whereas before we had been clipping along with the wind directly at our backs, the wind was now coming off the stern quarter, *Jump-Up's* least efficient point of sail. We wallowed along on a broad reach, barely making three knots all morning. Triangulating our position more frequently this time, we charted our slow progress as the day wore on.

"Don't worry, Gerry, I'll figure out where we are," I boasted. "I know these islands better than you." *Why*, oh why do I make these rash impetuous, *stupid* statements?

We studied the chart and matched it against the horizon. After much head-scratching I decided that the large island to the northwest had to be Canouan. Apparently we had arrived a little far north of Carriacou, where we wanted to be, but at least we now knew where we were.

As we approached land we could see a string of reefs to the south. I checked the chart again. Yes, those rocks over there must be Dove Cay, but what are those rocks over *there*? Reality didn't seem to match the chart. But what the hell, press on regardless; must be old charts. By the time we approached the southern tip of the island we had abandoned the chart altogether and had resorted to navigation by sight. I was at the bow calling instructions back to Gerry at the helm. "White water to starboard, looks shallow." We sailed between the island and an outcrop of nasty-looking rocks.

In the fading light we rounded the southern tip of Canouan. This gave us some respite from the rolling waves, but we still had a long way to go before safety. The chart showed the leeward coast of Canouan to have a wide anchorage at Grand Bay, the only danger being a shoal at the southern end. By the time we entered the bay the sunlight had disappeared completely; using shore lights as navigation we inched our way up the bay, tacking at short intervals to avoid getting too near the banks. I could see the mast lights of yachts at anchor ahead, but the wind was dying fast and *Jump-Up* was having a hard time making headway. Come on girl, just a bit farther! Scouring the murky depths with a flashlight I finally saw bottom and dropped the hook at the earliest opportunity. It held; I played out scope and cleated it off.

We were well behind the other boats but I didn't want to do any more groping around in the dark. Who knew what we could bump into? *Huge* relief and more high fives. At last we could laugh and express the fears that had been silently gnawing away at our nerves. The rum bottle was broken out to celebrate our safe arrival. Gerry did his navigation stuff and announced that the voyage had taken 29.5 hours and we had traveled 143 miles at an average speed of 4.8 knots; probably a record for the longest passage from Barbados to the Grenadines!

We tied the dinghy to a half-submerged concrete jetty and went ashore; terra never felt firma! We went lurching along a dark, deserted road, in the distance we could see lights on the hills overlooking the bay. We entered the first establishment we came across, a little rumshop-cum-general store. After another celebratory tot we asked if they served food.

"You won't get food here. You have to go down to Scraper's for that."

I asked, "Scraper's? Isn't that in Carriacou?"

The lady looked blankly at me.

"Yes, and where do you think you are?" I was so baffled I actually answered the question.

"Aren't we on… Canouan?"

The man on the stool next to me turned around slowly and looked at me. He smiled. I smiled back. Then he started to chuckle. The chuckle grew, slowly gathering momentum until it flowered into a deep belly-laugh all the way from the pit of his stomach, his body convulsing in spasms of laughter. When he had finally composed himself he pointed at me and wheezed, "'E t'ink 'e in Canouan!" and off he went again, curling up in peals of laughter.

The lady behind the bar was unable to contain herself and she too succumbed to the hilarity. Before long the whole bar was rolling with laughter as news of my case of mistaken island spread. I could only laugh at myself. After all, when you have been proven to be a total jackass what else can you do but laugh?

Later that night as we were bedding down for a well-earned sleep aboard *Jump-Up* I remarked, "Wow, Gerry — mistaking Carriacou for Canouan. Can you believe it?"

"No," said he. "Canouan believe it!"



Explore Puerto Rico, Starting in Salinas

by Rosie Burr



Halfway along Puerto Rico's south coast is a place called Salinas. On first impression this sleepy bay might not look like much, but with the rolling Puerto Rican hills in the background and a calm protected anchorage where you can leave your boat, this bay makes a wonderful place to stay. The water is not the most sparkling blue because of its mangrove inhabitants and it is nutrient rich so watch your anchor chain. (Letting five or so metres of chain in and out every so often deters all but the mightiest of barnacles.) What especially like these murky waters are the manatees, or seacows as they are commonly known. These large and gentle aquatic creatures inhabit this area and if you are lucky enough you will have them swim and frolic around your boat. Be mindful of them when you are in your dinghy and stick to the speed limit as fines are enforced to protect this endangered species.

You will find Salinas Marina, at the northwest end of the bay, very accommodating with a dinghy dock, water and fuel service, laundry, book swap, bar and restaurant. Every Friday night the marina puts on a barbecue with reduced beer and rum prices and great tasty food. Just outside the marina is a new bar opened by Jean called Sal Pa Dentro. He has a great happy hour, bar food and free WiFi on the waterfront. Up the road farther still are more restaurants and a *panaderia* (bakery) also with WiFi. The supermarket is just that bit too far away to make walking convenient but it is still manageable.

If you fancy a swim in clearer water take your dinghy past the entrance of the bay; between the islands of Cayos Ratones you will find a nice area to swim protected by the reef. If you fancy something a little more shoreside, listen carefully and you will hear the hum of racing cars — that will be Salinas Speedway, a two-straight-lane racing track. Visit www.salinasspeedway-pr.com to find out what is on.

—Continued on next page



The anchorage at Salinas on Puerto Rico's south coast makes a fine base for visiting sites such as the Yokahu lookout tower in El Yunque rainforest



—Continued from previous page

One of the great things about Salinas is that it is a safe place to leave your boat and do a little exploring. Cars can be hired from US$35 a day (ask in the marina for Sidney). From there you can go anywhere, for example up Route 52 all the way to Old San Juan with its blue cobblestone streets and colorful colonial houses decorated with pretty latticed balconies and hurricane shutters that preserve the Spanish flavor of this walled city. Sculptures and statues adorn every square. Impressive Fort San Felipe del Morro dominates the shoreline and Fort San Cristobal guards the entrance to the city, which is actually an island joined by three bridges to the mainland. Free shuttle buses run from one end of the old city to the other to make sightseeing easier.







Above and below: Roadside signage abounds

Left: With a rented car, delightful Old San Juan is within reach





Freshwater fun at Mina Falls

—Continued on next page



—Continued from previous page

Once you have soaked up some Old World ambiance, visit Puerto Rico's tropical rainforest at El Yunque, the only tropical rainforest in the US national forest system. Rising over 3,500 feet above sea level this rugged mountain range affords some spectacular views out across both the Atlantic Ocean and Caribbean Sea. Stop first at the visitors' center to decide which one of the many walks or hikes you want to do. Everything has been made easy and accessible for you. Walks are marked out with how long they will take and what you will see. Don't miss Coco Waterfalls on the road up to the first trails — you won't even need to stop the car. Stop at Yokahu lookout tower at Mount Britton for the spectacular views of the ocean. The 28,000-acre tropical forest boasts more than 240 species of trees. If you listen carefully you can hear the "co-qui" of the small coqui frog or you might be lucky enough to spot the Puerto Rican Parrot. We chose the Mina Falls trail, with a 30-minute walk down a manmade path shaded under a tropical canopy to the pretty waterfall with pools to swim in below. This is a popular spot so be prepared to share with the crowds.

If you are feeling hungry after, you could try the many food kiosks at the "sun capital", Luquillo, where the beach stretches for miles. Or stop in the hills at Guavate for a plate of succulent roast pork from one of the many roadside restaurants. Take a drive back through the small winding roads or take the coastal route.



If you're lucky, manatees will frolic around your boat right in the anchorage

For some more culture, head to Ponce for the day; the country's second biggest city offers more Old World charm. Visit the tourist office at Plaza Las Delicias where you will find the conspicuous red and black building of Parque de Bombas or the Catedral Nuestra Senora de Guadalupe. For art lovers, the Museo del Arte de Ponce is not to be missed, housing a vast collection from around the world.

Finally, on your way back to the marina stop at one of the many giant supermarkets dotted along the highways and fill your car full of provisions, readying yourself for the next part of your cruise.

Rosie Burr and Sim Hoggarth are cruising the Caribbean aboard their Corbin 39, Alianna. They have traveled through 23 countries and more than 17,000 miles in eight years. Visit their blog at www.yacht.alianna.co.uk.



Statue of Eugenio María de Hostos, who believed in the creation of an Antillean Confederation between Puerto Rico, the Dominican Republic and Cuba



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

AMENITIES

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

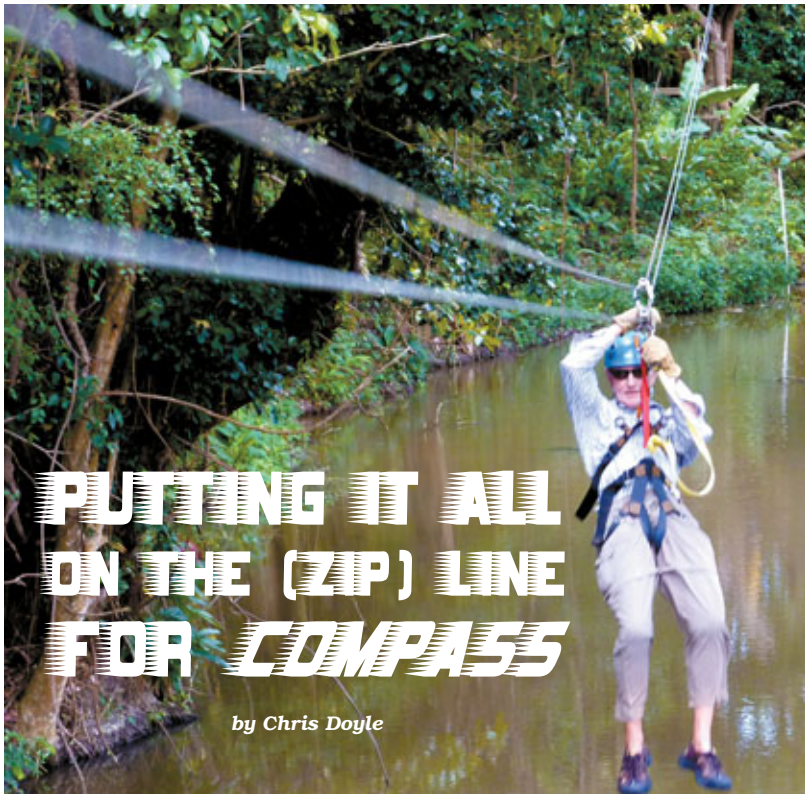
Join us today and be part of our family.

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

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

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

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



PUTTING IT ALL ON THE (ZIP) LINE FOR *COMPASS*

by Chris Doyle

Above: The author, putting it all on the zipline for Compass!



The course starts up in a beautiful old banyan tree

Below right: Dalton shows us how to do it free style



I was recently anchored in Soufriere, St. Lucia, updating my Windward Islands guide. One of the things I had to do was to find out what and where "Martha's Table" was. This restaurant rated as Number Two on TripAdvisor for the town of Soufriere and I had never even heard of it.

Martha turns out to be the sister of Benny of Harmony Yacht Services, and the restaurant was just above Harmony Beach. The restaurant was under an open roof next to a house, and you could just catch a glimpse of the sea. On the counter was a framed photo of a blonde wearing a crown with the title "Miss Dallas". Overwritten were the words "The best food in St. Lucia", signed by Miss Dallas herself. In recent years beauty queens have not been known for their perspicacious views on such topics as whether evolution or math should be taught in schools, so I wondered how they made out as culinary judges; in my opinion, not much better. Don't get me wrong, Martha served us an excellent local meal for a very reasonable price and her macaroni cheese was some of the best I have had in the islands; I highly recommend it. But I cannot imagine how one would rate this higher than eating gourmet food in Dasheen, sitting on the edge of a precipice, or eating in La Haute with its pool and spectacular view over the Pitons. I decided not to try Hotel Chocolat, which gets the highest rating, for fear their food might be as bad as their architecture. The location is beautiful and they have a gorgeous old estate house on the grounds for inspiration, so why a spidery tower for a restaurant and rooms that from the outside look like some kind of storage huts?

After lunch I happened to chat with Captain Mango of Hawksbill Adventure Tours. I asked him, "What kind of activities ashore do you find people on the yachts like?" "Oh", he said, "ziplining at Morne Coubaril Estate." Ziplining at Coubaril? I have Coubaril down for horse riding, so what is this?

I keep seeing new places offering ziplining — three in St. Lucia alone. In my time contributing to *Compass* I have been a crime reporter and put my liver on the line to get numerous regatta reports; is it time to put my body on the zipline for journalism as well? Is it something I can do? "Yes," says Anne Purvis, who was sailing with me and had already given it a go at Dennery on the island's east coast. "You won't have a problem." I instantly imagine myself as Superman zooming between the Pitons.

The next morning we ventured in to the town dock. Soufriere is a lovely old town and most of the people are charming, so it is perhaps unfortunate that the first ones you might meet when you step ashore are those who are about to beg you for a few dollars or cheat you for more. As I arrive a man asks to "watch my dinghy". I sometimes wonder what they think a dinghy is? Some kind of recalcitrant kid who is likely to start playing with matches and setting the dock on fire as soon as you turn your back? Happily the town now has guards at the head of the dock to discourage dinghy watchers, beggars and self-appointed guides from pestering arrivals. In this endeavor they are only 99-percent successful; at least one always seems to slip by, but the guards are still a blessing. I told the man that the guards would watch the dinghy for me and he was suddenly not around anymore.

Outside the dock gates a taxi driver asked us if we wanted a ride. Morne Coubaril is a mile from where we stood, uphill it is true, but very walkable nonetheless and also on a major bus route. Still, if he would take us for the proper rate for short ride, EC$20, I wouldn't mind giving him the fare. "How much to go one way to Morne Coubaril?" "Twenty US dollars" is his reply. No problem, mon — we walked to the bus stop and were at the entrance to the estate five minutes later. But as a guide writer, I wondered about the effect this gouging has on others. So later I returned to the Soufriere Foundation to discuss taxi rates (and not for the first time). Every island has a standard list of taxi rates, as does St. Lucia, and you can get an official rate, say from Soufriere to either airport, but there are no local town rates. The Soufriere Foundation has tried to establish them through the local taxi association, but seems to have gotten nowhere. I have had a few drivers quote a reasonable fare, but many try to rip you off; don't fall for it! A one-way taxi ride from Soufriere up to La Haute on one side or Ladera on the other should, at the most, be about EC$30 (up to four people). If none of the drivers by the dock will agree to this, then buses going in either direction line up at the main square and are plentiful and cheap. You are always within reasonable walking distance for the downhill return.

Morne Coubaril is a beautiful old estate that offers estate tours and ziplining. I wonder how I will feel about launching myself off a tall platform in a harness attached to a wire. On the one hand I do not enjoy being at the top of the mast, and only have a reasonable head for heights. On the other I remember when I was a little kid, my father strung a rope between two trees, on which he put a pulley with lines hanging down. We would grab one line in each hand, hang free and shoot down to hit a big cushioned sack that would break our landing, the best toy I remember. Our guides, Anderson and Dalton, were very reassuring and told us they would do everything; all we had to do was enjoy the ride. We were put into harnesses and very comfortable hard hats, which in no way hampered our climb up a wooden staircase to the start, which was up a wonderful old banyan tree. As we climbed we got a great view of the Anse Chastanet headland way below and in the distance. To our right on the first leg we could see one of the Pitons rising over the hill.

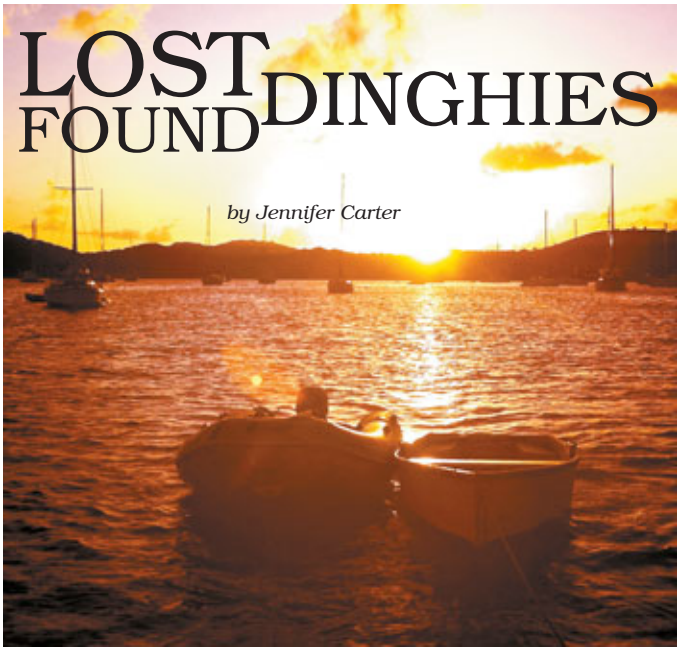
Standing on the platform we got our final briefing. The gear includes a pair of gloves with built-in brake pads. We were told to keep one hand on our harness; the other was to be put as far behind us as possible on the lower wire (there are two wires, one over the other). This stops you spinning like a top and when you need to brake you just pull down gently on the wire. Anderson took the lead and waited at the lower platform. Anne followed, completely at home and relaxed, her legs out well in front. My arm, as far behind my head as possible, turned out to be about two inches from the back of my head. Having achieved this, I lifted my legs and was soon zooming, much like a sack of potatoes, over a retired horse (the estate no longer offers horse riding), across a field and up to the next platform with one of the Pitons over on my right. Braking is really not something you need to do until you are about to arrive. Your weight pulls the line down so while you zoom at maybe 20 or 30 miles an hour going down, as you near the next platform you are heading uphill and slowing down. At this angle a slight touch is all you need to make sure you don't fly in too fast. Dalton followed last, freestyle — hanging upside down, no hands on the wire, to keep us entertained.

From each platform we took a short walk and climbed to the next, then off we went again, at one time zooming though a small gap between two trees, at another over a pond. I am neither good nor elegant at this, but it is very easy and I felt completely secure. The scenery is great and the tree platforms fun to climb. For the sailor you can imagine yourself with a cutlass between your teeth, flying between two ships, ready to board. I traversed the last and longest leg in a rain shower and realized as I zoomed up to the platform that the rain significantly decreases your breaking ability; I stopped just in time.

It takes about an hour to complete the course. It was fun, especially as a new experience. I recommend Morne Coubaril because, apart from the zipline, it is a very attractive old estate and a pleasure to visit. Next time I would like to try ziplining over a slightly scarier track — over a gorge hundreds of feet deep, or some such. Maybe when they string a line between the Pitons....

LOST FOUND DINGHIES

by Jennifer Carter



Once upon a time we had an inflatable and a fiberglass dinghy...

"THERE'S my boat, but where is my dinghy? It was there when I left this morning" is something a boater loathes to think, but there I was wondering exactly that, spying our sailboat in the harbor from the window of the passenger ferry as we pulled into Red Hook's ferry dock. After spending a day in St. John, USVI for carnival, my husband, Chuck, and I returned to St. Thomas to find our boat bouncing giddily in the swells, but our little fiberglass dinghy with its 2.5-horsepower Nissan engine was absent. This was our backup dinghy, the number two. I turned to my husband, "I don't see the dinghy." He scanned the harbor to catch a glimpse of the back of our Westsail 32, *Valkyrie*, and as the boat came into full view, our fear was confirmed. The dinghy was definitely gone.

And it wasn't the first time this had happened.

The first time this happened was almost a year ago, after Chuck and I sailed to Bermuda. I went to the States from there to attend to a family emergency while Chuck continued on to the Azores and Madeira. One evening I got an e-mail from him while he was in Graciosa. A storm had blown through the anchorage that morning creating terrific swells. His relatively new nine-foot Achilles inflatable with a five-horsepower Tohatsu engine broke free and careened into the rocky shore. He realized the dinghy was gone just in time to see it smashed into the rocks. The conditions were too dangerous for him to retrieve the dinghy before it was beyond all hope. He watched in despair as the waves viciously pulverized the engine and turned his inflatable into a deflated pile of Hypalon. For the next few days, Chuck had to swim to shore to keep in contact before pulling up anchor and heading back to St. Thomas.

We met up in Red Hook after his Atlantic crossing. We got a slip at the marina and began to hunt around for a used dinghy for cheap. The dive boat down the dock had a decent-enough looking dinghy tied next to it. It was filled with water, didn't look often used, and had a motor. Inquiring at the dive shop, Chuck learned that it wasn't for sale but the half-sunk seven-foot Plastimo inflatable next to it was. A hundred dollars later, he dragged home *Poppy*, as the name in black '70s bubble letters read on the transom. It held air. It also could have qualified as a habitat. As he cleaned it off on the dock, I warned him not to let DPNR catch him destroying a reef system. The underside was thick with gelatinous growths, seaweed, and all manner of scurrying crustaceans and stationary shellfish. *Poppy* came with good oars and was a strong rower for an inflatable.

We moved *Valkyrie* over to Charlotte Amalie harbor and began looking for work and an upgraded dinghy or small engine. We found an older two-stroke 9.9-horsepower Yamaha for sale, but although it ran great, it was way too big for *Poppy*. Chuck bought it anyway. The engine looked like an oversized sea mite attempting to consume poor *Poppy*. Carefully we ran the dinghy like that, until the transom showed signs of stress. One night after dinner, we were sitting on the back deck enjoying the sunset when Chuck said, "You know, one day the transom will blow out with that motor on the back and the engine will go 'glub, glub, glub' all the way to the bottom." Unamused with this prospect, we put the engine on the deck the next day and we went back to rowing.

I started mentioning building a bottle boat out of used plastic containers. It seemed like a superb way to reuse plastic bottles and get a dinghy in the process. Chuck thought this was a ridiculous idea, but I didn't think it was any more silly that the guy we see around with the old, modified, mastless Hobie Cat with an outboard, plywood deck, sawed-off plastic lawn chair, and 15-horsepower engine. I showed him pictures of bottle boats from the internet and he still wasn't swayed into thinking a bottle boat was an acceptable dinghy to have off of the back of *Valkyrie*.

In St. Thomas, inexpensive, used dinghies can be so scarce that people will use most anything that floats as a dinghy.

Soon enough, a boat-neighbor came by with a charming cream-colored fiberglass dinghy in rough shape. He said we could have it for free since we liked rowing so much. He also ran it with a too-heavy engine, but had devised a system of ropes and pulleys to hold the transom on. He bought a new inflatable more appropriate for his ten-horsepower engine, and gave us the dinghy. We had brass oarlocks that fit and a good set of oars so we gratefully accepted the dinghy. We felt like a two-car family and we now had some of the best upper body strength in the harbor, thanks to having to row at least half a mile against the wind every day. Soon, Chuck got a job in Red Hook and we took the boat back over to the East End. We sold *Poppy* before leaving and bought an old Avon inflatable with an old two-stroke, five-horsepower Yamaha engine. The Avon's hard floor was made of painted plywood and it leaked prodigiously, but, like *Poppy*, it held air and the engine ran great.

We eventually found a two-stroke, 2.5-horsepower Nissan motor for the fiberglass dinghy. It also ran great, although it was a little primitive in design. As soon as it was started, it went forward with enthusiasm. There was no neutral or reverse. It was exactly the engine we had been looking for all along. That is why returning on the ferry and seeing it missing filled us with dismay and dread.

We knew it couldn't have gotten far. The east-northeast wind would have pushed the dinghy towards the beach. As we rounded the corner in our inflatable, we saw that the fiberglass dinghy didn't quite make it to the beach. It was against the rocks. Chuck jumped out and attempted to free the dinghy, but it was so filled with sand and water that it would not budge. As soon as he got it tipped to the side to pour out the water, another wave would come and fill it. Worse yet, the engine was nowhere to be seen. We had only been gone six hours and the intense wind and swells had caused the dinghy to chew through its line and break free. Chuck lamented that it was like Graciosa all over again.

After a great day at carnival, our mood soon matched the overcast skies as we headed back to the boat to figure out what to do next. I went back to the beach and with the help of two men, got the dinghy out of the water. While it was still light out, I snorkeled around, hoping to find the engine submerged near the wreck. No such luck. Next, I tried asking around at the nearby bar, a local sailors' hangout, to see if anyone saw anything. They all agreed the engine was probably stolen, but no one actually saw anything. I did hear that some kids were out in the harbor making trouble that afternoon. They had been chased off of the charter fishing boat anchored near us and had overturned some Hobie Cats at the windsurfing rental shop.

Returning to the beach, I searched around briefly, cleaned up the flotsam and jetsam from the wrecked dinghy, and went back to *Valkyrie* dejected. The fiberglass dinghy suffered a five-inch gash in the floor, the seat was ripped free, and the bow had been penetrated and filled with sand. It could be repaired but was in such structurally poor shape that Chuck decided it wasn't worth it.

Lessons Learned

We learned some things over the last few months in dealing with dinghies.

The first is that theft does happen, so be prepared for it. A dinghy in the Caribbean is like a car in New York City: hide your valuables and lock it up. We, or people around us, have had go missing anything from gas cans to life preservers to entire dinghies. We began running our cable for locking up the dinghy through the handle in the gas can.

—Continued on next page



—Continued from previous page

The second thing we learned is if the weather is going to be rough, don't rely on a single line tied to a single point to hold the dinghy. A bridle system is better for distributing the stress. On an inflatable, the front ring can rip free from the pontoon in a heavy swell. A hard dinghy may chew through a single line from the friction of being bounced on the waves. Check lines frequently for signs of wear. The storm that came through on July 4th was rough on the anchorage. Someone else's hard dinghy is beached further down from ours.



Main photo: Poppy's *underside was thick with marine growth. As Chuck cleaned it, I warned him not to let DNPR catch him destroying a reef system!*
Inset: Poppy *underway with the 9.9-horse Yamaha*

The third thing is that new dinghies are very expensive and used dinghies are hard to find at reasonable prices. It is a seller's market when it comes to dinghies and engines. There was a dinghy in Charlotte Amalie that we nicknamed "Frankendinghy" because when the pontoons began deflating, and patches and paint weren't working, the owner stuffed the pontoons with queen-sized air mattresses and inflated them. The pontoons were stitched back up with purple and neon-green shoelaces. He said it was cheaper than replacing the dinghy.

A few days after losing our fiberglass dinghy and engine, a fellow boater brought word that a woman was interested in buying the wrecked dinghy. We are still waiting to hear if she is actually going to go through with it.

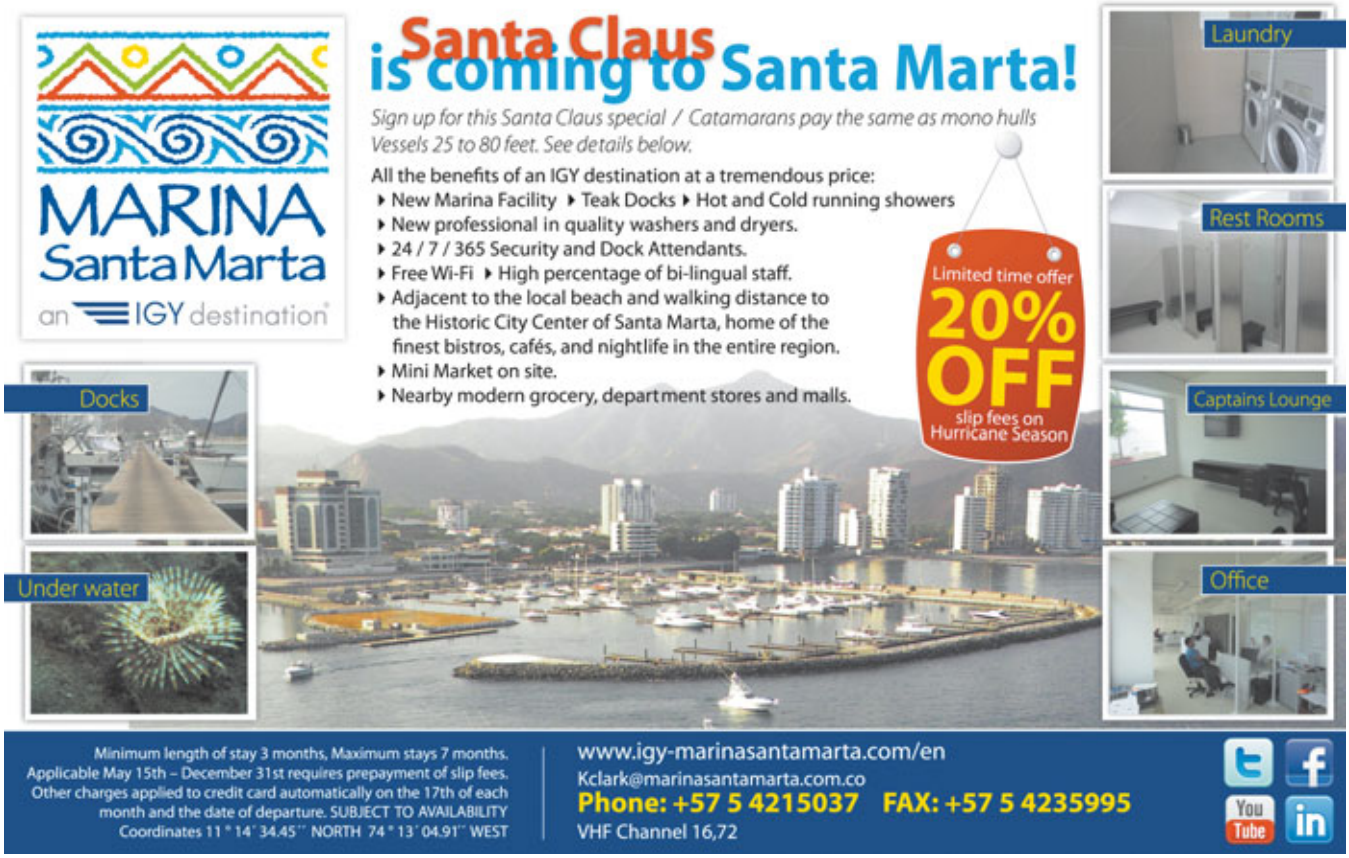
With the one dinghy left, the subject of the bottle boat has come back up. My husband still says no, but I think a few more weeks of one dinghy will soften him to the idea. In the meantime, I have to find somewhere to hide all the plastic bottles.

Try a Little Dinghy Dock Etiquette

As dinghy docks in many parts of the Caribbean become more crowded, it behooves all of us to use safe and civil dinghy docking practices. Apparently, some boaters are unaware of the damage they are doing to other dinghies. By nature cruisers are reluctant to inform an offending dinghy driver, so here are a few reminders for those who may not have been previously exposed to crowded dinghy docks. Please:

- Unless you are the only one who wants to use the dock, please don't tie sideways preventing others from docking.
- Don't leave the outboard tilted up; your propeller can be lethal to a rubber dinghy.
- Remember when your mate enjoyed using the dock ladder at low tide? Don't tie at the boarding ladder; disembark, then tie your dinghy to one side so the next person can use the ladder.
- Don't use your powerful outboard to push all the other dinghies aside. The brute force approach may cause other dinghies to be punctured by sharp objects so often found at docks. Use your arms to move the dinghies, practice finesse, show your skills.
- Don't speed into the dock and bump other dinghies when another party is trying to load; the treat they spill might be your dessert.
- Don't allow your dinghy or outboard to rub against yachts moored at the dock.
- Cruisers at anchor come to the dock to fill up with water, so don't block the supply.
- Tie your painter under the lines that precede you, which makes it less likely your line will be inadvertently untied. Please carefully retie any line you remove.
- Leave your painter and chain long enough — at least eight feet or more from the bow — to allow other dinghies to reach the dock to load or unload. If you have a 20-foot painter and cable you will have great flexibility and can park in a second row of dinghies.
- Use a stern anchor if warranted and watch for stern anchors on your approach.
- Place your painter and locking cable so other boaters will not trip over them.
- Ensure your lock does not prevent others from unlocking their dinghies.
- Practice reading the "No Dinghies" signs.
- Remember the tides and currents and tie accordingly.
- Do unto others as you would have them do unto you. Remember all those times when you objected to that other dinghy?

Probably most people who read this article to this point already practice good dinghy dock habits. So, how do we change behavior patterns in those who don't? Should you encounter a boater who is unaware of safe and civil dinghy dock practices, leave him a polite message. In a small transparent baggie, place a small rock and a copy of this article or an appropriate note. Leave the baggie in the offending dinghy. Perhaps it will occur to the erring dinghy driver that he has done something wrong. In any case, it may make you feel better!



OTTLEY HALL
MARINA & SHIPYARD





St. Vincent
& the Grenadines

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

Fax:
784-456-1302

VHF Channel 16

email:
ottleyhall
@gmail.com

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

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

JOTUN
MARINE PAINTS & ANTIFOULINGS
BECAUSE IT WORKS!



ECHO-MARINE - QUALITY COATINGS, TRINIDAD (Caribbean Distributor)
Tel: 1 (868) 634 - 4144 / 1072 • Email: jotun@echo-marine.com
JOTUN is also available at all Trinidadian shipyards as well as all branches of:
ISLAND WATER WORLD
Email: sales@islandwaterworld.com
BEQUIA VENTURE
Tel: (784) 458-3319 • Email: bequiaventure@vincysurf.com

The End of the Season

by Neal Davis

Prologue

This past June, I accompanied my brother-in-law, Scott "Doc" Petersen, to the British Virgin Islands with the major goal of hauling out his 56-foot Sundeer for the 2012 hurricane season. I need to mention this journey was bittersweet in that Doc's wife, Elizabeth, or Libby as we knew her, passed away on Mother's Day this year. I mention this because she was the *real* sailor and, in fact, the boat, *Sleepy Lady*, is named after her. I proudly dedicate this story to her.



Above: Sleepy Lady *in Village Cay, Tortola*

Below: Last look, a view from on the hook — Anegada



Some Play Before Work

June 12 – 15 - Our plan is to split the visit — the first half we sail and the last half will be preparing the *Lady* for hurricane season and hauling out. Doc picks me up at Beef Island Airport on Tortola and we head to Village Cay Marina. Once at the boat, I stow my gear and we set sail, clearing Road Town channel, south down Sir Francis Drake Channel, through the cut at Frenchman's Cay and across to Jost Van Dyke. Destination: Great Harbor and Foxy's. It is an easy start to the cruise. A nice dinner at Foxy's, back to the boat and lights out.

Up early and the plan is to sail from Great Harbor to Anegada. The sail could not be more perfect: very little traffic this time of year, winds at 15 to 20 knots, seas calm, headsail and mainsail full as the *Lady* cuts through the friendly seas. A total of 28-plus miles on only one tack! Up early next morning, raise the anchor, motor out through the coral reef, mainsail and headsail up with our course south to North Sound, Bitter End, Virgin Gorda. Another great sailing day with perfect winds and seas and the *Lady* cruising beautifully at eight to nine knots in 13-mile-per-hour winds. It is a short sail and we are on mooring at Bitter End within two hours. A quick lunch at Bitter End and a salute to Libby, as this was one of her favorite spots. We spend the afternoon exploring the area including Biras Creek and then swing by a new yacht club called Yacht Club Costa Smeralda. We head back to the *Lady* late afternoon for dinner on the boat. Before leaving the next morning we dinghy over to a new development called Oil Nut Bay. Back to the boat and we slip the mooring around 11:00AM, sails up and motor out the channel headed for… wherever the winds take us. Soon after, we are under sail and greeted by a surprise visitor — Yacht Shots. It's quite a sight watching the photographer tethered to a dinghy while taking photos of the *Lady*, one hand on the throttle and one on the camera. Soon we clear the north end of Virgin Gorda and head southward down Sir Frances Drake Channel. It's another great day sail with favorable winds and seas. The sail takes us past Spanish Town, south by Ginger Island, Cooper Island and Salt Island. We are, indeed, sailing where the wind takes us. With Doc at the helm, we sail out east and pass Peter Island on the Caribbean side then south around Norman Island — our target. Our destination is The Bight on Norman Island — one of the southernmost islands in the BVIs. We secure a mooring around 3:30PM.

The Process Begins

June 16 - Up at 6:00AM and Doc makes the decision to get a head start on the laying-up process. Recess is over; it is time to start prepping the *Lady* for haul out. First, we bring up the dinghy's outboard motor and Doc begins annual maintenance on it. I am directed to the stern and begin scrubbing the dinghy then applying a coat of weather protectant. Doc finishes the outboard work and heads down to begin cleaning the living quarters. When these tasks are completed, we clear the mooring around 11:00AM, motor out of The Bight and head north up the Sir Frances Drake Channel. Destination is Virgin Gorda Yacht Harbour and Boatyard. This will be our home for the next few days. We arrive at around 1:30PM and motor in to the dock, drop fenders, secure lines and tie into the dock's electrical and water services. And now the serious work and laundry list of duties begins.

We hose down the forward deck and prepare to bring the dinghy on board. Once on board, the dinghy is positioned upside down. I will finish what I started this morning by scrubbing the underside this afternoon.

—Continued on next page

—Continued from previous page
Doc continues duties below deck. Our efforts continue until close to 6:00PM and we have yet to put a dent into the hauling-out duty list. We have access to dockside showers and this is the first "real" shower since arriving five days ago.

June 17 – Up early, as always, and we continue the spit and polish job on the *Lady*. I am scheduled to finish polishing the dinghy and then spend the day washing and swabbing the decks — bow to stern. But wait… there's more! Doc was to cover and "hog tie" the mainsail but we find the sail has collapsed over the boom so we must raise the sail and start the process again. (The procedure, like all others on a boat, must be done right! There is no pulling over at the gas station for help when on the open seas.) The task bites into our morning schedule and isn't without a close call when the boom and sail swing in a wind gust and nearly take me over the rail. A real heart stopper! Cover on and sail secure so now I begin the topside cleaning tasks. First, the polishing of the dinghy underside, cover and tie down to deck. With bucket and long-handled brush in hand, it's to the bow and start the "swabbing" process. As I peer back toward the stern, the boat appears longer than its 56-foot length. The routine is simple but arduous: hose, brush, rinse and repeat if necessary. I start feeling the effects of manual labor mid-afternoon as the winds subside and the sun dominates the now cloudless sky.

While I scrub away, "Captain Doc" is below tending to a bottomless pit of duties that include but are not limited to the following: clean and vacuum all floors and bulkheads, clean refrigerator, drain port and starboard water tanks, dry bilge, clean drains and water tanks, close dorade vents, clean galley, pantry and cabinets, turn off windlass, etcetera. He next will tackle the engine room to include closing all fuel lines, then turn off refrigerator, lube all terminals, turn off autopilot motors and close through-hulls.



Up and out. Sleepy Lady *heads for a long summer's rest*

And we haven't come to the close-out procedure when the *Lady* is on the hard but more about that later.

As I work my way to the stern, the scheduled 5:00PM finish time is in jeopardy. Work on deck continues with the final topside washing and cleaning of the transom and then the task of waxing all the hatches. Doc appears and suggests we remove the dodger — another hour's task. The deck work continues after sundown and I finally head ashore for the hotel while Doc continues his duties down below. He will work another hour plus. We have put close to 22 man-hours into our first full day of hauling out duties. We are scheduled for haul out tomorrow morning.

The Haul Out

June 18 – Up early and to the dock around 6:30AM. Today is hauling out day. On board, the process of clearing the decks and securing remaining gear continues. A look across the harbor tells us the *Lady* is next for hauling out this morning. The travel lift is in position so I hop over the rail onto the dock, release the lines and Doc guides the *Lady* into position for the haul out. The travel lift is an interesting-looking machine capable of lifting up to 70 tons out of the water and moving each boat into an assigned hurricane pit. It's a marvel to watch. The *Lady* is gently lifted, on three straps, from the water. In addition to the lift operator, several hands assist to ensure a clean lift and no damage is done to the boat. A quick wash-down of the keel and hull and the lift begins moving the boat to its hurricane-season home. It is close to noon. The process takes much longer than I anticipated. Once the boat is on braces and secure, we climb on board, continue detail cleaning and maintenance, and begin the close-up procedures. The final shutdown process is underway. Duties include storing all remaining gear in the forepeak. Our work continues until 4:30PM.

June 19 – Final close-up duties await us and the plan is to be finished by 11:30AM. Duties are split and include stowing winch handles, covering all winches, storing all cushions, lubing parts above and below deck, and removing and storing the steering wheel below deck. One of the final tasks is changing zincs on prop and shaft, and changing weed/spur cutter bearings. The scheduled completion time comes and goes. As we prepare to close up the boat, there is one more hitch in the close-up procedure — literally. When closing and securing the entryway, the hatch cover sticks and will not fall into place. Another 30 minutes of effort and the hatch falls into place and is locked. We double check the boat bow to stern and leave the *Lady*, knowing she is secure for the season. All is quiet in the boatyard. A last glance back and I give a small wave as we say farewell to *Sleepy Lady* until November.

Epilogue

The day sails were sweet and the equal amount of work was both educational and exhilarating. The hauling out and closing up duties noted are abbreviated but represent a few of the requirements for preparing and hauling out a boat for the hurricane season. And of course, when you head back down next fall for another sailing season, the cycle begins again when taking the boat from "hard to splash"!

Happy and safe sailing everyone.

Neal Davis, Sr. retired in 2009 after 29 years in banking. In addition, he worked in publishing for four years with Mountain Living Magazine *in Flagstaff, Arizona. He currently works part-time as a freelance writer and photographer. Neal has contributed economic development articles for the* Northern Arizona Newcomer's Guide *magazine and has several feature articles published in* Northern Arizona & Beyond *magazine. He has also been published in magazines including* Latitudes & Attitudes, Majestic Living, Route 66, Airliners, Four Corners TRAVELHOST, Peaks & Plains *and most recently,* Aviation Maintenance. *Neal and his wife, Cindy, reside in Phoenix, Arizona.*

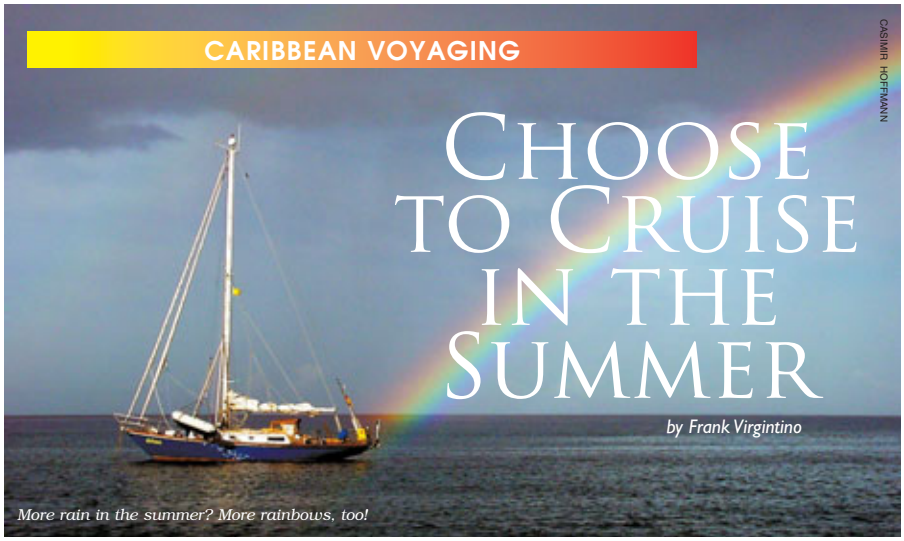




CARIBBEAN VOYAGING

Choose to Cruise in the Summer

by Frank Virgintino



CASIMIR HOFFMANN

More rain in the summer? More rainbows, too!

YOU can cruise during the summer in the Caribbean and you can do it safely. The tradewinds blow with greater consistency than during the winter and many of the best anchorages are less crowded. You do need to stay clear of the "hurricane zone" and you will have to keep an eye on the weather as tropical waves do form, bringing with them thunderstorms and grey skies. A few tropical waves will become tropical storms and even fewer of those will ultimately become hurricanes.



MARCIE CONNELLY-LYNN

Set your cruising sights for scenic Cartagena, Colombia, well out of the 'hurricane zone'

More on 'the Value of 12'

I mentioned 'the value of 12' — i.e. staying south of 12 degrees north — in this column last month. Let's consider this concept further.

Because of the Coriolis effect, storms and hurricanes deflect to the right in the northern hemisphere. What this means for a cruising boat is that the "south of 12" safety zone makes it *nearly* impossible for a hurricane to strike Grenada, Trinidad, Venezuela, the ABC islands and Colombia.

However, once you get to the far western Caribbean the probability of a hit increases, as you cannot maintain "safe latitude." In other words, the entire distance from Grenada to Colombia, about 800 nautical miles, is a safe cruising area during the Caribbean summer, at least insofar as hurricanes are concerned, provided you sail "south of 12." (I still recommend giving Venezuela a wide berth, notwithstanding that they are not in the hurricane zone. It is simply not worth the crime risk albeit that there are those among us who insist that there are "safe zones." There are safe zones even in the middle of a war, but I do not want to be the one who figured it wrong or was just plain unlucky!)

One of the things we know for sure — and you can be sure your insurance company knows it as well — is that the probability of a hurricane is significantly reduced below latitude 12 north.

The Caribbean pilot chart shown on the next page is for the month of July. It demonstrates that the tradewinds have more constancy during the late part of the tradewind season. The wind direction is primarily from the east and east-southeast and the average wind speed is 20 knots.

In the month of July, the average number of tropical storms (not all tropical storms are hurricanes) is one. For this month, August, the number jumps to 2.5 and for next month, September, to 4.5 before returning to 2.5 in October. That means that the month of highest risk for a tropical storm in the Caribbean is September. Most of these will occur north of latitude 12 degrees.

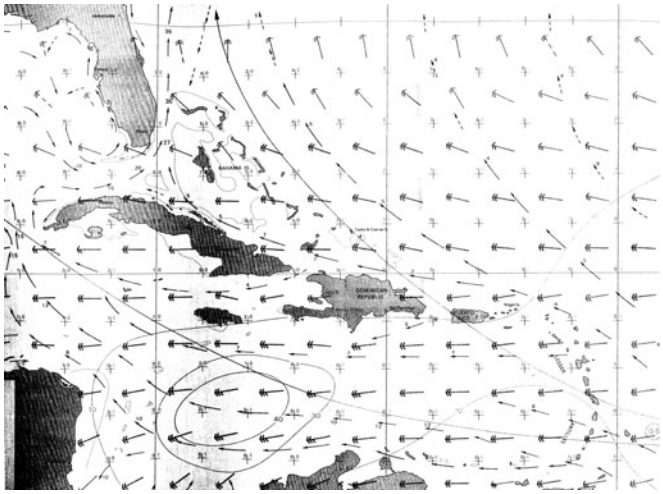
Tropical waves are frequent during the Caribbean summer. They are a type of atmospheric trough, an elongated area of relatively low air pressure, oriented north to south, which move from east to west across the tropics causing areas of cloudiness and thunderstorms. Most tropical waves do not become tropical storms; however, they do bring cloudiness and thunderstorms.



US LIBRARY OF CONGRESS

Above: The Caribbean is big. Even if you stay below 12 degrees north, you'll have a large area to cruise

Below: Last month's pilot chart shows the consistency of early summer tradewinds and invites an east-to-west voyage



The summer in the Caribbean is wetter! You will take many "cockpit showers."

As illustrated in this column last month, as the hurricane season gets older, the storms form farther to the west.

—Continued on next page

—Continued from previous page

So, Where to Go?

Take a good look at the map on the next page. The Caribbean is much larger than most people think. If you were to place yourself on this map on the first "b" in "Caribbean Sea", you would be about 800 nautical miles west of the Lesser Antilles. You would have to sail about 650 nautical miles to reach the southwestern tip of Cuba. Santo Domingo would be about 350 nautical miles away, and Panama would be nearly 400 nautical miles away. Even if we stay south of 12 degrees north latitude — it runs through the southern part of Grenada — we will still have a large area to cruise in.

If we choose to cruise the Caribbean during the summer, we could easily plan a cruise from east to west. Assuming we are in Grenada, rather than staying put, we could sail to Trinidad and Tobago. Tobago is an island that is relatively untouched, very remote and not often called at by cruising boats. While Trinidad is not a good cruising location, it is an excellent location to undertake work on the boat. Inland exploration is something special and guides such as Jesse James, who has catered to cruising boats for so many years, can share the country's fascinating culture as well as its natural wonders with you.

Once you decide to set sail, as you head west you will have the wind and the current with you. The ABC Islands of Aruba, Bonaire and Curaçao are south of the hurricane zone and can be safely visited. Bonaire is the first island you will reach and its simplicity and its beauty will charm you. Curaçao is next to the west and has many good reasons to visit. One good reason is Willemstad, the capital of the island. You may very well agree with me that it is the most beautiful city in the Caribbean. Curaçao is very international, has a wide diversity of cultures, and has good boatyards and competent workmen if you need work done on your boat. The westernmost of the ABC Islands is Aruba. The island has much to see, and the capital city of Oranjestad is a shopper's paradise.

If you still have a hankering to keep moving, Colombia, with its two major ports of Santa Marta and Cartagena, is still farther to the west and also out of the hurricane zone. You can even venture as far west as the San Blas Islands and Panama, although my own preference is not to go west of Colombia during the summer season. This is because once you get to Aruba you will find that the winds and sea heights increase as you go west. The average wind speed in the "hole" between Colombia and Nicaragua's east coast is always at least five knots higher and many times ten to 15 knots greater than other Caribbean locations. Sea conditions also make for much higher waves. This is largely due to the fetch, as the distance from the Lesser Antilles to an arbitrary spot off the east coast of Nicaragua is over 1,000 nautical miles. Heavy sailing conditions are always better navigated when you can anticipate a stable weather pattern.

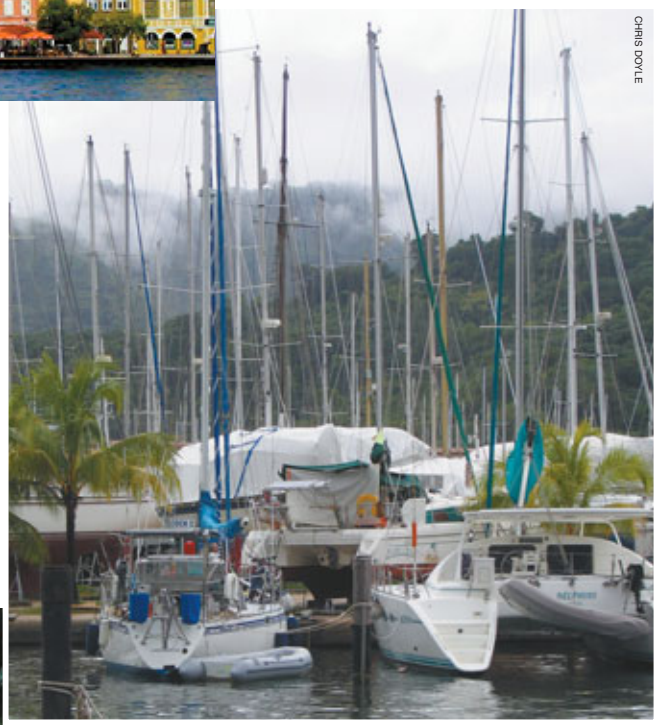
If you finish your summer cruise in the ABC islands, when cruising season begins again in earnest, in late October, you can cross the Caribbean Sea to the north and visit Hispaniola and then either Jamaica or Puerto Rico, depending on your routing. If you go west and go to Jamaica, Grand Cayman and Cuba are close by and can be included in a prime season cruising route.

Happy summer cruising!

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



Above: Colorful Willemstad is just one good reason to visit Curaçao



CHRIS DOYLE

Below: Pirate's Bay. Tobago is still a relatively untouched cruising destination

Right: Trinidad isn't for cruising, but it's a popular place to have work done before you head out



BETTY KARL

PRODUCT POSTINGS

"Summer's here and the time is right for…" well, if not dancing in the street, it's probably working on the boat. Whether doing routine maintenance, making repairs, upgrading your equipment, or finally realizing that slightly crazy project you've had in the back of your mind for months, the following products might have a place in your summertime arsenal.

Fully Integrated Antenna/Modem Technology

Earlier this year, LinkScape Internet Service announced its partnership with KNS, designer and manufacturer of high-grade antennas, to create a simple-to-use and fully integrated antenna/modem technology — the latest UltraVSAT solutions combined with antennas from 60cm to 320cm. This new combination allows for a simple two-cable installation, with a single 1U below deck unit with no other external components, and provides shared and dedicated bandwidth for yachts and commercial vessels.



This newly combined functionality within the two companies provides Ku and C band coverage across the Americas, Caribbean, Europe and Asia, and extended coverage worldwide. It's the fastest internet on the market with an extensive virtual office, phone, fax, e-mail, web and data service offerings that are fully monitored and managed by a team of professionals. Customized term options are also available.

For more information visit www.linkscape.net.

Affordable Maritime Broadband from Iridium

Also earlier this year, Iridium Communications Inc. announced the launch of its second-generation maritime broadband platform, Iridium Pilot. Iridium is the only mobile voice and data satellite communications network that spans the entire globe.

Iridium Pilot is engineered for enhanced durability and packaged in a small, lightweight antenna. It has a fixed, electronically steerable, phased-array antenna, designed to maintain connectivity in rough seas. Iridium Pilot offers broadband connectivity in addition to three independent phone lines, all of which work simultaneously, with data speeds up to 134 kbps. The platform offers a suite of new capabilities for vessel telecommunications optimization, including a built-in firewall for traffic management and a bulk configuration capability to assist in efficiently managing large volumes of units. Its small form factor, enhanced capabilities and flexible service packages make Iridium Pilot an optimal solution for vessels large and small. In addition, Iridium Pilot maintains the best service program in the industry, and the industry's only standard five-year limited warranty.

"We currently see a rapid migration from legacy narrowband services to new generation broadband solutions in the maritime satellite communications market," said Richard Roithner, Senior Consultant at



Euroconsult. "MSS broadband solutions, in particular those positioned in the lower price ranges, have seen significant growth over the last two years increasing at around 120 percent per year. Euroconsult projects growth to continue in the coming years as these systems provide an attractive value proposition for low- and medium-end markets, including fishing, shipping and leisure vessels, to provide safety communications, enhance ship operations, improve crew welfare as well as provide complementary services for VSAT."

"Importantly, Iridium Pilot will be compatible with Iridium's next generation satellite constellation, Iridium NEXT," said Joel Thompson, vice president, product management, Iridium. "Iridium NEXT, scheduled for deployment starting in 2015, is the largest commercial space program underway today. Ship operators installing Iridium Pilot can have the confidence that their equipment will be supported well beyond 2020."

For more information visit www.iridium.com.

Weatherlink Gives Real-Time Reports Worldwide

Boat owners with a computer or compatible mobile phone can have access to thousands of detailed, current local weather reports through the WeatherLink Network, hosted by Davis Instruments.



The community of Davis weather stations at www.weatherlink.com has more than 9,000 real-time reporting stations worldwide. Davis weather station owners can use WeatherLinkIP software or a WeatherLink Network annual subscription to easily and automatically post their local data to the WeatherLink Network. No web skills are required.

Anyone with internet access can view data, including temperature, humidity, wind, barometric pressure and rainfall, from the worldwide reporting stations. Davis' WeatherLink iPhone and Android apps make it simple to monitor conditions.

For more information visit www.davisnet.com.

Electronic Chart + Nautical Reference Library

Heading for the States? *On The Water ChartGuide* (formerly *Managing the Waterway*) cruising guide authors Mark and Diana Doyle present their eighth annual update to the rebranded *Complete Electronic Chart + Nautical Reference Library*. The 2012 Edition adds to and updates over 4,500 NOAA and US Army Corps of Engineers electronic charts and 180 US Government publications, reference texts, and nautical calculators.

The authors list the following benefits: Loading electronic charts and e-charting software turns your computer into a powerful, relatively inexpensive, and portable chartplotter. If you already e-chart, chances are your cartography is stale; update your charts and add important nautical references. Have 4,692 charts and 180 publications at hand, easily accessible and searchable. Avoid the hassle of cataloguing what you think you might need, then navigating multiple government sites, searching and downloading. Digital documents eliminate space, weight, and mildew issues. The two-DVD set costs less than one or two digital charts or publications.

DVD 1 contains the entire NOAA raster chart library. The charts are organized into nine popular cruising geographies and catalogued for easy loading and unloading into all of the popular e-charting applications, including Coastal Explorer, Fugawi Marine ENC, The CAPN, TIKI Navigator, MacENC, and others.

DVD 2 contains the entire NOAA and US Army Corps of Engineers vector chart library, 180 nautical publications, and several free and trial e-charting software applications.

NOAA covers coastwise US Waters, the Great Lakes, and Pacific and Caribbean "possessions and interests." The USACE is responsible for Inland Waterways including the Great Loop route from Chicago to Mobile.

Cruisers can easily reference and search government publications, reference texts, and nautical calculators, including *The American Practical Navigator* (Bowditch), pilot charts, coast pilots, light lists, chart number 1, navigation rules, the *CIA World Fact-Book*, and many others.

For more information visit www.semi-local.com.

Safety in Shore Power Cords

Shore power cords, and the electricity they transfer, can become fire and electrocution risks if they fail. Some considerations:

—Continued on next page

MARINA ZAR-PAR
18.25.50N
69.36.67W
THE FOCAL POINT FOR CRUISING YACHTSMEN

- High Quality Sheltered Moorings
- Slips to 120' with depth 10'
- 70 Ton Travelift (30' beam)
- ABYC certified machanics
- Shore power 30, 50 and 100 amps
- All slips with fingers
- Showers, Laundry, Restaurant, 24 hr security
- Immigration office in the marina for clearance
- Free WIFI and Free Internet
- Dinghy Dock
- 12 miles East of Santo Domingo & 7 miles East of International Airport

Visit: marinazarpar.com email: info@marinazarpar.com
Tel: 809 523 5858 VHF Channel 5

XANADU MARINE



THE CRUISING SAILOR`S CHANDLERY SINCE 1990
AMERON ABC 3 TIN FREE SELF POLISHING ANTIFOULING PAINT
CORNER: MIRANDA & GUARAGUAO, PUERTO LA CRUZ, VENEZUELA
TEL: 58 (281) 265-3844 - E-MAIL: xanadumarine@hotmail.com

—Continued from previous page

To be watertight, the cord should be totally encased in solid PVC material. For flexibility, lightweight jute filler inside the cord jacket makes cable coil neatly and lie flat. Devices such as a strain-relief bullring alleviate stress on the conductors caused by boat movement, crew traffic and rough handling. A molded flex neck helps prevent right-angle cable damage, as well as accidental pullout of the cord.



To prevent overheating and burnout, a copper crimp barrel termination, the type used by power companies, is superior to brass. Copper barrel sleeves — when used to crimp the wires to each terminal — provide more secure connections, better conductivity and longer life.

A locking ring should be present for proper alignment of the connector to the inlet, allowing a completely waterproof connection and preventing accidental disengagement. The cord should incorporate line-up notches or a similar visual indication that the contact is locked or unlocked.

Some shore power cords utilize indicator lights to visually confirm that power is flowing. Likewise, some also have warning lights to show that incorrect, dangerous wiring conditions exist at the power source. Any such visual indicators should be molded into the cordset connection and fully watertight.

It's important to know when a cord needs to be replaced. If the jacket is frayed and wire exposed, it's unsafe. Electrical shorts and a cord that's warm to the touch also indicate it's time to buy new. Any singe marks or discoloring around the male or female cord ends are a warning the cord must be immediately replaced.

Hubbell electrical products are built with the highest quality terminations and materials. Founded in 1888, Hubbell's marine electrical products include UL Listed shore power inlets, cablesets, adapters, plugs, connectors, weatherproof plates, ground fault receptacles and accessories from 15 to 200 amps.

For more information visit www.hubbell-marine.com.

Comparing Anode Types

Anodes protect against galvanic corrosion. Immersing two different metals in water can create a small electrical current that steadily corrodes the "less noble" metal. Salt water, which is highly conductive, speeds this process. So does any stray electrical current, as could be found in a marina or even aboard the owner's boat.

Sacrificial anodes, made from the least noble metals such as zinc, aluminum and magnesium, have more negative electrochemical potential than other metals. The difference in potential between the less noble and more noble metals means that the anode corrodes, so that the anode material is consumed. Anodes are meant to be destroyed, so expensive equipment isn't. Anode inspection is easiest when a boat is out of the water.

Zinc and aluminum alloys work well in salt water. In brackish waters, aluminum is better. Magnesium is the only metal alloy that will offer anode protection in fresh water.

Readily available and inexpensive zinc is one of the best-known anode materials. However, zinc anodes contain small amounts of cadmium, a heavy metal known to be toxic. When a zinc anode corrodes, small amounts of cadmium are released into the water. The environmental impact of zinc and cadmium is one issue the boat owner should weigh when selecting anodes.

An alternative is aluminum alloy, which contains nothing environmentally threatening. Aluminum anodes perform as well as, or better than, zinc. They have better electro-chemical properties, are lighter, and have become competitively priced.

CMP Global is one supplier who offers a broad array of zinc, aluminum and magnesium anodes to protect boats in all types of water. Its Martyr II aluminum and Martyr III magnesium anodes contain no cadmium. Martyr Clamp Shaft Anodes from CMP Global are also available in cadmium-free aluminum and magnesium models.

For more information visit www.cmpglobal.com.

Meet Titan Marine Chain

To better reflect the strength of its chain products, CMP Global has rebranded it as Titan Marine Chain. CMP Global has also expanded the product line with stainless steel chain.

CMP offers a range of windlass, anchor, mooring and general-purpose chain, all proof-tested and calibrated to exacting standards. Titan Marine chain is embossed with the CMP stamp, which ensures it meets or exceeds certification requirements. It is the only chain on the market with such quality assurance measures.

The company's new 316L stainless steel chain is calibrated for windlass use. Manufactured in an ISO-9001 quality-assured facility, it's available in 6mm and 8mm links.

Titan Marine ISO High Test (G43) Windlass Chain utilizes high-strength carbon steel for a greater strength-to-weight ratio. Its short-pitch links make the chain flexible. Titan Marine Mooring Chain (G43) is well suited for high-strength applications, with long links to easily accommodate shackles. Short, compact links characterize the Titan Marine BBB (G30) and ISO Proof Coil (G30) General Purpose chain, both suitable for anchoring use.

For metric windlass applications, CMP offers Titan Marine DIN766 (G30), with each link calibrated to the latest DIN766 standard. The short-link design Titan Marine Grade L (G30) is manufactured to Australian Standard AS2321-2006.

All Titan Marine carbon steel chain incorporates a hot-dip galvanized finish for superior protection against corrosion and abrasion. Product is available in quantities in pails, full drums and half drums.

For more information visit www.cmpglobal.com.

New Anchor Rodes Hold Up in Heavy Weather

Adding to its high-quality Titan Chain products, CMP Global now offers durable rope/chain Titan Anchor Rodes. Three models fit all major windlasses and feature twisted, double-braided or plaited rope.

All Titan Anchor Rodes use nylon rope, which is elastic and serves as a shock absorber for sudden loads caused by wind and waves. Nylon also absorbs more of the loading energy, helping the anchor maintain its set.

Titan G4 HT Chain is used for the rodes, made from CMP's corrosion-resistant Hi-Test steel. This surface-hardened, high carbon steel delivers better strength-to-weight ratio than proof coil.



The Double Braided Anchor Rode and Eight Strand Plaited Anchor Rode are exceptionally strong, flexible and easy on the hands. Braided nylon is easier to feed through a deck pipe for storage.

The Three Strand Anchor Rode uses stiffer, twisted rope that is easy to splice. Economical three-strand line has more twists for extra strength to avoid fouling equipment.

Anchor Rodes from CMP Global are available in overall lengths of 50m-98m, including 4.5m-6m of chain, with rope diameters of 12mm-16mm.

For more information visit www.cmpglobal.com.

Stainless Holders Keep Push Poles in Place

Storing push poles and boat hooks isn't always simple. Accon Marine offers Surface-Mount and Flush-Mount Fold-Down Push Pole Holders that are easy to install and help keep poles in place. Both the 710 Surface-Mount and 708 Flush-Mount models are constructed from marine-grade 316 stainless steel and UV-resistant glass-filled nylon. They fold down flush when not in use to avoid tripping. Three push pole holders are recommended for optimum pole stability.

The 710 Flush-Mount model is easy to install with only three #10 screws required. No cutouts are necessary.

—Continued on page 45



BEQUIA MARINA

Open Monday to Saturday 8:00am - 4:00pm

Look for the Big Blue Building and ask for Tony!

Water & Dockage available.

Electric: 110V 30Amp • 240V 50Amp • 3 Phase 100Amp, 50 Hz

Bequia Marina, Port Elizabeth, Bequia,

St. Vincent & the Grenadines

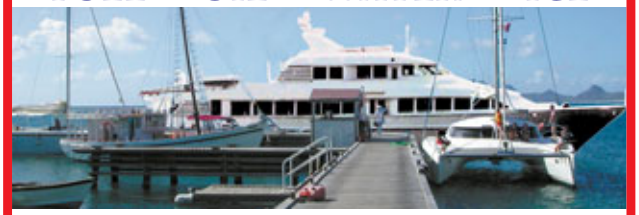
VHF 68 • Phone: (784) 530 9092 or 431 8418

B & C FUELS ENTERPRISE

Petite Martinique

The best fuel dock in the Grenadines for:

FUEL • OIL • WATER • ICE



Cheapest prices in the Grenadines

Unobstructed dock in calm water

16-18 feet of water alongside

Suitable for Large Power Yachts

Easily approached from Carriacou, Union I., Palm I. & PSV

Contact: Glenn Clement or Reynold Belmar

Tel/Fax: (473) 443-9110 email: bandcfuels@gmail.com

FREE CRUISING GUIDES

Dominican Republic Cruising Guide
DOMINICAN REPUBLIC CRUISING GUIDE

Haiti Cruising Guide
HAITI CRUISING GUIDE

Jamaica Cruising Guide
JAMAICA CRUISING GUIDE

Trinidad Cruising Guide
TRINIDAD CRUISING GUIDE

Cayman Islands Cruising Guide
CAYMAN ISLANDS CRUISING GUIDE

Puerto Rico Cruising Guide
PUERTO RICO CRUISING GUIDE

www.freecruisingguide.com

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

Boatwomen's Wednesday in Rodney Bay

by Suzanne Longacre

Is it time to get off the boat, get away from too much constant togetherness with your boat partner and our boat-centric lives and conflicts? Do you feel you've lost your identity as an independent woman in your own right, not just as "crew" or "first mate" in the often predominantly male yachting world? Is there a place for us to expand our social lives, our minds, lift our spirits or just let down our hair with other females?

Well, Marsha on *S/Y Crusader* certainly thought so a couple of years ago when she initiated the Wednesday Women's Therapy get-together at the lovely five-star Bay Gardens Beach Resort on Reduit Beach in Rodney Bay, St. Lucia. Her idea was received wholeheartedly by female yachties and wannabes and the group has been meeting enthusiastically ever since. The difference is that instead of being a moveable feast, this feast remains stationary and the group is variable, because of the constant change inherent in the lifestyle of a cruising mobile village.

On any given Wednesday morning, around 11:45, the week's 15 to 20 participants gather at the Lo Tide Bar to informally socialize and often partake of the special drink of the day: Mango Tango. Around 12:30, the group moves to the Hi Tide Waterfront Restaurant to order lunch individually off the delicious and varied menu. Customarily, the leader then calls on each woman in turn to stand and introduce herself: boat name and type; where from; personal, professional and sailing background; along with future cruising plans and/or works in progress for those still connected to the "W" world. Each woman is encouraged to share a cruising tip from her own experience.

It is always remarkable to learn of the varied talents and accomplishments of the seemingly random group of diverse women who show up each week. By dessert, many connections have been made and it rarely takes six degrees to find a common link over and above the boating link. Often, plans to meet for dinner, a concert or shopping trip are put in place, as well as swapping favorite books and movies.

After lunch, everyone is invited into the beautiful Bay Gardens pool and jacuzzi for total relaxation. Even the men are sometimes invited to come and swim towards the end of the day and stay on for the manager's complimentary cocktail party, just to show we really do love them and enjoy their company most of the time.

However, it is a given that "What is told at women's therapy stays at therapy" — even moans and groans that might otherwise be stifled in the name of peace on board. We all know how cathartic that sharing can be, which is why it's called therapy and not just gabbing!

Suzanne Longacre and her photographer husband John Gideonse are cruising the Caribbean aboard the catamaran Zeelander.

MERIDIAN PASSAGE OF THE MOON

AUGUST - SEPTEMBER 2012

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

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

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

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

August	
DATE	TIME
1	2354
2	0000 (full)
3	0045
4	0133
5	0220
6	0305
7	0349
8	0434
9	0519
10	0605
11	0653
12	0742
13	0831
14	0921
15	1011
16	1100
17	1149 (new)
18	1238
19	1327
20	1417
21	1508
22	1602
23	1657
24	1755
25	1854
26	1953
27	2050
28	2144
29	2236
30	2325
31	0000 (full)

September	
1	0012
2	0058
3	0142
4	0227
5	0313
6	0359
7	0446
8	0539
9	0623
10	0712
11	0801
12	0850
13	0938
14	1028
15	1117 (new)
16	1208
17	1300
18	1335
19	1451
20	1550
21	1649
22	1748
23	1845
24	1940
25	2031
26	2120
27	2203
28	2252
29	2337
30	0000 (full)

Better Boat Insurance



It's about time!!
Any Boat. Anywhere. Anytime.

www.BetterBoatInsurance.com
800-773-0105 or 284-494-8925
Caribbean • North America • Bahamas • Saipan • Europe

TIME CAPSULE

Digital Communications:

The Ham Radio Alternative

by Robert Cleland

Since marking the milestone of the 200th edition of Caribbean Compass in May, we take the opportunity to share with our current readers some articles from the past. This article by Robert Cleland was published in March of 1998. It is interesting to reflect on what has changed — and what hasn't — since then.

"Hi Mom! The weather has been fantastic in the Windward Islands. We wish you were here...." For the first time in 12 years of cruising we have direct communications with home, right from the comfort of our own boat. In fact, we can send messages to any Internet e-mail address in the world and receive a reply, no matter where we are, without dinghying ashore and searching for an elusive communications facility. Certainly gone are the days of standing in a windy telephone booth on a noisy street corner, frantically searching your pockets for additional coins to keep a fragile connection alive. Now we tune in a friendly fellow ham operator with special Internet connections, establish a radio link with his station, and send a pre-prepared message or a group of messages with a single keystroke on our laptop computer.

Much has been written about the various commercial services now available to do this sort of thing, but little has been said about the service available to licensed amateur radio operators, of whom there are many in the cruising community around the world. If you happen to be one of these fortunate individuals, or are interested in becoming one, what follows is written for you.

The amateur radio community has for many years operated a digital network somewhat analogous to the Internet, and has been instrumental in the development of many of the techniques and protocols (codes) in widespread use around the world today. The amateur network is a mixture of VHF, HF, and VHF/UHF satellite stations interconnected to allow messages to be passed anywhere in the network. The HF digital mailbox stations (MBOs) are the ones of primary interest to mobile hams, because they can be easily accessed with modest equipment over long distances. The protocols they use today, AMTOR and more recently something called PACTOR, are outgrowths of the old radio teletype (RTTY) code. PACTOR (Types I and II), developed by two German radio amateurs, supports the complete ASCII character set (can use every character on your computer keyboard), and employs sophisticated on-line error correction and data compression techniques, all of which insures swift transmission of messages, virtually error-free. Ham operators can leave messages for another ham at an agreed-upon MBO and the messages can be picked up at the recipient's leisure. Theoretically a message left at any particular MBO will be forwarded to any other MBO around the world.

> *Now we tune in a friendly fellow ham operator with special Internet connections, establish a radio link with his station, and send a pre-prepared message*

Of particular interest to this story, however, is the fact that most of the MBOs now have Internet telephone connections and can serve as "gateways" for Internet E-mail traffic. In the case of E-mail, messages are pre-prepared and addressed to an Internet E-mail address. They are sent to an MBO by radio using a computer-controlled digital controller and filed in the MBO's computer. The MBO periodically (usually several times each day) uploads all the accumulated outgoing messages to his local Internet server where they are sent on to the addressees. Reply messages are addressed to your callsign, at the MBO's Internet address.

To read your reply messages you simply "connect" (electronically link) with your MBO and ask to have any pending messages downloaded to you.

Communications with the MBO stations are accomplished through commands to the Winlink/Netlink program which governs their operations. There are now programs available for your remote station which virtually automate this upload/download command process.

It must be pointed out that since you are using the amateur radio service, all messages must be personal in nature. By international law you are not allowed to pass messages in which either party has a financial interest. Thus you can ask a friend to make airline reservations or purchase a spare part for you, but you cannot sell life insurance (!) or order the part directly. In keeping with the amateur nature of ham radio the MBOs do not charge for their services. They are operating their vital stations as a hobby and in the spirit of public service for their fellow hams.

What do you need to get "on-line" from your boat? First, of course, is a valid amateur radio license, the equivalent of a US General license or higher from your issuing authority.

Second is a ham HF single-sideband radio with good frequency control and stability, rapid transmit/receive switching, and an accessory port for audio in/out and push-to-talk functions. The ability to display and control the operating frequency to hundredths of kHz is useful but not absolutely necessary. Most modern ham SSBs meet these needs. Check your particular radio before going further with an installation.

The third item is the all-important digital controller, sometimes referred to as a "terminal node controller" or TNC. This device is analogous to the telephone modem on a home computer. Popular units include the Kantronics KAM Plus, the AEA PK-232, and the SCS PTC-II. Some older PK-232s must be modified to do the PACTOR code. The PTC-II uses both PACTOR I and the new, ultra-fast PACTOR II code. These controllers go between your radio and your computer and generate the coding for instructions and messages.

The fourth and final item you need for your station is a computer. Almost any computer will do the job. It serves mainly as a terminal for your station, to send and receive instructions to/from the controller, and to write, store, and receive messages. The Windows 95 operating system permits use of some of the most recent and convenient communications programs, but all the controllers have DOS/Windows 3.1 programs available. Many long-distance cruisers already have satisfactory radios and computers. Addition of a digital controller for approximately US$300 (up to US$950 for the top-of-line PTC-II) will put you into the E-mail business.

Here in the Caribbean there are several MBO stations available to the maritime mobile ham. One is Bernie, WG3G, of *S/V Transition*. Located in Trinidad, he is in easy HF radio range for most cruisers. Others include Steve, K4CJX, located in Nashville, Tennessee, and Pat, N0ZO (November Zero Zulu Oscar), in Lady Lake, Florida. These fellows are the true heroes of this story. Their stations continuously monitor a published list of frequencies, waiting to lock in on your call and take your messages. Give them a call, introduce yourself, and make a valuable new friend. You can be sure that your mom back home will be the happiest lady in town!

Robert and Julaine Cleland cruise the Caribbean aboard their Vancouver 36, Tropic Bird. *Robert's ham callsign is N8HGS.*

SHIP REPAIR & DRY DOCK



Slipway 1800 Tons
Drydock Draft 18ft Depth
Drydock Beam 55ft.
Drydock Length 300ft.
Wetdock Pier 250ft.

SERVICES AVAILABLE

- **Steel Work (Crop & Renew)**
- **Sandblasting and Paint Work**
- **Pipe Works**
- **Diesel Engine Installation and Repairs**
- **Electrical**
- **Woodwork**
- **Machine Shop**
- **Refrigeration**

Our commitment is to get the job done right the first time so your ship can get back to work as quickly as possible!

MARITIME PRESERVATION LIMITED
TRINIDAD SHIPYARD

Slipway Guide Jetty, St. Vincent Street
Port of Spain,
Trinidad & Tobago, WI

Phone: (868) 625 2927 / 2962
Fax: (868) 627 3056
info@maritimepreservation.net
www.maritimepreservation.net



AUGUST 2012

♈ ARIES (21 Mar - 20 Apr)
Complete as many creative boat jobs as possible before the 24th, as your energy will drop off at that time. Some of that energy will be used up by frustration in your love life, which will not help with business matters on the 15th. Balance that negative aspect with pride in a job well done on board.

♉ TAURUS (21 Apr - 21 May)
Romance on board will stabilize your course, while your ingenuity will meet choppy seas and garbled communications until the 23rd. Then you will sail into smooth seas and great reception.

♊ GEMINI (22 May - 21 Jun)
As your love life settles on board, you can use that feeling of comfort and security to push through some boat business or financial ideas you've been working on.

CANCER ♋ (22 Jun - 23 Jul)
After the 8th your partner will demand all of your attention. Other than a few fluky winds everything in the main cabin will be smooth sailing.

♌ LEO (24 Jul - 23 Aug)
This should be a productive month for creative and verbal efforts; they'll contribute a brisk breeze to your forward progress after the 8th. Dedicate yourself to these aspects before the 23rd when winds will turn unpredictable.

♍ VIRGO (24 Aug - 23 Sep)
This is a good time to just set the autopilot, enjoy gentle breezes and recharge your batteries. During the last week a zephyr of potential romance will pick up and give you a bit more headway.

♎ LIBRA (24 Sep - 23 Oct)
The winds in the business area of your life will be brisk so don't let a downturn of enthusiasm in your personal life deflect you from this course. Use it for positive progress before the 24th.

♏ SCORPIO (24 Oct - 22 Nov)
After the 8th your love life will get a nice lift to bring you out of the creative doldrums. Any communication frustrations you've been having will clear, but be sure to concentrate on positive aspects of your life and not indulge in self-pity.

♐ SAGITTARIUS (23 Nov - 21 Dec)
This month will be creatively productive if you can pick a course, stick to it and not tack all over the place.

♑ CAPRICORN (22 Dec - 20 Jan)
Seas will get rough where romance is concerned. If you don't keep a steady hand on the helm it could have detrimental effects on your finances, especially around the 15th.

♒ AQUARIUS (21 Jan - 19 Feb)
Even though creativity and communications are in the doldrums your business or finances will be under full sail and full of opportunity and potential. Use your analytical skills to choose the best course toward potentially successful contacts.

♓ PISCES (20 Feb - 20 Mar)
After the 8th your love life aboard will get fresh breezes, which should make for a very satisfying month, especially during the second full Moon of the month on the 31st. The good vibes will continue until the 7th of next month.

NAVIGATIONAL WARNING!

Island Poets

If your wish is to confirm a
Permanence on terra firma,
RUN — as quickly as you can
Whene'er you meet a sailor man!
If you think that the lure of sea
Will be much less than lure of thee,
Though sailor man may make you swoon,
Prepare, dear lass, to meet thy doom!

When you first view this sailor man,
Looking good, nice shape, nice tan,
You like his manner, like to hear
The tales he tells of far and near…
He talks a lot about his boat,
Seems it is the best afloat.
You're rapt, your admiration grows
And now he invites you to go
To spend a day out on the sea,
You're thrilled, and you accept with glee.

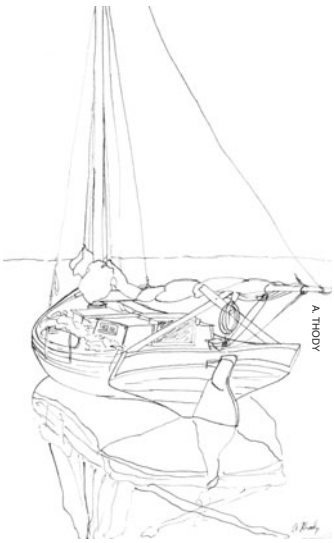
You think that "All I'll do is sit,
I'm sure that I can handle it",
A wee bit scared? Some niggling fears?
But then anticipation clears
Your worries, and you start to plan
How to attract this sailor man.

New bikini, floppy hat,
Make-up perfect, seen to that,
The boat is docked right over there,
"Ahoy" you call, with nautic flair,
Is sailor man not there to greet
His nervous guest, so chic, so sweet?
"Welcome aboard!" at last he yells
From down below, and you can tell
His irritation from his manner,
Then he emerges with a spanner,
Clutched in his suntanned, manly hand,
"Cast off, girl!" and there you stand,
Cast off? Does he mean my clothes?
"The lines, girl!" His vexation shows,
Oh yes! You struggle to comply,
And clamber back on board and try
Not to mind it when you feel,
Terror set in — a sailboat heels,

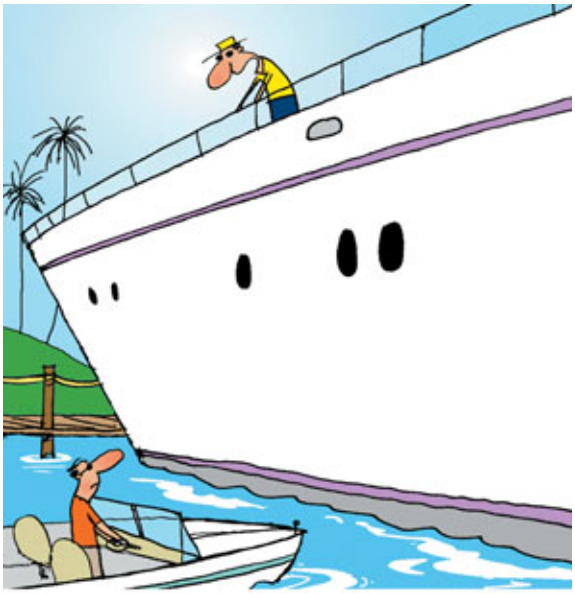
The wind picks up, and so do waves
You envisage your watery grave!
You think, "My God! I am a fool!"
And sailor man, he's looking cool,
Wheel in hand, relaxed and laughing,
And all you think about is barfing!
You are now shattered, wet and teary,
Battered by elements and weary,
A life at sea is not for you,
So goodbye boats, and sailors too!

So if a sailor should hove in view,
Take note, my girl, he's not for you!

— Nan Hatch



jerry king



"I need to buy some gas, but I forgot my wallet. Do you have $18,000 on you?"

CRUISING KIDS' CORNER

DON'T SWIM IN THE QUARRY!

by Lee Kessell

Trevor lives in the island of St. Lucia in the lower Caribbean and his cousin Ernie, only a year or so younger, lives in Barbados. Although Ernie has gone over to holiday with Trevor, where they got into the usual trouble, it was better for everyone that Trevor should go to Barbados. Just the thought of Ernie's home sitting high above the wild Atlantic coast with its back to the old sugar-growing valley romantically known as Sweet Bottom, is enough to send a thrill through Trevor's adventure-seeking neurons, and try as Ernie does not to let Trevor get the better of him, Trevor always lands them in trouble. Aunt Josefina would have the two of them grounded for all time but Uncle Solly just shrugs and says, "Boys will be boys." Nyna, Ernie's little sister, would go off with them like a shot, but Trevor just scoffs and Aunt Josefina wouldn't let her go anyway.

The first couple of days after Uncle Solly had picked up Trevor from the airport he was happy enough to hang around with Ernie, playing with Rusty the old dog, riding on the back of the ever-patient Matilda the pony, being sneered at by the supercilious goats that Aunt Josefina keeps for their milk and teasing Nyna. Trevor wouldn't even let Nyna swim with them in the bay a short walk away and Nyna thought this was really mean. Now having been an adventure-hungry boy himself, Uncle Solly had bought the boys two old bikes and laughed off Aunt Josephina's objections. Poor Aunt Josefina, she should never have mentioned the quarry, but she had read the story of a young boy who had drowned in a rain-filled quarry in St. Lucia and forbade them from going near that rain-filled quarry they all knew. Now, swimming in a murky, cold, deep quarry was the furthest thing from Trevor's mind, but this became a challenge and those thrill-seeking neurons quickly took over. So, not telling anyone where they were going, Trevor and Ernie got on their bikes and pedaled off, taking with them the packed lunch that Aunt Josefina always provided for them as she thought that hungry boys were sure to get into mischief. After not too hard a ride, Trevor and Ernie arrived at the old dirt track leading to the quarry and they wobbled their old bikes over the stones and the ruts and jumped off at the quarry's edge.

> *"I don't like this place at all," wailed Ernie.*
> *"It's real spooky and dangerous looking."*
> *"Of course it is," scoffed Trevor.*
> *"That's what adventures are all about."*

"I don't like this place at all," wailed Ernie. "It's real spooky and dangerous looking."

"Of course it is," scoffed Trevor. "That's what adventures are all about. Let's eat our lunch and you'll feel a lot better." So the two boys ate Aunt Josefina's egg and lettuce sandwiches and drank her juice and indeed Ernie bucked up a little. The sun was shining brightly, a gentle breeze was ruffling the surface of the water and a swim seemed a good idea after all. Trevor took off his shirt and shorts, left them on the bank and called to Ernie, "Hurry up, I can't wait all afternoon for you." So Ernie took off his shirt and shorts and now in their underwear, both boys stood on the edge of the bank. Ernie hesitated so long that Trevor gave his cousin a mighty push and poor Ernie went under water with a great splash. As he came spluttering to the surface, Trevor leapt in almost on top of him and began swimming confidently to the centre of the quarry. The water was cold and before long Trevor turned back to see what Ernie was doing. Ernie hated cold water and the fresh quarry water lacked the buoyancy of the salt water he was used to, so in no time at all, he was in trouble. Trevor swam back to Ernie and holding him tight, managed to get back to the bank. But the bank was four feet above his head and the sides were straight where the diggers had cleaved away the rock. Trevor was treading water, Ernie was shivering with fear and cold and Trevor wondered how long he could last before both of them sank forever into the deep, dark water. He managed a few feeble calls for help but his mouth kept on sinking below the water level. It was as if all of Trevor's nightmares had come true and he was at his last gasp when a strong black arm reached down and yanked them both up and onto the bank.

"Wat de hell ya doing in de quarry? Ya be damn lucky I taking short cut to reach me home. Ya all be my kids I does tan ya bottoms so damn hard ya no sit down for a week. It only I does see ya bikes and ting dat I does take a look. Ya put back on ya vests and hurry back home." And the man walked off with a final shout at them, "Does ya mudder not tell ya nar to swim in de quarry?"

Trevor and Ernie were so full of water that they had no breath to speak. They lay panting in the sun and when they had dried off, they pulled on their shirts and shorts and silently pedaled home. That night when the two boys lay next to each other in their beds, Trevor whispered. "Gee Ernie, I'm sorry that we almost drowned, but after all, it certainly was a great adventure!"

Ernie ground his teeth, turned his back and pretended to go to sleep.

THE END



CREW VACANCIES!

email: crew@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 the 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:

crew@tradewindscruiseclub.com
or by mail to: Bequia Marina, P.O.Box 194BQ, 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 Grenada, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (advertisers in this issue appear in **bold**):

ST. GEORGE'S AREA
Art Fabrik
Grenada Yacht Club
Island Water World
Marine World
Port Louis Marina
Tikal
SOUTH COAST
Budget Marine
De Big Fish
Essentials Mini-Market
Grenada Marine
Island View
Le Phare Bleu Marina
Martin's Marina
McIntyre Bros
Prickly Bay Marina
Spice Island Marine
Turbulence Sails
True Blue Bay

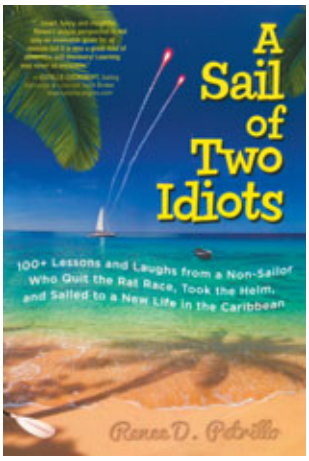


SUMMER READING

No matter what you're doing this summer — working on the boat, sitting in airports, or planning your next cruise — a good book can be your favorite companion.

A Sail of Two Idiots, *by Renee D. Patrillo. International Marine, ©2012. Paperback, 290 pages, B&W photos. ISBN 978-0-07-177984-5*

Subtitled "100+ Lessons and Laughs from a Non-Sailor Who Quit the Rat Race, Took the Helm, and Sailed to a New Life in the Caribbean", *A Sail of Two Idiots* is a combination textbook and adventure story told in a breezy, folksy style from a female captain's perspective.



Renee, a technical writer, and her husband, Michael, an engineer, got tired of what many would consider "the good life" in Arizona and decided a major move was in order. The Caribbean sounded promising, but "how to choose which island to live on without seeing several?" Although neither Renee nor Michael had any sailing experience, Renee thought that buying a boat might be the way to go. It took her a year to convince Michael, but when he came aboard it was enthusiastically. They bought a catamaran and cruised from Miami to Grenada, eventually settling on St. Kitts.

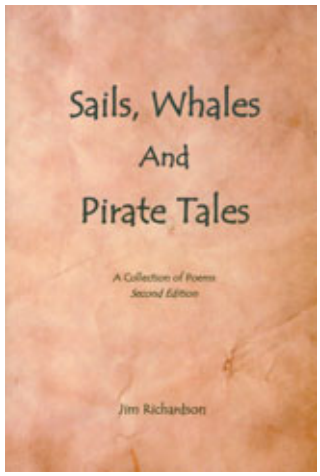
Knowing that many others wanted to do something similar, Renee decided to share her experiences. Her story is full of lessons and laughs. Wannabe or newbie cruisers will learn a lot, and old salts will grin at familiar situations both good and bad.

Available from www.ASailofTwoIdiots.blogspot.com.

Sails, Whales and Pirate Tales: A Collection of Poems*, by Jim Richardson. Second edition Harpoon Press, ©2012. Paperback, 64 pages, B&W photos and illustrations. ISBN 978-1-60458-886-6.*

The author, sailor and poet writes, "I have discovered three great sounds in nature: the sound of rain in the jungle, the sound of wind in the pine forest, and the sound of the ocean on a beach. I have heard them all, and of those voices that have spoken to me, that of the ocean is the most awesome, beautiful and varied."

Let Jim take you away to hear the voice of the



ocean with this collection of poems. He finds music in each wave.

For availability contact Jim Richardson at jim@thefloatingyears.com.

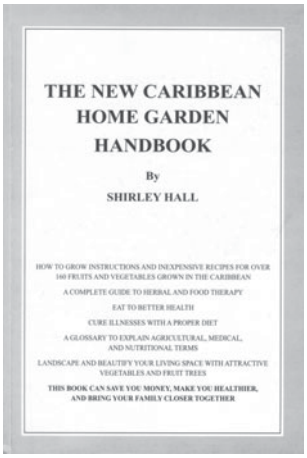
The New Caribbean Home Garden Handbook*, by Shirley Hall. Guardian Media Ltd., ©2011. Paperback, 378 pages, B&W photos.*

Although aimed at backyard gardeners in the Caribbean, this book is a treasure chest of information about more than 160 local fruits, herbs and vegetables, ranging from the well known to the rare and exotic, and describing their uses, modes of preparation (including simple recipes) and health-giving properties.

According to an interview in the *Trinidad Express* newspaper, Trinidadian author Shirley Hall's grandparents were farmers, growing rice and sugar cane. Her father drove a tractor, working long hours every day in a community that survived by agriculture.

After a stint in the corporate world, Shirley returned to the garden — and found a mission, not only to grow her own produce and relieve her own stress, but also to return others to a healthier state: "Do you remember when the country had all these slim, sexy women?"

Sailors know that they are at their best when nourished with fresh food. Newcomers to the Caribbean will need to learn about all the unfamiliar fruits and vegetables, and old timers will want new ways to prepare them. Shirley Hall is a great guide.

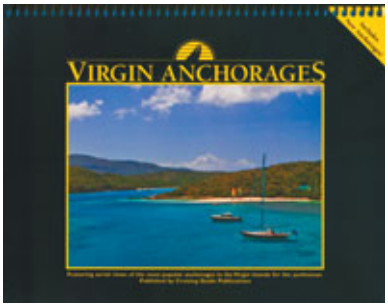


For more information visit www.shirleystropicalgarden.com.

Available at book stores in Trinidad or from the author at shirley-hall@hotmail.com.

Virgin Anchorages*, published by Cruising Guide Publications, ©2012. Paperback, large format, color photos throughout. ISBN 978-0-944428-84-9.*

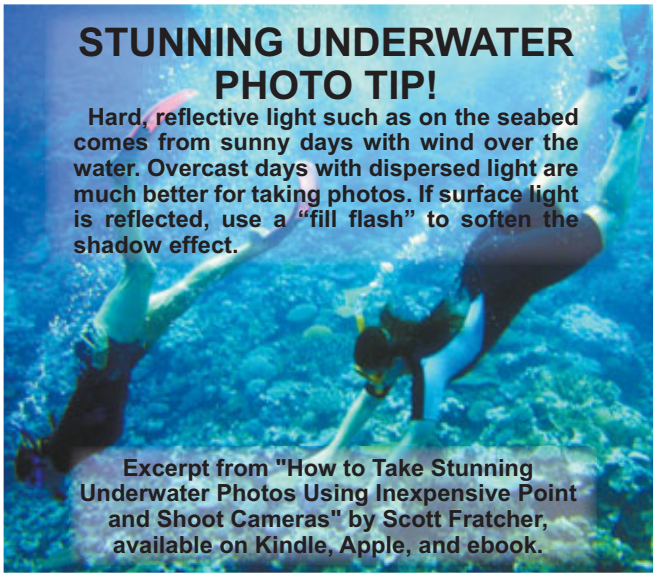
If you're planning to cruise the US and/or British Virgin Islands, don't think twice, just fork over 30 bucks for this book. If a picture is worth a thousand words, it's a steal.



Virgin Anchorages features high-quality aerial photos of all the most popular yacht anchorages and marinas in the Virgins.

—Continued on next page





—Continued from previous page

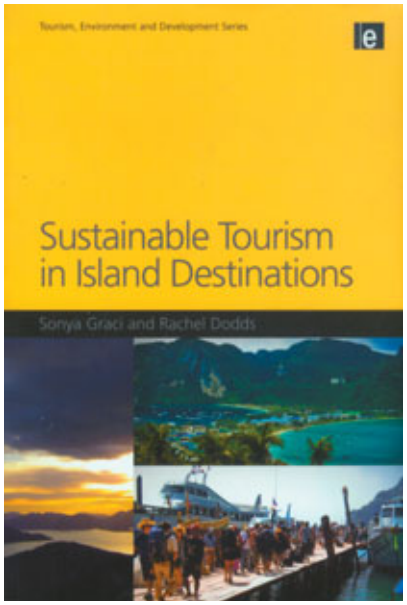
Each photo is presented twice: on the top page (the book's format is horizontal) with a graphic overlay indicating the position of navigational aids and hazards, and on the bottom page in its unadorned natural splendor. Charts are essential, of course, but it's amazingly helpful to really see the reefs and rocks. This book is your eye in the sky.

If you're planning to cruise the Leeward and Windward Islands, Cruising Guide Publications has them covered aerially, too.

Available at bookstores and chandleries or from www.cruisingguides.com.

A Couple of Cautionary Tales

Sustainable Tourism in Island Destinations, *by Sonya Graci and Rachel Dodds, Earthscan Ltd., ©2010. Paperback, 226 pages, B&W photos. ISBN 978-1-84407-780-9.*



This is a must-read for anyone seriously interested in tourism development on Caribbean islands. The authors have selected eight islands worldwide as case studies to illustrate island tourism development challenges and successes. Two of these case studies — Cayos Cochinos in Honduras and St. Kitts — are in the Caribbean, but lessons applicable to the Caribbean can be learned from all.

In the first section of the book, an overview of major barriers to achieving sustainable island tourism, the authors highlight the problem of development plans that are based on short-term economic profit rather than long-term viability. Two examples:

• *Small islands such as Roatan in Honduras or St. Kitts in the [Eastern] Caribbean have spent much-needed tax dollars on a new cruise ship terminal to attract bigger cruise ships. Governments are not aware of the full cost accounting of the impacts of cruise tourism as governments measure success in tourism arrivals rather than revenue per tourist. Cruise ships can place a huge strain on islands and their existing infrastructure.... As cruise ships encourage guests not to use the local services at the ports they disembark upon, and many stops are very short (under six hours), the economic gain from cruise ships is low in comparison to the environmental and social impacts related to waste, water and air pollution, not to mention acculturation and the demonstration effect that impacts on the local communities... the impacts that result from degradation of the land and antagonism of the local people affect other aspects of their tourism economy in a detrimental way....*

• *Governments in many islands do not have a vision for the long term (past their own electoral regime) and therefore do not seek the opinions of their constituents in developing a vision... governing terms are often too short to consider long-term sustainability measures if such awareness even exists and are focused on mainly short-term economic gain or being re-elected.*

St. Kitts is given as an example of the shortcomings of "copycat" development strategies that, with a few attempted exceptions, focus on traditional mass tourism rather than diversifying to provide a unique and distinct experience. This has resulted, according to the authors, in a decrease in the tourism economy and related benefits to islanders:

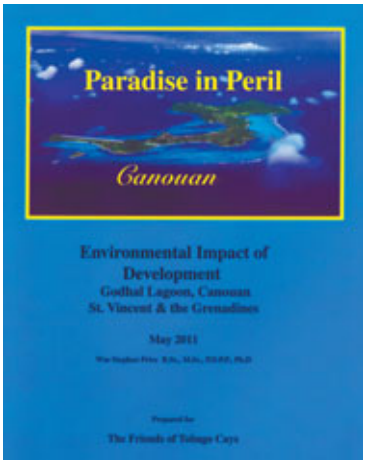
Developing four-star resorts has led to increased water and energy consumption, often at the expense of islanders.... [Endeavoring to stay competitive] St. Kitts has attempted to copy other regions' successes in that they have developed new product offerings or exploited resources solely because their competitors have.... Through the idea of up-scaling tourism, the island has also up-scaled its consumption patterns.

Focus on short-term economic gain and copycatting aren't the only problems: it is shown that even a goal as seemingly beneficial as environmental conservation can go wrong. Cayos Cochinos, located at the southernmost point of the world's second-largest coral reef, were selected to illustrate lack of consideration for the local community in tourism planning. To protect a fragile environment, the Cayos Cochinos were designated as a Marine Protected Area. The management plan virtually eliminated the option for the local Garifuna population to continue fishing as a source of livelihood. Tourism was posed (or imposed) as an alternate source of livelihood. However, in the absence of community consultation, many tourism products were developed with a focus on bringing in as many tourists as possible without considering the long-term implications, and income from tourism was not widespread so that many inhabitants saw a decrease in their quality of life. Moreover, conservation organizations also tended to ignore community welfare. The Smithsonian, for example, recommended removal of the Garifuna people entirely, instilling ongoing mistrust of environmentalists.

Available from www.earthscan.co.uk.

Paradise in Peril: Canouan*, by Wm. Stephen Price, prepared for The Friends of the Tobago Cays, ©2011. Paperback, 68 pages, color photos and illustrations.*

Putting tourism development even further under the microscope, this book reports on a 2010 study of the environmental impact on the formerly healthy Godhal Lagoon by resort development on the five-square-mile island of Canouan in St. Vincent & the Grenadines. The study by coral reef ecology expert Dr. Price was sponsored by The Friends of the Tobago Cays after that NGO was approached by island residents who witnessed development activities they feared were irreversibly damaging the lagoon, supposedly a marine conservation area.



This microcosmic study unfortunately illustrates an all-too-common situation in island tourism development. Price writes, "This survey found a statistically significant negative impact on the marine environment... there appears to be no regulation or enforcement in place to protect the marine environment from the practices of developers."

It's a detailed, illustrated and appalling litany of dredged and destroyed coral; removal of native beach vegetation and seagrass meadows; destruction of habitat for conch, rays, lobsters, fish and turtles; modification of beach composition, making beaches unsuitable for nesting turtles and shorebirds; and more. You'll need a strong stomach to read this horror story, but you won't forget it soon.

Available from Friends of the Tobago Cays, fotcsvg@gmail.com.

GOOD GUIDES ARE TIMELESS

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



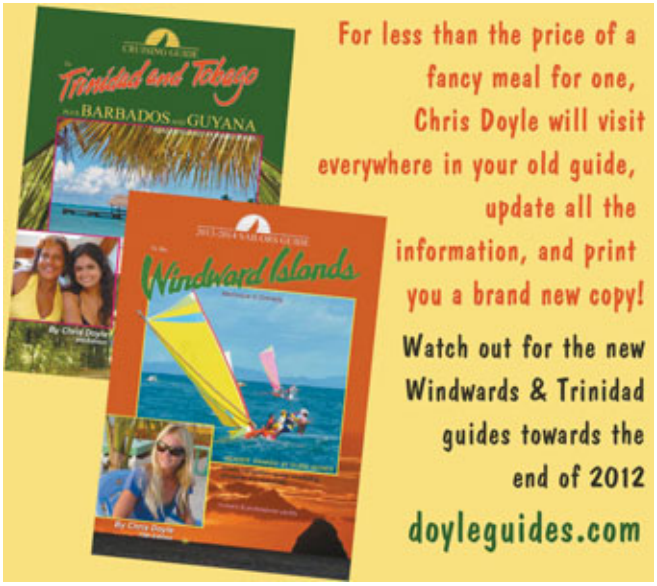
Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe **ALL** the anchorages in the Eastern Caribbean.

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

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

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

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



CRUISER PORTRAITS

Steve Izac is a Man of Many Talents

by Rosie Burr

He is a self-taught sailor, a talented musician and a skilled carpenter. He learned to sail on a Scorpion dinghy in Portsmouth Harbour, England, in 1982; he was given his first guitar at the age of 11 and taught himself to play it. He has been a boatyard manager at a marina in Southampton. All in all, Steve is a very knowledgeable and boat-savvy character.

Maybe it was because his first boat, a 32-foot wooden sloop from Portsmouth, was called *Spice Islander* that he was drawn to sail with the tradewinds and discover the warm waters of the Caribbean. He first sailed across the Atlantic with his young family in 1989 on a 40-foot concrete ketch called *Tiara*. They stayed in the Caribbean for three years, exploring the islands and enjoying the life and the freedom that comes with cruising before returning home so that his daughter could go to school.

But wanderlust had sunk in deeply and Steve was compelled to set sail again. He is a true hobo, taking his trade wherever he goes to earn himself a living. He has sailed back and forth across the Atlantic three times now, enjoying the places and people he's met on both sides of the pond. Being a "wherever I hang my hat, that's home" kind of guy, Steve never likes to stay too long in one place. He loves the feeling of freedom and change, which could explain the 36 motorbikes and eight boats he has owned throughout his life so far.

And wherever Steve goes, his guitar and his music go with him. He has spent the last 20-plus years with lyrics and music floating through his mind, penning his first song in 1989 when sailing with his family. More were to follow, culminating in an album called "Fantastic Voyage". Primarily influenced by his sailing experiences and relationships with the people he has met in the Caribbean, his music has a country/folk/blues style to it. It is chilled and relaxed and you can just imagine the sea, the blue skies and palm-tree-filled islands that have been the backdrop to the life that has created this album.

Many of you will relate to one of the songs on the album, "Sailor's Lament", which is about Steve's first voyage with his family and how, upon his return two decades later, he finds much of the Caribbean has changed: whole bays turned into marinas, moorings laid down where once you could anchor. In the song he makes a plea: "Don Street and Chris Doyle I ask of thee, find me a place where my anchor can be". Steve said that it is amazing how much the Caribbean has changed over the last 20 years and how tourism and the yachting industry have shaped and changed the islands; there are very few places left that are recognizable as they were before. There are still some places where an untouched Caribbean can be found, but he won't tell you where they are!

Steve loves nothing more than singing in front of an appreciative live audience. He has been fortunate enough to play alongside many talented musicians who, like himself, carry their instruments wherever they go. Perhaps you have seen and heard him in the islands over the years, especially in St. Martin or Grenada, not only playing his own music but also doing some great covers. Or perhaps you have seen him sitting on the deck of his boat strumming his guitar, the tunes drifting out across the bay....

You may know him as "Steve from Blitz", *Blitz* being a 35-foot, one-off catamaran that he has owned for the last 11 years and sailed in Portugal, Spain and Gibraltar as well as in the Caribbean. Steve is currently working on his latest project, *Meteor*, a 45-foot ferrocement Hartley Fijian that he is preparing to take across the Atlantic once again, to the Azores and then back to England for a major refit before he heads out on his next adventure. So if you are in Galicia or the Algarve a couple of years from now, keep your eyes peeled for the red hull of *Meteor* and listen out for the soothing tones of Steve Izac.

For more information on Steve's sailing and music visit www.steveizac.blogspot.com.







A man, a boat, a guitar... Steve's latest boat project is the 45-foot Meteor, *and his latest album is 'Fantastic Voyage'*



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

—Continued from page 10 ...Regatta News

Over the weekend there will be three races each for the Racing and Cruising Yachts, and nine races for the J/24-and-Surprise Class.

The weekend's social activities will include a welcome party and a dinner as well as the formal prizegiving. Saturday lunch break and Saturday evening with live music will be at the IGY Rodney Bay Marina.

For more information see ad on page 11.

Aguilar Match Race Set for December in St. Thomas

The 5th Annual Carlos Aguilar Match Race (CAMR), presented by Ulysse Nardin/ Trident Jewels & Time, will set sail in the scenic Charlotte Amalie Harbor December 5th through 9th.

Twelve Open teams representing some of the best match racers in the world, both men and women, will put their skills to the test in fast-paced highly competitive sailing action along the spectator-friendly Waterfront.

Past winners of the CAMR read like a Who's Who of sailing: Finland's Staffan Lindberg won the Open Division in 2011; USA's Genny Tulloch triumphed in 2008 and 2010; France's Claire Leroy in 2009 in the Women's Division, and it was the USVI's Taylor Canfield in 2008 and Peter Holmberg in 2009 and Portugal's Alvaro Marinho/ Seth Sailing Team in 2010 that won in the Open Division.

The USVI's America's Cup winning skipper, Peter Holmberg, top-ranked Caribbean and USA Open match racer, Taylor Canfield, and USA's Stephanie Robles, who made it to the finals in this event last year, have already accepted invitations to return for the 2012 CAMR. Finland's Lindberg and the USA's Sally Barkow, who matched off against Lindberg in the finals last year, as well as past finals competitor, four-time Rolex Yachtswoman of the Year, and the USA's Woman's Match Racing competitor in the Summer Olympics, Anna Tunnicliffe, hope to return. The winner of the British Virgin Islands' Pete Sheals Memorial Match Race will also receive an invitation.

The Open champions in this International Sailing Federation (ISAF) provisional Grade Two event are awarded an Ulysse Nardin Lady Diver and Ulysse Nardin Maxi Marine Diver precision timepiece, respectively.

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

For more information visit www.carlosmatchrace.com.

St. Maarten's Rhône Findlay Joins Maclaren Crew

Maclaren is excited to announce the formation of the Maclaren Crew, a group of elite international sailors at various points in their sailing campaigns. In the past few years, Maclaren has initiated several projects to align the Maclaren brand with global sailing, including the sponsorship of Team Maclaren, the US Women's Olympic Match Racing team led by Olympic Gold Medalist Anna Tunnicliffe.

The Maclaren Crew kicked off in April 2012 with Maclaren sponsorship of US Laser sailor Rob Crane followed by the recent additions of fellow Laser sailors Rhône Findlay of St. Maarten, David Wright of Canada, Nick Thompson of England, and Maria Mabjaia of Mozambique. Each Maclaren Crew member provides a unique perspective into the diverse sport of sailing.

Rhône Findlay of Sint Maarten began sailing an Optimist at nine years old. From the age of 11, when it became apparent that Rhône had a wonderful talent for sailing, he entered regattas in other countries including the Swiss Championships on Lake Geneva, British Championships in Wales, Scotiabank Opti Championships in St. Thomas, and Orange Bowl Championships in Miami. He has built a calendar full of regional and international events, and is excited to continue growing his sailing skills in the coming years.

David Wright joined the Canadian Sailing Team and campaigned actively for the 2008 Olympics. David won the 2008 Laser North American Championships and in 2009 finished in sixth place at the World Championship held in Nova Scotia.

Nick Thompson has won a UK National Championship, a Bronze medal at the European Championships and one Bronze and two Silvers at the last three World Championships he competed in.

Rob Crane is a member of the US Sailing Team and has competed in three Laser World Championships. In addition to a full calendar of Laser World Cup events, last year Rob won the US berth for the 2012 Olympic Games.

Maria Mabjaia of Mozambique won the Bronze medal in the Women's Laser Radial sailing event at the All-Africa Games last year, and was subsequently named Sports Person of the Year at the Mozambique Sports Awards.

For more information on Maclaren Crew and Team Maclaren, like them on facebook.com/maclarenbaby.

Weekly J/24 Racing at Rodney Bay, St. Lucia

There is regular J/24 racing every Thursday afternoon this summer at St. Lucia's Rodney Bay Marina, with six 10- to 12-minute, one-lap races that start and finish in



front of the marina's Boardwalk Bar. Racing commences at 4:45PM sharp and continues almost nonstop until about 6:15PM. Marina manager Adam Foster provides an excellent running commentary of the entire event, making it great fun for racers and spectators alike.

Races commenced June 7th, and will continue until mid-September.

For more information contact Edgar Roe at edgar57au@yahoo.com.



The Sky in August 2012

by Scott Welty

The Planets in August 2012
MERCURY - Morning star reaching maximum elongation* on the 16th
VENUS - Morning star reaching maximum elongation on the 15th
EARTH - Thinking about getting on Twitter
MARS - Setting between 2130 hours and 2200 hours in Virgo
JUPITER - Rising just after midnight in Taurus
SATURN - Also setting around 2200 hours in Virgo

Sky Events This Month
1st - Full Moon
11th - 15th Waning moon moves through Jupiter Venus and Mercury (see Figure 1)
12th - Perseids meteor shower peaks (see below)
17th - New Moon
21st - Nice grouping - Mars, Saturn, Moon and Spica (see Figure 2)
31st - Full Moon (Blue Moon!)

Blue Moon

Yes this month has two full moons and that only happens, well, once in a blue moon! Since the lunar cycle is 29.5 days it happens that you can get two full moons to fit in one month (but never February). Next time is July 2015 so it is pretty rare leading to the popular phrase. There is nothing about color associated with it. In the 1500s the phrase "when the moon is blue" referred to an absurdity and thus meant never. This has mutated to refer to the rare event of two full moons in a month or any rare event.

Perseids

Time once again for the Perseids meteor shower. During late July and into August the Earth passes through the path of the Swift-Tuttle comet. The debris left by that comet gets swept up by the Earth as it passes through and we get treated to numerous shooting stars or meteors! This year we're lucky that the moon is nearly new and rises after midnight so dark skies will make for good viewing. At peak activity you may see up to 60 meteors per hour. You can see them anywhere in the sky but they will tend to look like they are emanating from the east from the constellation Perseus. While the 12th is the peak you can look for enhanced meteor activity several days on either side of the 12th as well so don't cry if it is cloudy on the 12th.

Comet Swift-Tuttle passed through the Earth's orbit and on around the Sun in 1992 missing the Earth by a comfortable 110 million miles. It will be back in 2126. The core of the comet is about 6 miles across — about the size of the impact that wiped out the dinosaurs (and thousands of other species). Not to fear, the comet is calculated to miss the Earth by about 15 million miles so no need to cancel any appointments you might have.

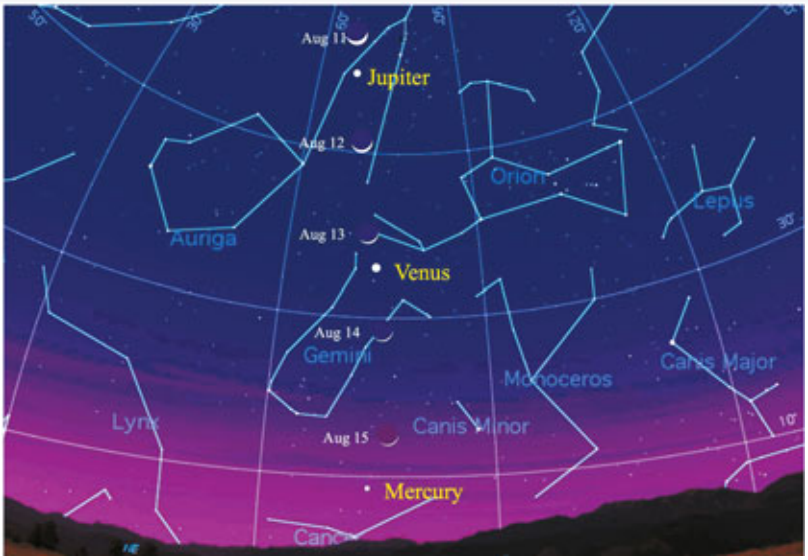
To Contemplate While Having a Glass of Wine on Deck

A meteor shower is a great time to lie on deck with your glass of wine. It is during these times that you can try to contemplate the fact that the Earth is in fact careening around the Sun at about 65,000 miles (107,000 kilometers) per hour and crashing into that comet debris! Hang on!

** Elongation is the angle between the planet and the Sun as viewed from Earth.*

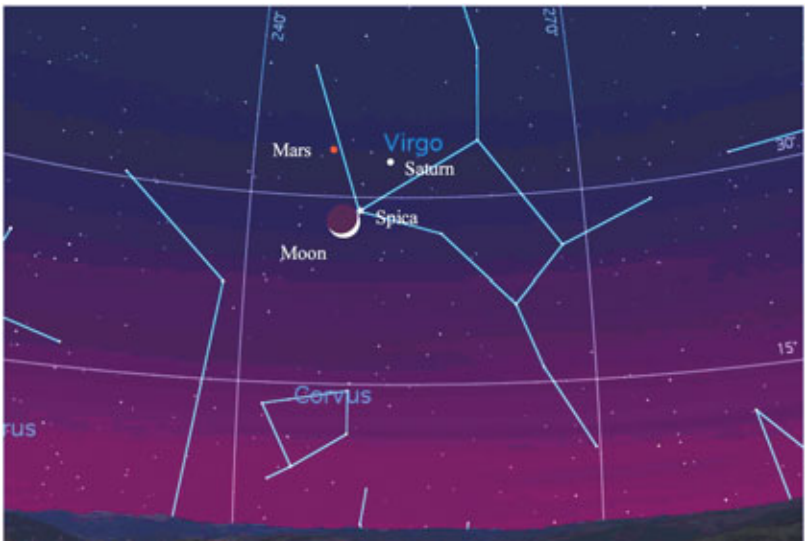
Scott Welty is the author of The Why Book of Sailing, *Burford Books, ©2007.*

FIGURE 1



Showing the approximate position of the moon relative to Jupiter, Venus, and Mercury from August 11th through 15th at 0515 hours, looking east

FIGURE 2



Nice grouping of Saturn, Mars, Spica (brightest star in Virgo), and the moon on August 21st at 1915 hours, looking west



Watermelon: Fried or Frozen, it's a Summer Hit!

'When one has tasted watermelon he knows what the angels eat.'

— Mark Twain

On a hot, humid, tropical afternoon, what could taste better than a chilled slice of sweet juicy watermelon? Watermelon grows easily and is available throughout the Caribbean.

Watermelon originated in the deserts of Africa. Egyptian hieroglyphics depict an early watermelon harvest on tomb walls dating back 5,000 years. Watermelons were left in tombs as food to nourish the departed in the afterlife. Merchant ships spread watermelons throughout countries along the Mediterranean Sea. According to different sources, watermelon came to the Caribbean with Spanish explorers or African slaves. Today there are over 1,200 varieties of watermelon grown worldwide.

Watermelon is not only one of the best taste treats, it is also very nutritious — practically a multi-vitamin unto itself. Watermelon contains about ten percent of the daily requirement of potassium, which helps regulate heart functions and normalize blood pressure. One wedge, or a quarter of a small melon, has 90 calories, two grams of protein, 20 grams of carbohydrates, 1.5 grams of fiber, potassium, vitamins C and A. Watermelon is also high in disease-fighting beta-carotene. Lycopene and beta-carotene work with plant chemicals, which are not found in vitamin/mineral supplements. Watermelon is the lycopene leader among fresh fruits and vegetables. Watermelon contains such high concentrations of lycopene that regular consumption may help reduce the risks of prostate cancer.

Watermelons are 92 percent water and low in calories. Every part of a watermelon is edible, even the seeds and rinds. Watermelon seeds contain 'cucurbocitrin' said to aid in lowering blood pressure and improve kidney function. The sweet watermelon surprisingly has only half the sugar content (five percent) of an apple. It tastes sweeter because the sugar is its main taste-producing agent.

Watermelon Slush

5 Cups peeled and seeded watermelon
1 Cup sugar syrup (optional)*
2 Tablespoons fresh limejuice

Put watermelon into a blender and purée. Pour into a suitable sized baking dish. Stir in limejuice (and syrup if using). Freeze until solid. Makes four servings. This slush will keep covered in your freezer for up to three months.

* Boil 1 Cup water with 1 to 2 Cups sugar for one minute and cool.



Watermelon Mojito

4 cups peeled, seeded and cubed watermelon
Ice
2 Tablespoons brown sugar
1/2 Cup water
1 lime, sliced
2 Tablespoons fresh mint

Combine watermelon, ice, sugar and water in a blender and blend to the consistency you desire — smooth or chunky.

Put a lime slice and a teaspoon of mint leaves into each glass and squash with a spoon to release the flavors. Cover with the watermelon mixture and enjoy.

Fried Watermelon

For those who don't count calories!

3 Cups peeled and seeded watermelon. The red flesh should be cut into squares or circles about an inch thick.

1 Cup flour
1/4 Cup cornstarch
2 egg whites, beaten
3 Cups oil for frying
powdered sugar

Coat watermelon shapes with flour. Mix egg whites and cornstarch with just enough water to make a thick batter. Heat the oil in a deep saucepan. Coat the watermelon pieces with the egg-cornstarch batter and put into hot oil. Fry pieces until light brown. Remove and drain on a paper towel. Sprinkle with powdered sugar.

Three-Day Pickled Watermelon Rind



2 pounds watermelon rind, cleaned of seeds and red flesh
2 Tablespoons pickling spice
2 Cups brown sugar
2 Cups distilled white vinegar
6 Cups water
1 Tablespoon allspice
1 Tablespoon whole cloves
2 Tablespoons cinnamon

Cut rind into one-inch cubes.

Mix pickling spice, cinnamon, cloves, allspice, and sugar with 4 Cups water and 1 Cup vinegar. Boil for five minutes. If you want spicy pickles add half of a hot pepper, minced, to the mix.

Pour liquid over rind pieces and soak for a day. Drain liquid from rind and reheat it. Then pour it over the rind again and let stand for another day.

Drain rind, cover with 2 Cups water mixed with 1 Cup vinegar. Let stand overnight. Then boil all together for five minutes and allow to cool. Put into clean, sealing bottles and refrigerate.



Tropical Summer Salad

1/2 Cup fresh orange juice
2 teaspoons olive oil
2 Tablespoons vinegar
1 Tablespoon grated orange zest
1/4 teaspoon salt and black pepper to taste
2 Cups watermelon, peeled, seeded and chopped into half-inch cubes
2 ripe mangos, chopped into half-inch pieces
2 small red onion, chopped
1 Tablespoon chadon benée, minced
2 ripe avocados, chopped into half-inch cubes
1 Tablespoon fresh limejuice
2 lime, sliced thin

Pour orange juice into a large bowl. Stir in the olive oil, vinegar and orange zest; season with salt and black pepper. Toss the watermelon and mango cubes in the dressing. Stir in the onions and chadon benée. In a large bowl, sprinkle avocado cubes with limejuice, and season with another pinch of salt. Stir and cover with melon–mango combination. Garnish with lime slices.

For the Home Gardener

Watermelons, *citrullus lanatus,* require a good sandy soil and should be planted at least four feet apart in rows six feet apart, in beds raised six to 12 inches to allow for drainage. Watering should be done by soaking, not sprinkling, which damages the leaves. The vine of the watermelon plant branches in many directions, with numerous large leaves. The watermelon flower is not very showy and must be pollinated by honeybees to produce fruit. Use a 20-10-10 fertilizer mix when they begin to vine, and 12-12-17-2 when flowering. It takes the watermelon plant 80 to 95 days to become full grown, and the fruit is ready for harvest when the part of the rind touching the ground changes from white to pale yellow.

Trinidadian gardener Shirley Hall is the author of The New Caribbean Home Garden Handbook, *©2011.*





info@marigotbeachclub.com www.marigotbeachclub.com



The Food Fair

Stock Up

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

Hubbard's

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

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

Boat Insurance
Any Craft, Any Use, Any Age, Anywhere!
Survey Not Normally Required
Any Boat - Any Use
Personal Belongings
Equipment Cover
No Claims Discounts
Edward William
WEB: www.edwardwilliam.com
E-MAIL: info@edwardwilliam.com

Read in Next Month's *Compass*:

Sea Leg Stretches in Martinique and Dominica

Cruising with Fear?

Cool Out with Cucumbers

... and more!



KEEP MOVING

Dear *Compass*,

Regarding Frank Virgintino's article in the July issue, about hurricanes and where to go during the summer to sit on your boat and wait out the hurricane season, there is no reason why during hurricane season you must stay in one place. GO CRUISING!

As per my article in the June 2009 issue of *Compass* (and reprinted on my website, www.street-iolaire.com) regarding cruising during hurricane season, you can cruise the Windward Islands during hurricane season as long as you do not go farther north than Martinique and check the weather every day. If a hurricane or named storm develops, pick up the anchor and head south.

For more information read the above article.

Don Street
Formerly of *Iolaire* and *Li'l Iolaire*, and now of the 74-year-old Dragon, *Gypsy*

Dear Don,

Great minds think alike: see Frank's article about summertime cruising in the lower Caribbean on page 24.
CC

BBM-ING BOAT BURGLARS IN BEQUIA

Dear *Compass*,

On the weekend of April 15th, I came to Bequia with a group of friends on my boat, *Cattitude*.

We decided to go ashore one night to have a drink at one of the seaside bars. On returning to the boat, we found someone had been on board during our absence. We discovered that an Apple computer, two iPods, two iPads, a camera and two Blackberry phones had been stolen. I felt that as we returned, we had disturbed the thief, as there were other valuables on board which he could've helped himself to, if he'd had the time!

We went to the police to report the theft, and to get a letter from them for insurance purposes. We were told that this would take two weeks and that we'd have to go to St. Vincent to get the report! The police showed very little interest in our problems.

We also made a report to the Bequia Tourism Association who, unlike the police, seemed very concerned about our experience and that this kind of theft had happened in Bequia. We also chatted with a vendor about the situation. She declared that everyone knew who the thief was, and that when he was in prison, the thefts stopped. An English couple reiterated this. Everyone seemed to know who had perpetrated the crime and I wondered about the total lack of interest of the Bequia police.

Recently a friend BBM-ed to one of the stolen phones, not realizing that the phone had been stolen, and she picked up the name of the person who answered — and photographs — so now the thief could be tracked. However, the Bequia police have not communicated with me so far, although we have the name of the present user of the phone. I have contacted the St. Vincent police with this information, as it should be easy then to trace the thief — if indeed the police are interested!

If the government of St. Vincent & the Grenadines is serious about developing tourism, as I believe it is, they should realize that they have a gem in Bequia and upgrade their police stations, equipping them with tools and the skills to use them to cope with this type of theft. Word travels quickly among sailors, and Bequia is a delightful stop most of the time, but when things like this happen, it leaves a sour taste in the mouths of visitors and it seems that, in such a small place, where little can happen without locals being aware, this knowledge should be used to track and charge perpetrators of crimes. Since Bequia depends so much on tourism, this kind of publicity can be very damaging to its reputation.

Norman Sabeeney
S/V Cattitude

Dear Norman and* Compass *Readers,

We don't often publish individual crime reports unless there is a particularly bad incident (e.g. a violent attack or armed boarding) or a persistent danger in a certain area (e.g. the Peninsula de Paria), but this type of burglary has been a pernicious problem in Bequia seemingly forever, with occasional breaks. The actions of a few "thief men" not only harm the victims, but when visiting sailors are reluctant to go ashore for a drink or an evening meal, untold and ongoing damage is done to the numerous livelihoods provided by the waterfront bars and restaurants that depend largely on yachts for their existence.

Another burglary from a yacht in Admiralty Bay was reported to the Caribbean Safety and Security Net on June 17th, and on July 4th a skipper told us that there had been burglaries from other yachts in the bay the night before — and for this reason he and his wife would not be going ashore for dinner, as had previously been their custom whenever in Bequia.

In some yachting destinations, the police have done their duty and decisively halted crime against yachts. In others, the affected business owners themselves have sponsored private-sector security patrols. One restaurant operator in Malgre Tout, St. Lucia went to the extreme of putting guards aboard boats whose occupants dined in his establishment. In yet other destinations, the yachtspeople themselves have addressed the problem by simply boycotting the place. None of these actions seem to have taken place in Bequia, and we can't help but wonder why.

Your letter was sent to the SVG Ministry of Tourism but there was no response for publication.
CC

PS: As this issue of Compass *was going to press, we received reports that on the night of July 21st, four men approached a yacht anchored in Admiralty Bay and a single-handed cruiser was shot in the leg in an apparent robbery attempt.*

MITIGATING 'MOONLIGHT MARINE'

Dear *Compass*,

It's that time of year. You've hauled your boat out, decommissioned the engine, stowed the sails, set the rattraps, bought plane tickets to Peoria... what else?

Hurricanes aren't the only things to worry about. At the end of every summer you hear tales of woe from cruisers who come back to find that their ships have been... shall we say, lightened? The list of items nicked from yachts in long-term storage is amazing: dinghies and liferafts, propellers, navigation equipment, wind generators, self-steering gear, TVs, tools, outboards, even DVDs and tinned food!

Were the perps local criminals, crooked yard workers, or as Don Street calls them "your fellow yachtsmen" looking to cheaply outfit their own boats at "Moonlight Marine"? It doesn't really matter. What can we do to minimize the risk of our stuff becoming somebody else's stuff while we're bonding with the grandkids?

- Ask around. What's the reputation of the yards you're considering with other boaters?
- Grill the office. Who has access to the yard? What security systems are in place? CCTV, dogs? Does anyone patrol at night? How often? Do they ever look up on deck or just walk around below? Who will have access to keys to your boat? What does the contract say about burglary? Do they provide a safe or lockers? Will your boat be inside a fence? Under lights?
- Make an inventory, a list with serial numbers and photos, for your insurance.
- Obviously, don't leave anything on deck or under the boat, and don't leave a ladder handy!
- Do leave a through-hull open. We heard of one boat that was literally filled with rainwater after thieves left the main hatch open and the yard staff never noticed all summer long (i.e. three months of tropical rainy season). Whatever hadn't been stolen was waterlogged and ruined.
- Make your boat the hardest target, with "bullet-proof" hatches and a companionway like Fort Knox.

Then go have fun in your alternate reality.

Sign me, Better Safe Than Sorry

TRINIDAD, THE PLACE TO BE

Dear *Compass* Readers,

If you need work done on your prize possession, a.k.a. your boat, Trinidad is the place to be. My husband and I arrived in Chaguaramas on May 20th with no expectation other than to get work done on our boat. We arrived a day earlier than expected and were received at CrewsInn with a big welcome. Customs and Immigration being here on site was a bonus. As for all the bad stories we have heard about Trinidad & Tobago's clearing-in procedure, we have no complaints. We even cleared in on a Sunday and we did not pay overtime fees. Our previous port was Charlotteville, Tobago and the paperwork was just a matter of handing over their completed work and all was good.

We took the first week to familiarize ourselves with our surroundings and scope out the various boatyards and possible contractors to assist us in the jobs we lined up to be done on our boat, *S/V Joana*. One must keep in mind that the area is a commercial area — a work area, not the place to look for a white sand beach.

—Continued on next page

—*Continued from previous page*

The number of facilities, amount of equipment, inventory and technical talent is remarkable, but even more impressive is that it is all concentrated in one location. It is yachting repair heaven. Here you will find the greatest concentration of pleasure boat services and facilities of anywhere in the world, so much so that it is mind-boggling. If you are willing to look past some of the commercial aspects of the harbor, it really is a very pleasant place to be.

May 26th was our haul-out date and within hours our boat was safely on land at Peake Yacht Services and work needed to commence. Monday morning came and by now we had a contractor preparing our hull for painting — Allen Dowden of Yacht Maintenance Services. Carlos Fensom of Alpha Upholstery & Canvas picked up our tender to make "chaps" and we found a sailmaker (Superb Sails) to inspect and repair our sails. We were so pleased with the canvas worker we commissioned him to make cockpit seatbacks, recover our folding chairs and make new interior settee cushions. Alpha Canvas is top notch in everything they made for us. I am usually eager to take on such projects but with the competence, efficiency and price it did not make sense doing it ourselves when we had so many other projects on the go.



ZIPPORAH GIDHUMBI

Our greatest story to relate to our fellow cruisers is the following:

On the morning we set aside to do regular maintenance on our windlass, it became clear that it needed more than greasing and polishing. As we were taking it apart a nice gentleman (Ian Chai Hong of Winch Works) came over looking for work, claiming to be a winch and windlass repair and maintenance professional. We could not believe our luck. Here we were perplexed with a troublesome windlass and not really knowing how to progress and here was Ian, more than ready to assist. Over the next several hours our problem was determined and he took it away to be fixed.

Chaguaramas has been more than a hurricane destination for us but rather a top-notch place to do maintenance, explore a new destination, reprovision, fly home conveniently and socialize with other yachties. This is a great place to pass your time during hurricane season.

Diane Alarie
S/V Joana
www.joana.ca

Dear Compass,

Bravo, Louise Mitchell-Joseph (*Compass* July 2012, 'What's on My Mind – Time to Stop Whaling in Bequia'). She is surely expressing the opinion of the majority of foreign residents and visitors both on land and sea who feel unable to voice these views without incurring the wrath of the local pro-whalers.

Please, please let this be the beginning of the end of this barbaric and totally unnecessary practise.

When the whales pass through the Caribbean they are at their most vulnerable with many traveling slowly and staying in shallower waters while tending to calves at their side. This is the very worst and totally unethical time to be hunting any creature, particularly one that is endangered.

Nobody starves on Bequia. Whale meat is certainly not an integral part of anybody's diet. There is simply no case to be made for the continued hunting of these beautiful creatures whose very existence still hovers precariously close to extinction.

Guests on board our boat were thrilled to spot a humpback whale off West Cay a few years ago but were moved to tears when they realised it had a harpoon stuck in its back and was being pursued by a boat full of cheering hunters. These were guests who had chartered with us in the Grenadines for a number of years previously but declined to return after this incident.

It is indeed time for Bequia to stop whaling, shed the tarnished reputation that comes with this brutal activity and join the majority of other countries that promote and benefit from their conservation.

Resident Yachtie

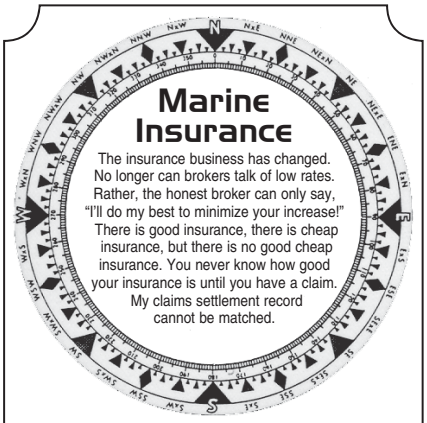
Dear* Compass *Readers,

We want to hear from YOU!

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

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

Send your letters to:
sally@caribbeancompass.com
or
Compass Publishing Ltd.
Readers' Forum
Box 175BQ
Bequia VC0400
St. Vincent & the Grenadines



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

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







THE MULTIHULL COMPANY
THE WORLD'S LEADER IN MULTIHULL SALES AND SERVICE
WWW.MULTIHULLCOMPANY.COM

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

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

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


2008 89' Catana
€4.900.000


2007 73' Executive
$2,000,000


1999 60' Fountaine Pajot
$619,000


2007 50' Catana
$950,000


2008 50' Lagoon
$749,000


2000 47' Catana
€340,000

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

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


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


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

MONOHULLS

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

CATAMARANS

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

Us and European Markets
Caribbean YACHTS
French Caribbean
Saint-Martin . Martinique . Guadeloupe
Phone: + 590 590 294 845
www.caribbean-yachts.com

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


55' 2006 DynaCraft MY
3 strms, 700HP Cats,
$550,000

Tel: (340) 779-1660
Fax: (340) 779-4803
yachts@islands.vi


Miss Goody
43' 1987 Marine Trading
Sundeck, Washer/Dryer
$65,000

Sail

37' 1977 Tartan, well maintained, stack pack, AP	$39,000
38' 1967 Le Comte, Northeast 38, classic, excellent cond.	$78,500
43' 1976 Gulfstar, Yanmar 75HP,low hrs. AP,	$45,000
50' 1978 Nautor MSailer, refit, excellent cruiser	$249,000

Power

26' 1997 Grady White, cuddy cabin, twin Yamahas	$36,000
40' 2002 Corinthian 400, Twin Yanmars, Express Cruiser	$250,000
42' 1984 Present Sundeck, 135HP Ford Lehmans, needs wk	$39,000
48' 2004 Dyna Craft MY, 450 Cats, 3 strms	$295,000

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

WHAT'S ON MY MIND

When We All Get to Heaven

by Tom Service

My wife, Lilly, and I were at Salt Whistle Bay, Mayreau, St. Vincent & The Grenadines for the First Annual End-of-Season Pig Roast. We were eating, drinking and re-sailing the cruising season just past when we heard the disturbing news: an SGV Customs officer had drowned during the boarding of a Venezuelan boat, suspected of smuggling drugs, off nearby Union Island. The suspected drug-runners resisted, resulting in a gun-battle; three of the Venezuelans were killed, one wounded, and the remainder of the vessel's nine-man crew were taken into custody.

The dead Customs officer, Othniel Whyte, was married, a father of children, a grandfather, and had been an SVG Customs Officer for over 21 years. As cruisers we have regular contact with these officers, and we enjoy sailing the waters where the incident took place. All of this was very sobering news to the sailors at the nearby Tobago Cays as well.

The following day Lilly and I sailed down to Clifton, Union Island. Our cruising season was drawing to a close, and we were there to check out of SVG on Monday morning. Sundays in most West Indian towns are usually quiet, however, June 10th in Clifton was eerily so. We asked a local fellow on the street what was up. He said most of the island's residents were down in the village of Ashton for a funeral. We asked if the funeral





Above: The St. Vincent & the Grenadines Police Marching Band turned out in full regalia and carried the day with their lively renditions of Christian hymns

Left: Othniel Whyte was a well-loved family man, and well-respected citizen of Union Island

was for the Customs officer and he said it was. Since we had come ashore to hike and explore we were certainly not dressed for a funeral. However, it was about to begin, and we decided to go and represent the cruising community — dressed just as we were.

Although SVG provides a single page clearance form, often when sailing through the Caribbean our contact with Customs and Immigration officers is restricted to standing before them at a high counter and filling out multiple copies of antiquated clearance forms, separated by sheets and sheets of messy old-fashioned carbon paper. Most of the cruising community hail from First World digitized countries, and to be perfectly honest, we tend to be a bit smug when dealing with Third World bureaucracies. But not today: today a man was in his coffin, and that man was dead because he did his duty and stood up against evil.

Make no mistake about it, the people who manufacture and distribute illegal drugs are evil, and those that use this poison are fools. As a retired naval officer, the current fad to romanticize the pirate/drug culture image goes right against my grain. The Windward Islands of the southeastern Caribbean are often the first stop of the narco-terrorists operating out of South America as they head north to the United States. Officer Whyte was a casualty on the front line of the international War on Drugs, a protracted conflict that seems to have no end, and only a few victories. As cruisers, we are grateful that there are courageous people like Officer Whyte trying their best with limited material resources and scant public support to make the world a safer and better place for us all. Lilly and I feel quite strongly about the many sacrifices law enforcement personnel make for us each day, and that is why we found ourselves hurrying across Union Island towards Ashton Village on that quiet Sunday morning. We would go to the funeral dressed in shorts and T-shirts and the ubiquitous cruiser backpacks, and we would stand and pray with Officer Whyte's family and friends. As we left Clifton a local man fell in walking with us; he told us how to get to Ashton and where the church and cemetery were located.

—Continued on next page

—Continued from previous page

We heard the procession well before we saw it. The first sounds that worked their way up the Trades to us was the deep thump of a bass drum, juxtaposed by the staccato trumpets of a marching band. As we rounded a hill and came down into Ashton Village we could see hundreds of people in the road ahead. They surrounded the hearse, and their presence seemed to lift it, giving the scene a spiritual buoyancy as the procession left the church grounds. They were marching, dancing, and singing loudly: "When we all get to heaven, what a glorious day that will be. When we all see Jesus, we will sing and shout for victory." We had come for a funeral, and found ourselves in a joyous celebration of life; the life of a man well loved. The St.



As the procession approached the cemetery the skies opened and a tropical deluge poured down — but the spirits of the Union Islanders shone brightly

Vincent Police Marching Band preceded the hearse in their full regalia, sparkling crisp white uniforms, the flash of their horns reflecting the bright light of the tropical sun, and the beat of their triumphant music carrying the celebration forward. This was, in fact, a celebration. We had come to support these good folks who had lost a loved one, yet it was they who lifted our hearts and reminded us of the good fight and a race well run. They sang this refrain as they danced down the road: "Would you be free from the power of sin? Would you over evil a victory win? There is power, power, wonder-working power, in the precious blood of the Lamb." Ours were the only white faces in a sea of black. The celebrants were decked out in their Sunday best, and we were in casual garb, but we were welcome and comfortable among fellow believers. Our spirits soared as we marched along with them — good had indeed triumphed over evil.

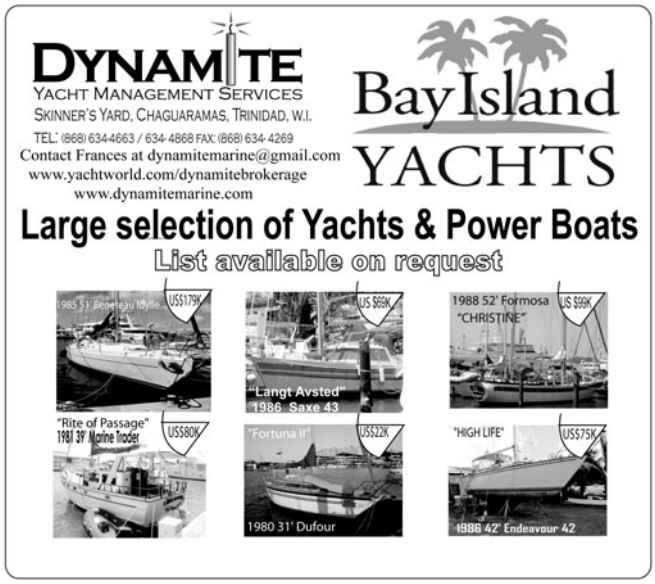
After nearly an hour of marching, singing, and dancing, the procession approached the cemetery located on a gently sloping hillside overlooking the azure Caribbean. A severe rainsquall suddenly swept in from the east and raked the funeral party, but it certainly did not dampen the islanders' spirits. West Indian lore holds that rain is the teardrops of the dead, and this was easy to visualize as we looked across the emerald cemetery grounds, dotted with white marble monuments, and the fresh earth of an open and awaiting grave. Just then, as the rain poured down, several of the women left the road and headed for the grave. They danced on the graveside newly piled soil, and enthusiastically claimed the ground for their God — and a final victory. This was faith: to stand up and shout when your heart is broken, when it would be so much easier to just lie down and cry, to dance and proclaim life and light when the deepest darkness presses in. These folks were clearly victors, not victims.



Lilly and I had come ashore that morning in tropical sunlight, anticipating an enjoyable day of hiking, with perhaps an ice cream cone to top it off. But there we stood, in a steady rain, chilled and watching these good people celebrate life, and reminding us just who we really are — children of God. Evil had indeed been defeated by light and life and faith.

Thank you, Union Islanders. "When we all get to heaven..."

Tom and Lilly Service are cruising the Caribbean aboard S/V Tiger Lily. *See their blog at www.sailblogs.com/member/tigerlilly.*



CALENDAR

AUGUST

1	Public holiday in many places (Emancipation Day) and Jamaica (Independence Day)
1	Carriacou Children's Education Fund Annual Welcome Potluck Barbecue, Carriacou. ccefinfo@gmail.com
2	FULL MOON
3	Carriacou Children's Education Fund Annual Charity Auction, Carriacou. ccefinfo@gmail.com
3 - 4	Cudjoe Head Celebrations, Montserrat. visitmontserrat.com/Cudjoe_Head_Celebrations
3 – 6	Carriacou Regatta Festival sailing races
4 - 5	Windward Fête, Lorient, St Barth's (boat races and fishing tournament)
5	St. Maarten to Anguilla Pursuit Race, St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
5	Rodney Bay to Marigot Bay Race, St. Lucia. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com
6	Public holiday in Grenada (Emancipation Day), in Dominica and Anguilla (August Monday) and in Antigua & Barbuda (Carnival)
6 - 7	Public holiday in Antigua & Barbuda (Antigua Carnival)
6 - 8	Public holiday in the BVI (Festival)
6 - 13	Nevis Film Week. nfcnevis@live.com
7	Public holiday in Antigua & Barbuda and Grenada (Carnival) and in Nevis (Culturama Street Parade)
9 - 10	Public holidays in Anguilla (August Thursday and Constitution Day)
10 – 12	Caribbean Dinghy Championship, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
10 – 12	Aruba Rembrandt Regatta, Aruba. http://aruba-regatta.com
10 - 12	Tarpon Tournament, Trinidad. http://ttgfa.com/events
11 - 21	Caribbean & International Food Fair, Nevis. tel (869) 469-3441
12	Marigot Bay to Rodney Bay Race, St. Lucia. SLYC
13 - 14	Grenada Carnival. www.grenadagrenadines.com
15	Public holiday in Haiti (Assumption Day)
19	Windward Cup Regatta, Carriacou. www.grenadagrenadines.com
25	Carib Great Race (powerboats) from Trinidad to Tobago. thettpba@gmail.com
31	Public holiday in Trinidad & Tobago (Independence Day)
31	FULL MOON (blue moon)

SEPTEMBER

6	Public holiday in Bonaire (Flag Day)
8 - 9	Back to School Regatta, BVI. Royal British Virgin Islands Yacht Club (RBVUYC), tel (284) 494-3286, sailing@royalbviyc.org, www.royalbviyc.org
10	Public holiday in Belize (St. George's Caye Day)
16	Public holiday in St. Kitts & Nevis (National Heroes' Day)
17	Public holiday in St. Kitts & Nevis (National Heroes' Day observed)
19	Public holiday in St. Kitts & Nevis (Independence Day)
21	Public holiday in Belize (Independence Day)
22	Autumnal Equinox
23	Seafood and Fishing Festival, Antigua. www.antiguabarbudasportfishing.com
23 - 30	San Juan International Billfish Tournament, Puerto Rico. www.sanjuaninternational.com
24	Public holiday in Trinidad & Tobago (Republic Day)
30	FULL MOON

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

FREE Caribbean Compass On-line FREE
www.caribbeancompass.com

Caribbean Compass Market Place

Antigua



Azores

MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to Trans-Atlantic Yachts!

Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (16%) importation
Duty free fuel (+10.000lt)

TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Grenada

TURBULENCE Ltd.
(473) 439 4495
turbsail@spiceisle.com
www.turbulenceltd.com
DOYLE SAILMAKERS

PROVEN QUALITY
FIVE YEARS /50,000 MILES GUARANTEED
Good for the economy
Made right here in the Caribbean
Minimal Co2 Print No International Air Freight

TechNick Ltd.

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

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

NEILPRYDE

NEILPRYDE Sails Grenada

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

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

Grenada

CARRIACOU REAL ESTATE

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

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

We also handle Villa Rentals & Property Management on Carriacou

IKAL

• rare exotic arts + crafts • jewelry
• wooden-ware • hammocks + more unique gifts
for your boat, home + friends
young street st. george's grenada
just steps from the carenage
tel: (473) 440-2310 fisher@caribsurf.com







Martinique

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

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





continued on next page ⟶

Caribbean Compass Market Place

Martinique

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

Sea Services
SHIPCHANDLER
Contact us at
seaservices972@orange.fr
We're glad to help
109 rue Ernest DEPROGE
97200 FORT-DE-FRANCE - MARTINIQUE
On the sea front
Tél +596 596 70 26 69 - Fax +596 596 71 60 53

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

THIS COULD BE YOUR MARKET PLACE AD

Book it now:

tom@caribbeancompass.com

or contact your local island agent

Puerto Rico

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

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

St. Lucia

ROGER'S OUTBOARD SERVICE
St. Lucia
OFFERS PROMPT AND EFFICIENT REPAIRS AND SERVICING OF ALL MAKES OF OUTBOARD ENGINES.
WE PICK UP AND DELIVER TO AND FROM RODNEY BAY MARINA. ALSO AVAILABLE ARE PRE-OWNED RECONDITIONED OUTBOARD ENGINES.
CALL ROGER AT (758) 284-6050

RODNEY BAY SAILS
St. Lucia
Sail repairs, biminis, awnings, new sails, rigging, splicing, cockpit cushions, servicing of winches. Agents for Doyle, Furlex & Profurl
Call KENNY
Tel: (758) 452-8648
or (758) 584- 0291
rodneybaysails@hotmail.com

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

St. Maarten

Simoust
Day Charter / Short Cruises
CONTACT : Stéphane Legendre
Téléphone : + 590 690 760 100
E-mail : steflegendre@wanadoo.fr

SVG

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!

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

VELOCITY - LÖRDAG
Barbecue – Crafts & Watertaxi
Tobago Cays – Mayreau
Union Island – Mopion PSV
+1784 492 26 16 or VHF
Welcome to Larston
St. Vincent & Grenadines

KERRY'S MARINE SERVICES
BEQUIA
Marine/Land Mechanical Service
• Diesel / Outboard repair
• Welding / Electrical
• Refrigeration
Moorings available
Tel: (784) 530-8123/570-7612 VHF 68 "KMS"
E-mail: kerrymarineservices@hotmail.com

continued on next page →

Caribbean Compass Market Place

SVG

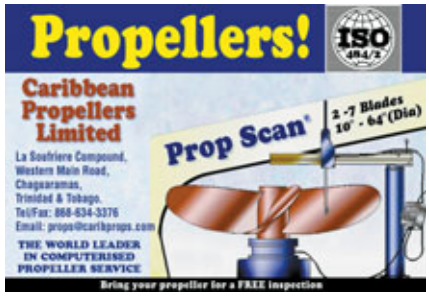
GRENADINES SAILS & CANVAS
• BEQUIA •
NEW SAILS, SAIL REPAIRS, U/V COVERS
FOAM LUFFS, BIMINI, DODGERS
AWNINGS, DINGHY COVERS
TRAMPOLINES,STACKPACKS
& LAZY JACK SYSTEMS
Located opposite G.Y.E.
(northern side of Admiralty Bay)
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

Tortola

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

Trinidad

www.powerboats.co.tt
Power Boats
"the Place for Yachts"
• 60 Ton Hoist
• Fuel Dock
• Yacht Storage
• Apartments
• Stern-to Docking
• Dockside Food Mart
• Boaters shop
Power Boats Mutual Facilities Ltd. | Tel 868.634.4303 | Fax 868.634.4327
PO Box 3163, Carenage, Trinidad, WI | Email pbmfl@powerboats.co.tt



DIESEL TANK & FUEL CLEANING
TRINIDAD TANK & FUEL SERVICES LIMITED
• COMPLETE FUEL MANAGEMENT • TANK CLEANING & GAS FREEING • EQUIPMENT SALES & LEASING • FUEL, HYDRAULIC & OIL FILTRATION • STEAM, WATER & SAND BLASTING
1 (868) 634-3395
contact@tankandfuel.com www.tankandfuel.com

Trinidad



FAST | EFFICIENT | RELIABLE
GITTENS ENGINE
Sales & Services Ltd.
Specialist in
• Marine Diesel Engine
• Transmissions
• Generators
• Parts
Authorised Service Dealer for: YANMAR & FORD LANCING
Tardieu Marine, 110 Western Main Rd., Chaguaramas
Tel/Fax: 868.634.2304 | email adian_gee@hotmail.com

CARIBBEAN MARINE
ELECTRICAL LIMITED
AC & DC SYSTEMS
Design | Installation | Upgrades
High Output Alternators & Regulators
Chargers & Inverter Chargers
Solar & Wind Systems
Batteries - Deepcycle & Cranking
Power Boats, Chaguaramas, Trinidad
phone 868.634.2359 | fax 634.4561 | www.electromarine@tstt.net.tt

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

MarcOne
MARINE SUPPLIES LTD.
SPECIALIZING IN FIBREGLASS REINFORCED PLASTICS
• Stainless Steel Boat Fittings
• Epoxy Resins
• Polyester Resins
1st Ave South, Mariners Haven, Chaguaramas, Trinidad & Tobago
Tel/Fax 868 634 2259 Email marconeltd@tstt.net.tt

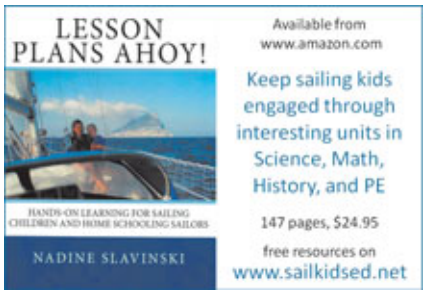
REMEMBER
to tell our advertisers you saw their ad in *Compass!*

Venezuela

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

Caribbean-wide





Writers Wanted
Boaters' Enterprise Limited wants your innovative and articulate skill to be part of our premiere waterfront magazine.
Send resumes to: huelementltd@gmail.com
For more information contact:
Boaters' Enterprise Ltd. | 27A Saddle Road
Maraval, Trinidad, West Indies
1.(868) 620 0978 | 1 (868) 622 6580 (f)
boca@boatersenterprise.com
www.boatersenterprise.com
The Boca



continued on next page →

Caribbean Compass Market Place

Caribbean-wide



LOA: 115'
Beam: 31'
Passengers: 218
Speed max: 34kts

Speed cruising: 25kts
Engines: 2 x MWM = 4700HP
Location:
St. Vincent & the Grenadines



For more information contact:
Elvis Gooding Tel: 784-493-7177 jadeninc@vincysurf.com



1966 Hurley 22
Bourree
FOR SALE
US $10k
Falmouth Harbour
Antigua
lucy@thelucy.com
+1 268 720 6868

CARIBBEAN COMPASS

www.caribbeancompass.com

FREE on-line version!

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

—Continued from page 27 *…Product Postings*

Accon's 708 Push Pole Holder and 708-R Ring Pole Holder work together to keep a pole safely in place. A riser shim isn't needed with the 708 Series since the pole sits 2.4cm off the deck. Installation is easy and only an 8cm x 1.6cm hole is required for each unit. The holders attach with four #10 screws. Optional waterproofing cups are also available.

For more information visit www.acconmarine.com.

Lifting Rings for Storage Lockers

Retrieving gear from lockers should be hassle free. Accon Marine's 101 and 102 Lift Rings enable boat owners to access their supplies with the pull of a handle. Both models are offered in locking and non-locking versions. They feature a spring-returned loop. Recessed ends allow for water runoff. The 101 and 102



Series are constructed from stainless steel.

The 101 Lift Ring measures 4.7cm x 5.3cm, while the 102 Lift Ring is 4.7cm x 5.7cm. Both models require drilling a 2cm hole and secured with #8 screws for installation.

The 102 Series is offered with single or double cam. Various cam lengths and offsets are available for either series.

For more information visit www.acconmarine.com.

Versatile LED Reading Light

The LED Flexi Chart Table Lamp from Hella marine provides energy-efficient illumination for day or night. Available in white, red, and white/red LED models, the adjustable lamps are excellent for navigation areas, berths or anywhere a reading light is needed. The dual color white/red version lamps feature precise dimming via an integrated rotary switch in the lamp head.

With a current draw of less than 2W, or less than 0.2A at 12V, these LED lamps are cool to the touch — important in close quarters. For an ultra-long service life, multi-volt electronics ensure consistent illumination and circuit protection across a range of inputs from 9-31V DC.

Completely sealed, the CE-approved LED Flexi Chart Table Lamp features a rugged, UV-resistant black plastic housing. White LED and Red LED models are also available with a white housing. The lamp head measures 104mm L x 46mm W x 36mm H, with flexible 316 stainless steel arm choices of 150mm or 400mm lengths. The lamp comes pre-wired with 120mm of twin-core marine cable.

For more information visit www.hellamarine.com.

LED Utility Lights Brighten Engine Rooms

DuraLed Engine Room & Utility Lighting from Hella marine brightens work areas with an ultra-wide spread of crisp white light.

An optional new ON/OFF switch on the lamp face is controlled by pressing the center Hella logo. To withstand the rigors of the damaging marine environment, the lights are completely sealed. Lenses are made of UV- and impact-resistant acrylic with a heavy-duty nylon shroud. Their durable construction and bright, 12-LED white or warm white output are suitable for interior or exterior applications.

Power consumption is a mere 2.5W. Hella marine's multi-volt circuitry provides uniform illumination across



inputs from 12-24V DC even under severe voltage fluctuations. CE-approved DuraLed lamps are reverse polarity and spike protected and won't blink or flicker.

The surface-mounted lamps measure approximately 140mm x 65mm x 32mm. Each light is pre-wired with 500mm of twin core marine cable.

For more information visit www.hellamarine.com.

Pre-Engineered Fire Systems Use Safe Agent

Enclosed compartments containing flammable materials require fire-extinguishing technology that activates instantly and safely. Sea-Fire's pre-engineered NFD and NFG systems are automatically heat-activated, using 3M Novec 1230 Fire Protection Fluid. This non-toxic agent is the safest on the marine market, with zero ozone depletion and an extremely low Global Warming Potential (GWP) of just one.

Sea-Fire's pre-engineered systems protect areas from 0.7 to 51 cubic metres, such as engine compartments, electrical control rooms, generator areas, paint lockers and lazarettes. Each of the easy-to-install systems comes complete with marine-approved brackets, a system status indicator light with faceplate and owner's installation manual.

While all NFD and NFG models operate automatically with heat sensor valves, all can be equipped with a manual discharge capability. Sea-Fire's pre-engineered series systems include a factory-installed pressure switch that can be used to monitor system discharge and other functions, such as activation of engine shutdown systems and air exchange equipment.

Novec 1230 works by removing heat energy at the molecular level to the point where fire cannot be sustained. It has the highest heat capacity of any commercially available halon alternative, is electrically non-conductive and non-corrosive. It vaporizes quickly during the system discharge. Unlike foams and powders, the extinguishing agent leaves behind no residue. Novec 1230 certifications include all major international approvals.

For more information visit www.sea-fire.com.

Waste Treatment System Helps Keep Waters Cleaner

Owners of boats up to 20m can rely on the ElectroScan from Raritan, to dispose of wastewater in waters that are not designated "no discharge" zones. This US Coast Guard-certified Type 1 marine sanitation device transforms wastewater so that it is generally cleaner than the waters in which the boat is traveling.

The three-phase treatment process automatically starts with each flush. First, saltwater and untreated waste enter the unit and go into the maceration chamber; solids are reduced to minute particles by a cutting blade. Then, electric current is applied to electrodes, which convert the salt water to a powerful bactericide and oxidizing agent, hypochlorous acid. Bacteria and viruses are forced into contact with the treatment agent.

The next time the treatment unit is activated, the treated waste from the maceration chamber crosses over into the mixing chamber. Waste is treated a second time and further broken down by oxidation, eliminating odors, reducing nutrients and resulting in sanitized waste and salt water.

Finally, treated waste is discharged. Bacteria and viruses have been destroyed, there are no visible floating solids and no chemicals were added to the process or released. Salt water is returned to receiving waters.

The smallest, most popular and environmentally friendly treatment system available, ElectroScan records each treatment cycle and stores key information in non-volatile memory that can be summarized on the LCD display or downloaded to a PC. Utilizing only 1.2 amp hours per cycle, ElectroScan generates its own natural disinfectant from salt water.

Single button operation ensures treatment after each flush. Solid-state components offer ease of use and servicing. A salt-feed system and pump installation option regulates salinity. ElectroScan is available in 12, 24 or 32V DC.

For more information visit www.raritaneng.com.

Rust Response Lifts Effort Out of Rust Removal

Leading manufacturer of environmentally friendly boat cleaning products Ensearch has introduced Rust Response, a super-effective gel that removes deep-seated rust stains. Rust Response tackles a wide range of surfaces such as stainless steel pulpits, stanchions and fittings, fibreglass gelcoat, teak, upholstery and paintwork. Rust Response even removes those rust specks that become embedded in gelcoat and paintwork as a result of angle grinding nearby.

No scrubbing or scraping is necessary. Rust Response is simply applied with a soft paintbrush. Leave it on until the stains have disappeared and wash off with water while gently agitating with the brush. The product's gel-like consistency makes it easy to use on vertical surfaces. Rust Response contains no abrasives so will not damage surfaces. It is biodegradable.

For more information visit www.ensearch.co.uk.

Note: The information in this article was provided by manufacturers and their publicists. Compass Publishing Ltd. accepts no responsibility for the accuracy of statements made.

CLASSIFIEDS

FOR SALE



1981 Cape dory 30	22.000 US
1982 CATALINA 32	19.000 US
1997 BENETEAU 36CC	49.900 US
1987 IRWIN 44 MK II	109.000 US
1986 OYSTER 435	135.000 GBP
1978/2000 FORMOSA 56	199.000 US
2009 HUNTER 45DS	229.000 US

E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531



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



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

34' IRWIN CITATION 1984 Want to go cruising now? She is ready!! Owner looking for bigger boat. Yanmar 3GMF. New sails 2008. mast and rigging 2009, bimini and dodger 2008. Mack Pack 2008. Electronics E 80 Raymarine depth satellite weather plot finder GPS. Icon VHF. Solar panels 290 watts, wind generator AIRX400, 4 group 27 batteries 2012. St Croix davits, refrigerator, freezer,water heater (brand new) Fuel 32 gal, water 85. Propane 3 burner stove w/ oven. All safety gear, spare parts. St. Croix. US30,000 Mark, Tel: (340) 514-8883



CALYPSO MARINE V-34 SPECIAL, 2 x Yanmar diesel inboard engines, great fuel efficiency. Tel: (784) 454-3474/495-4930 E-mail: wefishin@vincysurf.com



38' 1981 MARINE TRADER GRP Ford Lehman diesel and Northern Lights generator (both under 500 hrs), Aft cabin w/dbl berth, forepeak twin, large galley, 2 heads, dive platform, solar panels, fantastic live aboard boat with plenty of space for a whole family! Lying Bequia US$24,000 E-mail: tom@smudge.com Tel: (784) 528-9163 Details and photos: www.smudge.com/marine-trader-hermione-for-sale



HARBOR TUG 30.5M, Built Rotterdam 1981, 2574hp twin screw, 30T bollard pull. Lying Trinidad. Tel: (868) 625-2927 E-mail info@maritimepreservation.net



27' WELLCRAFT NOVA Cuddy cabin, 2x200 hp Yamaha, low hrs. Runs good as is, where is, no trailer. US$ 26,000. E-mail: abel@vincysurf.com Tel: (784) 528-8989



21' BOWEN MARINE 200hp Yamaha w/ 240 hrs. Boat was just refurbished and in like new condition.Tel: (784) 533-1115 E-mail: forde@vincysurf.com



23' FORMULA w/cuddy cabin, 200hp Yamaha. US$18.000 Tel: (784) 493-3076 E-mail: bd.will@hotmail.com



40' SEARAY EXPRESS Sleeps 6, 2X350hpCaterpillarsUS$90.000. Tel: (784) 493-3076 E-mail: bd.will@hotmail.com



35' MAINSHIP Open Bridge, 2x300hp Detroit Diesel 7.6kw Westerbeke Gen Asking US$65,000, OBO Offer. Tel: (784) 493-3051 Email: crayfishwc@gmail.com



27' BUHLER "Achiever" John Deere 85hp turbo, ZF Hurth Marine gearbox, hydraulic steering Tel: (784) 494-9241 E-mail: olliviermejmichael@hotmail.com



MOODY 39 Lovely condition, brand new Yanmar 54. Fully kitted for world cruising, spares, tools, charts, food, diesel. Lying Grenada E-mail: yachtbluediamond@gmail.com Tel: (473) 417-0681 Grenada

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



GULFSTAR 43 MOTORSAILER 1974 Lying ABC's. US$55,000 Details see: http://gulfstar43motorsailersloop.wordpress.com

2006 37' CRUNCHI 34 EC100K recently spent on repairs, low engine hrs on Volvo 210HP supercharged, very economical.Sleeps 4, A/C, microwave,TV, radio E-mail: info@marigotbeachclub.com



CLASSIC 20' , 5' beam, fiberglass, 85hp Yamaha only 4 yrs. old. w/trailer Lying Bequia. Tel: (784) 495-9067 E-mail: corinneandcolin@hotmail.co.uk



55FT. WILLIAM TRIPP SR. YAWL built by John de Wood, in beautiful condition US$300,000 Tel: (473) 415-0837 E-mail: isdanny_donelan1@hotmail.com



48 PRIVILEGE bar/restaurant/dive/sunset trips, etc. Lying Grenada. 120k Euro Tel: (473) 410-9602 E-mail: sailfunn@hotmail.com

SEA RAY 550 SEDAN BRIDGE 1992 fast motor cruiser. Twin MTU's @ 645 hp each with 1,100 hrs. 15kw W/Beke genset, air/con, 3 cabins/2 heads, big salon with refitted galley, big fly-bridge with bbq. Great live-aboard. Based Grenada. Huge price reduction to $125,000 E-mail: phillthomas@hotmail.co.uk Tel: (473) 449 - 9537



28' AB INFLATABLE 2012 Brand new, 300hp Yamaha, great design, very low hrs, great fuel efficiency. Registered and ready to sail. US$95,000 Tel: (590) 690-648838. E-mail: lle@budgetmarine.com

WANTED

MARINE TECHNICIAN WANTED marine engineering co. in Grenada is seeking skilled technicians with working experience in marine diesel engines, electrical, electronics, watermakers, wind generators, AC and refrigeration. Ideal for cruiser or independent tech. Please email CV to: enzamarine@spiceisle.com

TORTOLA –TRELLIS BAY Aragorn's Studio is looking for a manager or management couple to run a busy floating shop. The job requires excellent small boat (RIB) handling, a high standard of sales and communication skills and experience in tourism. A second language or more and knowledge of Caribbean arts, craft, fruits and veggies will be a big help.
Ideally this job is suited for young energetic folks that live on their own boat.
Resumes to Aragorn E-mail: dreadeye@surfbvi.com

RESTAURANT/GUEST HOUSE in Bequia needs a Manager. Skills in foreign language and knowledge of cooking are assets. Send info or queries to: cheripot@hotmail.com

MISC. FOR SALE

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

SAILBOAT PROPS 3 blade 13" to 22" Winches, Barlow, Barient from US 250, Westerbeke 12,5KW best offer, Raymarine Instruments ST60/Radar Chtplotter, Aries Circumnavigator Wind Vane E-mail: Yachtsales@dsl-yachting.com Tel: (758) 452 8531

PROPERTY FOR SALE

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

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

GRENADA - CLARKS COURT BAY East side, Approx. 2 acres for sale in various sized plots, one with 80' of waterfront, all plots have 10' right of way to water. E-mail: streetiolaire@hotmail.com

SERVICES

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

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

RENTALS

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

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

CARIBBEAN COMPASS
DON'T LEAVE PORT WITHOUT IT

www.caribbeancompass.com

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Aero Tech Lab	C/W	39	Doyle's Guides	USA	33	Marine Solar Tec	Panama	31	St. Lucia Yacht Club Regatta	St. Lucia	11
Art & Design	Antigua	MP	Echo Marine - Jotun Special	Trinidad	22	Maritime Preservation Ltd.	Trinidad	29	St. Thomas Yacht Sales	St. Thomas	40
Art Fabrik	Grenada	MP	Edward William Insurance	International	38	McIntyre Bros. Ltd	Grenada	39	Sunbay Marina	Puerto Rico	18
B & C Fuel Dock	Grenada	27	Electropics	Trinidad	MP	Mid Atlantic Yacht Services	Azores	MP	Sunsail Marine Center	SVG	12
Barefoot Yacht Charters	SVG	13	Food Fair	Grenada	38	Multihull Company	C/W	40	Tank and Fuel	Trinidad	MP
Bay Island Yachts	Trinidad	41	Free Cruising Guides	C/W	28	Neil Pryde Sails	Grenada	MP	Technick	Grenada	MP
Bequia Marina	SVG	27	Gittens Engines	Trinidad	MP	Northern Lights Generators	Tortola	5	The Nature Conservancy	C/W	47
Bequia Venture	SVG	MP	Golden Hind Chandlery	Tortola	MP	Off Shore Risk Management	Tortola	28	Tikal Arts & Crafts	Grenada	MP
Boater's Enterprise	Trinidad	MP	Golden Taste	St. Lucia	MP	Ottley Hall Marina & Shipyard	SVG	22	Tobago Cays Marine Park	SVG	32
Budget Marine	Sint Maarten	2	Gourmet Foods	SVG	37	Perkins Engines	Tortola	8	Trade Winds help wanted	C/W	31
Business Development Co.	Trinidad	17	Grenada Marine	Grenada	23	Porthole Restaurant	SVG	MP	Turbulence Sails	Grenada	11/MP
BVI Yacht Sales	Tortola	39	Grenadine Air Alliance	SVG	36	Power Boats	Trinidad	MP	Underwater Photo Book	C/W	32
Caraibe Marine	Martinique	14	Grenadines Sails	SVG	MP	Red Frog Marina	Panama	20	Velocity Water Services	SVG	MP
Caraibe Marine	Martinique	MP	Iolaire Enterprises	UK	33/39	Renaissance Marina	Aruba	16	Venezuelean Marine Supply	Venezuela	MP
Caraibe Yachts	Guadeloupe	40	Island Water World	Sint Maarten	48	Rodger's Outboard Service	St. Lucia	MP	Voiles Assistance	Martinique	MP
Caribbean Marine Electrical	Trinidad	MP	Jaden Sun for sale	C/W	MP	Rodney Bay Marina	St. Lucia	10	West Palm Hotel	Trinidad	MP
Caribbean Propellers Ltd.	Trinidad	MP	Johnson Hardware	St. Lucia	34	Rodney Bay Sails	St. Lucia	MP	West Shore Medical Center	Trinidad	6
Caribbean Rigging	C/W	35	Kerry Marine Services	SVG	MP	Rolling Thunder	Puerto Rico	MP	WIND	Martinique	MP
Clippers Ship	Martinique	MP	LIAT	C/W	9	Sea Hawk Paints	C/W	15	Xanadu Marine	Venezuela	26
Curaçao Marine	Curaçao	23	Lucy Boat	Antigua	MP	Sea Services	Martinique	MP	YES	Martinique	MP
De Big Fish	Grenada	MP	Marc One Marine	Trinidad	MP	Simoust Charters	St. Maarten	mp			
Doolittle's Restaurant	St. Lucia	37	Marina Pescaderia	Puerto Rico	MP	Slipway Restaurant	Grenada	MP			
Down Island Real Estate	Grenada	MP	Marina Santa Marta	Colombia	21	SpotlessStainless	USA	MP			
Doyle Offshore Sails	Tortola	4	Marina Zar-Par	Dominican Rep	26	Squalls and Rainbows	C/W	MP			

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


Come on in. The water is fine.
Join The Nature Conservancy and help us keep it that way.
The shining waters of the Caribbean attract more than 34 million visitors who spend nearly $6 billion (U.S.) every year. Our waters are our life. The Nature Conservancy works throughout the region to protect the places where we live, work and play.
We need your help to protect our waters and our way of life. To find out how you can make a lasting impact on conservation in the Caribbean and beyond, visit nature.org/caribbean or e-mail caribbean@tnc.org.
Coral reef in the Caribbean © Nancy Sefton
The Nature Conservancy
Protecting nature. Preserving life.™

shop

islandwaterworld.com

10% DISCOUNT ONLINE
FREE-FREIGHT DEALS
GREAT GIVEAWAYS!

great freight rates

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

20% OFF

ALL AIRHEAD AND SPORTSTUFF TOWABLES

Durable double stitched nylon encased PVC Towables in 1, 2 and 3 person configurations. A wide range to choose from in our stores!

Priced from as low as $106.00



WHAT'S ON SALE IN STORE?

15% OFF

ALL PENN SPINFISHER REELS

Constructed to withstand the harsh saltwater environment, metal-bodied Spinfisher Spinning Reels now feature 'Infinite Anti-Reverse' for improved performance and reliability.
The 750SSM has 250yard/20lb capacity and the 950SSM 300yard/30 pound capacity.



750SSM priced at $140.20

950SSM priced at $155.00



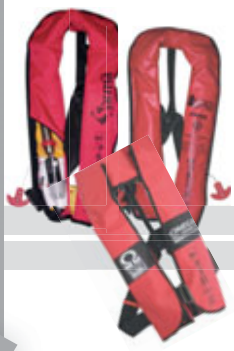
ALL 35 ½" X 47 ½" TREADMASTER SHEETS

Diamond Pattern - Treadmaster non-skid deck covering provides additional safety and comfort for boaters. Available in Fawn, Gray and Sand.

Priced at $88.80 per sheet

30% OFF

WHAT'S NEW?

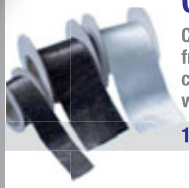


INFLATABLE LIFEJACKETS FROM LALIZAS

150 Newton ultra-light manual inflatable, 150 Newton SOLAS approved and 275 Newton both auto inflatable. All great value!

150N Ultra-light $99.95

275N Auto $165.45, 150N SOLAS $273.75



NEW EPISIZE UNIDIRECTIONAL CARBON TAPE

Carbon fiber unidirectional reinforcing tapes from West System - used to improve tensile, compressive strength and stiffness in one direction while adding minimum thickness and weight.

1 1/2inch X 12ft $27.30, 3 inch X 12ft $34.90



PROP ARMOR FOUL RELEASE COATING

Protective coating for propellers, prop shafts, outdrives, outboard motor lower units and sea strainers. The wax-like formulation is easy to apply and works without toxic chemicals which harm the environment.

Priced at $127.55 per 8oz

Island Water World

keeps you sailing!

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

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

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