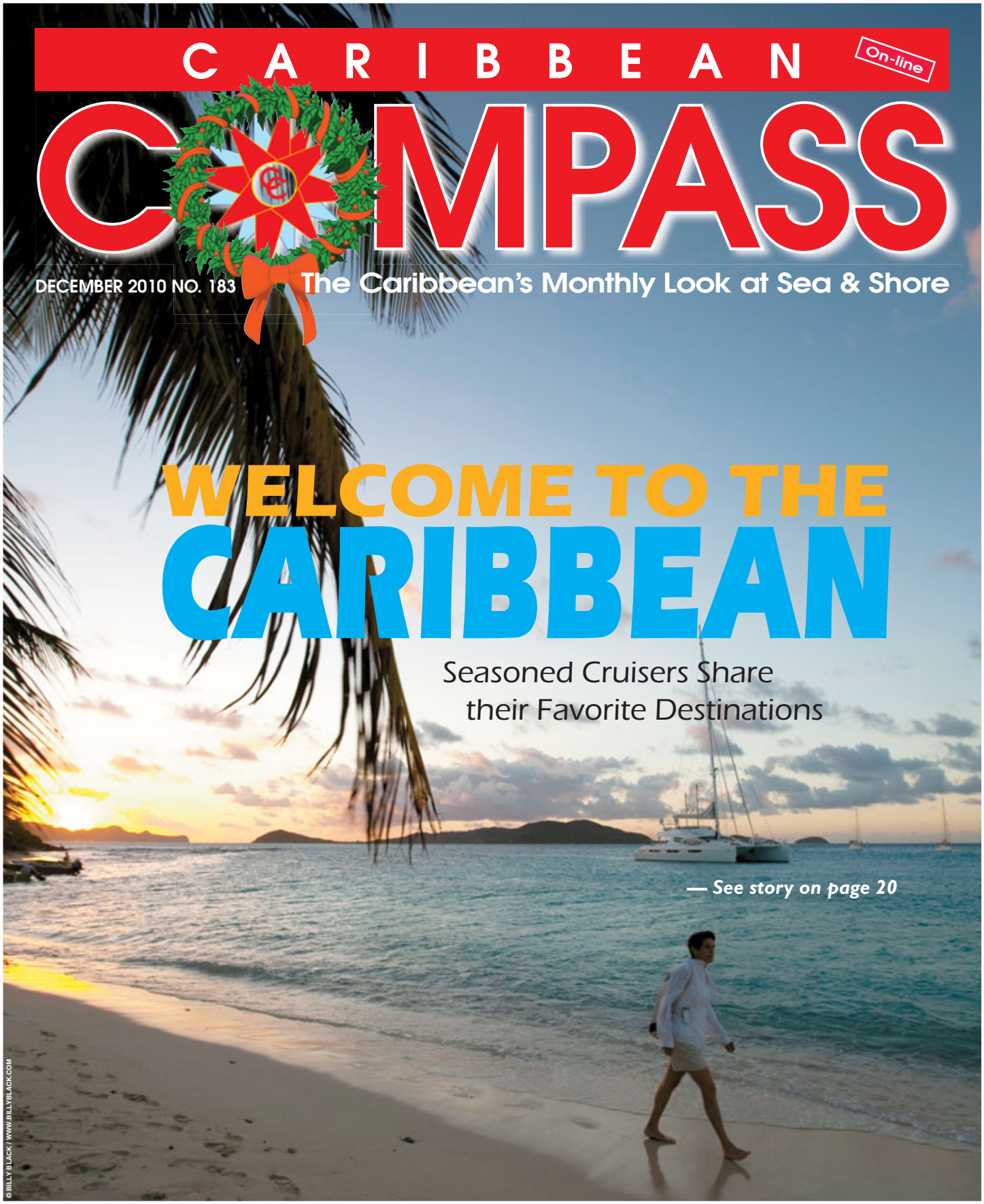
CARIBBEAN On-line
COMPASS
DECEMBER 2010 NO. 183
The Caribbean's Monthly Look at Sea & Shore



WELCOME TO THE CARIBBEAN

Seasoned Cruisers Share their Favorite Destinations

— See story on page 20

© BILLY BLACK / WWW.BILLYBLACK.COM

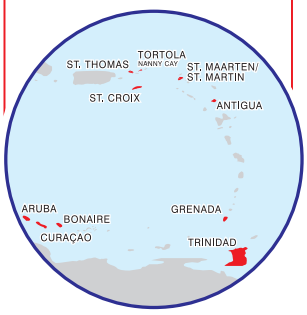


LEATHERMAN TOOLS
LEA/...



These are the multi-tools you know and love, the ones designed for the job or hobby where there are no "time outs".

Made from top-quality materials and packed with most useful features, these tools do it all.





Our new Marine Equipment Catalog is now available in our stores throughout the Caribbean.

Get your FREE copy today at your local store!

DINGHY CHAPS
Navigo, Lammina, Ventus
AB/20800-...



Dinghy chaps are the protective cover for the inflatable tubes of a dinghy and add extra years of service to an important yachting accessory, your dinghy.

We have various sizes in stock. Check it out in one of our stores!

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

DECEMBER 2010 • NUMBER 183



J. WYNNER

That's Just Swell
A December phenomenon 7

Hooray, *Flying Ray*!
Post-storm service provided .. 11



MICHELLE DANIELS

So Heavenly…
Cruising Iles des Saintes 26

On Course
Island-made self-steering..... 32

Harbor History
U-boats in the Caribbean..... 36



JO-ANNE SEWLAL

Eatin' Local
Sampling real Lucian cuisine 40

DEPARTMENTS

Info & Updates 4
Business Briefs 8
Caribbean Eco-News..... 12
Doyle's Deck View 14
Regatta News..... 17
Meridian Passage..... 29
Fun Pages.....34, 35
Dolly's Deep Secrets 36
The Caribbean Sky..... 38
Cooking with Cruisers 39
Readers' Forum..... 43
What's on My Mind..... 48
Calendar of Events..... 49
Caribbean Market Place..... 50
Classified Ads 54
Advertisers' Index..... 54

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

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

Compass Agents by Island:

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

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

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

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

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

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

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

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

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

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

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

Trinidad: Ad Sales & Distribution - Chris Bissondath,
Tel: (868) 222-1011, Cell: (868) 347-4890,
chrisbiss@yahoo.com

Venezuela: Ad Sales & Distribution - 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.

caribbean marine publishers association

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.
©2010 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

Billy Black's cover photo says it all: a calm anchorage, islands, palm trees and a walk on the beach at sunset.
Elaine Lembo strolls the Tobago Cays shore as charter cat Matau (www.charterworld.com) awaits



Info & Updates

New Immigration Fee in Margarita

A new Immigration fee of 360BsF (currently approximately US$80 at the official exchange rate) has been implemented in Porlamar, Isla Margarita, a port of entry for Venezuela.

For current Venezuelan international and national clear-in and clear-out charges, plus more information on Isla Margarita, visit www.wifiguy.co.cc/info.html.

Yacht Sector Mainly Spared by Last Hurricane of 2010

In a burst of late hurricane season activity, Invest91, an area of disturbed weather which developed to the southeast of the Eastern Caribbean during the last week of October, was designated Tropical Storm Tomas on October 29th. Although seven of the last ten years have had named storms in November, it is unusual for late-season storms to develop so far south.



WWW.CCRIF.ORG

After taking a sharp northward tack during the night, Tomas tracked just south of Barbados during the early morning hours of October 30th as an intense Tropical Storm with gusts to hurricane force. Fortunately for yachts anchored or moored in Carlisle Bay, the island's main anchorage, the strongest winds were from the east. Nevertheless, a local day charter catamaran was destroyed on the rocks at the entrance to the Careenage, a Fountaine Pajot cat on a mooring in Carlisle Bay capsized, and a handful of smaller vessels either sank at their moorings or went ashore.

Later that morning, the system became a Category 1 hurricane and moved through the channel between the Windward Islands of St. Vincent and St. Lucia at approximately 4:00PM. The southern part of Saint Lucia, including severely hit Soufriere and Vieux Fort, was within the strongest, northern eyewall of Tomas, while the northern part of St. Vincent received the southern and leading/trailing eyewalls. (See the following news item regarding the effect of Hurricane Tomas on the northern part of St. Lucia.) The southern and western parts of St. Vincent, where a number of yacht charter bases and anchorages are located, avoided hurricane force winds owing to the protective effect of the interior mountains. The leeward coast of St. Vincent, however, received rare onshore westerly winds as the storm passed to the north, causing at least one charter catamaran anchored at Cumberland Bay to end up on the beach.

The Grenadines received Tropical Storm force winds, high in the north and minimal towards the south of the chain. There were anxious moments in Bequia's popular anchorage of Admiralty Bay, but only one boat went ashore.

Tomas then proceeded into the Caribbean Sea, causing flooding in Curaçao, then took a sharp right-hand turn, and grazed the western tip of Haiti, the southeastern Bahamas and the Turks & Caicos Islands before fizzling out in the Atlantic.

In becoming the 19th named storm of the season, Tomas made 2010 the third busiest year on record, tied with 1887 and 1995. The only years that were more active were 1933, with 21 storms, and 2005, with 28 storms.

Saint Lucia Says, "Welcome Atlantic Rally for Cruisers!'

Saint Lucia's Director of Yachting, Cuthbert Didier, is pleased to report that the island's yachting facilities remain strong following the passage of Hurricane Tomas in October, and ready to welcome the 233 yachts from 26 nations participating in the 25th Atlantic Rally for Cruisers (ARC). "Our yachting berths both in Rodney Bay and Marigot Bay are not only state-of-the-art, they are resilient, and yachtsmen and women can rest assured that the solid infrastructure and legendary hospitality for which Saint Lucia is known await them," he says.

Organized by the World Cruising Club, the annual ARC is the largest trans-ocean sailing event in the world and regularly attracts more than 200 boats of many different types and lengths. The journey takes between two to three weeks and covers more than 2,700 nautical miles. The fleet departed from the Canary Islands on November 21st and the fastest boats are expected to arrive in Rodney Bay during the first week in December. A full schedule of activities welcomes the sailors in St. Lucia and extends into the Christmas holidays. St. Lucia marked the ARC's start on November 21st with a simultaneous flotilla sail of 50 boats of all shapes and sizes from the capital, Castries, to Rodney Bay.

—Continued on next page

Puerto Rico St.Croix St.Lucia St.Vincent Trinidad and Tobago Antigua Barbados British Virgin Islands Colombia Curacao Dominica Grenada



FIVE YEARS/50,000 MILES GUARANTEED*
* Dacron and Hydra Net Only

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Colombia
Rosales Marina
Cartegena

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

Grenada
Turbulence Ltd.
Spice Island Boat Works

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

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas

Barbados British Virgin Islands Colombia Curacao Dominica Grenada Puerto Rico St.Croix St.Lucia St.Vincent Trinidad and Tobago

—*Continued from previous page*

Located on the north side of the island, Rodney Bay Marina sustained no damage thanks to the mountains and hills that surround its lagoon location. Several boats from the outer bay came into the marina for shelter, and it was almost at full occupancy for the duration of the hurricane. The marina experienced 45-mile-per-hour winds, and no damage was sustained to any boats because of the storm.



NICK FARRELL / WORLD CRUISING CLUB

St. Lucia bound! The start in Las Palmas, Gran Canaria of the 2,700-mile transatlantic ARC 2010. This year marks the 25th running of the world's most popular passage-making event

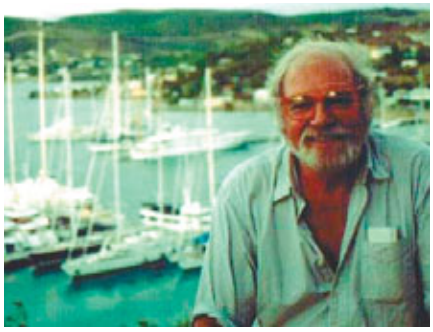
Eight miles down St. Lucia's west coast, "Marigot Bay's reputation as the Eastern Caribbean's best natural hurricane hole was strengthened by its resilience to Hurricane Tomas," reported Bob Hathaway, manager of The Marina at Marigot Bay. "The marina was packed with yachts seeking shelter and no damage was sustained despite gusts of up to 92 miles per hour during the passage of the eye of the storm," asserted Hathaway.

Decade Sentence for Grenada Yacht Crime

Nelon Noel, a 22-year-old unemployed man of Belmont, St. George's, Grenada, pleaded guilty to robbery with violence on October 5th. Noel was one of two men who robbed the Norwegian catamaran *S/Y Mary Jean* in April 2009, while the yacht was anchored near the mangroves in Mt. Hartman Bay. Cruiser Nils Tarberg was ashore when the men boarded the boat, tied up Nils' wife, Alvhild Skorpen, and stole a number of valuable articles. Noel was sentenced to ten years' imprisonment by Justice Lyle St. Paul, having acknowledged that he had five previous convictions, all for stealing.

Eight Bells

NORMA PETERS. Nearly everyone who visited Bequia by yacht during the 1980s and `90s will remember Norma Peters, who worked at the famous Frangipani Hotel from 1974 to 2003 and ran the Frangipani Yacht Services. In the days before internet and cell phones, "the Frangi" provided indispensable mail, fax, VHF radio and telephone service for both charter and private yachts, and Norma always provided a sympathetic ear and a joke when communications became a challenge. Norma was a friend to countless sailors visiting Admiralty Bay over the years. She was born on July 23rd, 1938, and died on October 22nd, 2010, leaving four sons, one daughter, nine grandchildren and many friends.



RODNEY NICHOLSON. Rodney Nicholson and his family arrived in English Harbour, Antigua in 1949 aboard the schooner *Mollyhawk*, and helped create the yacht charter industry in the Caribbean. He was the founder of the Nicholson Charter Yacht Show, now the Antigua Charter Yacht Meeting, which is having its 50th event next year. Rodney was born on December 19th, 1927 and died on November 7th, 2010. A tribute to his memory will be held on December 8th from 2:30 to 3:30PM at the Admiral's Inn, Nelson's Dockyard, English Harbour, Antigua.

New Work at Grenada's Underwater Art Park

October saw the unveiling of the latest installation at Grenada's Underwater Sculpture Park. The Park showcases Grenada's history, folklore and culture through sculpture in a unique underwater setting. Since its founding in 2006 by sculptor Jason deCaires Taylor, the park has captivated the imaginations of visitors from around the world and has become one of the 'must see' attractions on the island. Coral and other marine life growing on the sculptures make them ever-evolving works of art.

The new installation, 14 sculptures in all, is based on Amerindian art, culture and spiritual worship and is the work of local craftsman Troy Lewis. Howard Clarke, owner of Grenada Seafaris Powerboat Eco-Tours and the sponsor of Troy's work, explains that the sculptures are influenced by the petroglyphs (stone carvings) made by the early Amerindian tribes, some of which may still be seen in the Duquesne and Pearls regions of Grenada.

—*Continued on next page*

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

JOTUN
FOR THE BEST IN VESSEL PROTECTION ABOVE AND BELOW WATER
HIGH PERFORMANCE ANTIFOULINGS FOR TROPICAL WATERS:
Jotun SeaQueen the BEST in self polishing only
Jotun SeaQuantum Classic UNsurpassed in life time
Jotun Seaquantum Ultra the ULTIMATE combination of efficiency and service life
Jotun SeaAlu copperfree for Aluminum vessels
JOTUN OFFERS ALSO A FULL RANGE OF PRIMERS, INTERMEDIATE-, SPECIALTY- AND TOPCOATS.
Technical Information and Dealer Inquiries:
ECHO-MARINE - QUALITY COATINGS,
TRINIDAD
Tel.:+1 868 634 4144 or 1072
email: jotun@echo-marine.com
JOTUN is also available at all Trinidadian shipyards as well as all branches of
ISLAND WATER WORLD + + + +
BEQUIA VENTURE in the GRENADINES
bequiaventure@vincysurf.com / (784) 458 3319





Howard Clarke and Troy Lewis display a sculpture inspired by indigenous Amerindian art. Once placed underwater, the artwork will attract corals and other sea life, and 'grow'

—Continued from previous page

Created predominantly from reinforced concrete, one of the largest new pieces takes the form of a Zemi (a stone-carved idol believed to have supernatural power) and measures some three feet in height. It is thought the Amerindians created these stone carvings to represent their belief in many gods controlling the sun and moon as well as plant and animal life.

Meanwhile, Jason deCaires Taylor has expanded the underwater sculpture park concept to Mexico, where the world's largest underwater collection of contemporary sculpture in history, 'The Silent Evolution', consists of 400 permanent life-size sculptures of humans forming a monumental artificial reef in the National Marine Park of Cancún.

Cruisers' Site-ings

• A WORLDWIDE MARINA GUIDE, based on users' evaluations, is offered by Sail The World, a European offshore sailors' association with more than 9,700 members. Available in English, French and Spanish, and soon in German and Italian, this service already lists more than a thousand marinas, including many in the Caribbean, ranked according to price, safety and hospitality. Sailors can also add a comment or practical information to their evaluations.
Visit ***www.stw.fr/marina_stw_uk/affichage_marina_pays.cfm***.

• FREE TRINIDAD GUIDE ON-LINE. The first edition of the *Cruising Guide to Trinidad* has been published and is available free at ***www.trinidadcruisingguide.com***. The hundred-plus-page guide covers a wide range of topics associated with Trinidad as a cruising destination. It puts special emphasis on storage for hurricane season and the availability of yards and contract services for cruising boats in Chaguaramas. Topics also include inland exploration as well as navigational approaches to Trinidad. The guide joins the free cruising guides offered by the author, Frank Virgintino, for the Dominican Republic, Haiti and Jamaica, available at their respective individual sites accessed by putting "cruisingguide.com" after the country name. The guides are also available free in e-book form from eBook by Apple and and from Amazon as a Kindle book for a nominal charge. *See ad on page 29*.

• CREW SCAM CHECK! Legitimate yacht crew job offers generally won't ask you to pay money up front for any reason (e.g. legal fees, visa fees, travel costs, etcetera) and serious captains/agencies don't hire people by e-mail without interviewing them in person. If you are looking for a crewing job, don't answer any e-mails offering a position before you do some research at ***www.workonaboat.com/.../how-avoid-yacht-crew-scammers-275.html***.

Act Fast: Boating Writers' Contest

The US-based association Boating Writers International is seeking more international entries in its annual writing contest and is trying to grow its member base outside the US and Canada. "We have had regular participation by journalists beyond North America, but wanted to remind overseas writers of the opportunity to gain some recognition and cash awards," says BWI President Zuzana Prochazka.

The 18th Annual BWI Writing Contest has 17 categories ranging from travel by boat to maintenance, with US$1,000 in prize money for each category. The entry deadline is December 15th, 2010. *For more information visit www.bwi.org.*

Flea Market in Antigua

Every Saturday from 9:00AM to midday there is now a market for clothing, crafts, food, furniture, gifts and more at The Anchorage just outside Nelson's Dockyard, English Harbour, Antigua. Don't miss the special Christmas Market on December 18th!

Welcome Aboard!

In this issue of *Caribbean Compass* we welcome new advertisers A1 Island Marine Supplies of St. Lucia, page 38; Blanchard's Customs Services of St. Lucia, page 39; Mount Gay Rum of Barbados, page 16; and Caribbean-wide SeaHawk Paints, page 17; plus Caribe Composite of St. Maarten, Golden Taste of St. Lucia, Jolly Harbour Marina of Antigua, On Deck of Antigua, Palm Haven Hotel of St. Lucia, Ryte Welding of St. Lucia, and Caribbean-wide Spotless Stainless, all in the Market Place section, pages 50 through 53. Good to have you with us!



A SWELL DAY AT STORE BAY

by J. Wynner



The usually placid sea at Store Bay, Tobago, is at its worst come December, and last year was no exception. The ground swells just kept rolling in, forcing the beach to be locked down for the entire last week of 2009. Nearby Sandy Point was not as rough. These photos, taken over a period of four days, capture both the fury and the beauty of nature during this time. If you look beyond the swells, you will see how calm the water remained in the open bay. However, the waves with their frothy blast, some churning the sand at water's edge, others mounting the rocky shoreline, tell another story... one of disappointment for picnickers, sea- and sunbathers. Yachts anchored off in deeper water were okay.

As Eli Fuller explains on his Adventure Antigua blog, ground swells in the Caribbean are generally generated by storms far away. We can have no wind and beautifully sunny skies, yet with huge waves pounding the shores. This is especially the case in the winter, when huge cold fronts push off the East Coast of North America. Whenever we see super-cold, nasty conditions on the East Coast we can usually expect ground swells hitting the Caribbean a few days later. Eli recommends checking www.windguru.cz/int/ for wind and wave predictions.



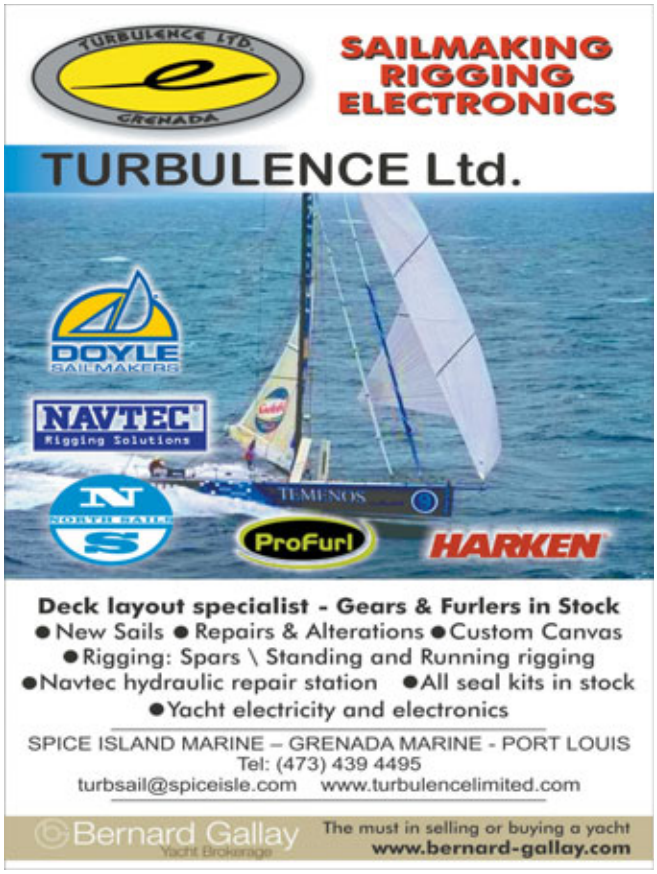


Above: At Crown Point, Store Bay, in late December 2009
Left: The swell was kicking up, but the anchorage remained tenable
Below: Crown Point back to normal, New Year's Day 2010

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







BUSINESS BRIEFS

Chaguaramas Personnel Highlight Customer Service

Ruth Lund reports: On September 21st and 28th two Customer Awareness Sessions were presented by the Chaguaramas Business Community in Trinidad. With the use of an excellent video, a Power Point presentation and role-playing, 47 participants from 14 Chaguaramas companies took a fresh look at the importance of good customer service and how to achieve it. Attendees included staff members from technical and manufacturing services and retail stores, and there was a large contingent from the hospitality sector. The sessions were very interactive, with participants speaking up about customer service issues and challenges that affected them. Feedback was extremely positive.



New Tobago Agent for Budget Marine Trinidad

Daniella Rodriguez Jacelon of Tobago Marine Supplies is now the Tobago Agent for Budget Marine Trinidad. Daniella is no stranger to the T&T boating scene and has been involved in the marketing and organization of a number of fishing tournaments and sailing regattas in Tobago. The fast ferry and regular flights between the islands facilitate easy transfer of goods between Trinidad and Tobago. While a number of Tobagonians make regular personal visits to the Trinidad store in Chaguaramas, Budget Marine's new Tobago Agent will actively seek out potential customers and make the ordering and receiving of products in the sister isle a smooth and painless experience.



Daniella can be contacted at (868) 367-1242 Tobago_marine@yahoo.com.
For more information on Budget Marine see ad on page 2.

St. Lucia's Marigot Beach Club Welcomes You!

Marigot Beach Club, St. Lucia is home to Doolittle's Restaurant and Sea Shell Restaurant.

The 1967 musical film "Doctor Doolittle", starring Rex Harrison, was filmed in Marigot Bay, which was once described by James A. Michener as "The most beautiful bay in the Caribbean". The eponymous Doolittle's Restaurant located here seats 80 persons and has faithfully served yachtsmen and women for 30 years with arguably the best fusion of French/Caribbean international cuisines in the region. Only fresh produce and herbs are used daily and have been hand selected by Executive Chef Wayne Williams. Doolittle's serves breakfast, lunch and dinner with nightly specials to complement an extensive *à la carte* menu, with an exception on Saturdays' barbecue night.

Happy hours from 5:00 to 7:00PM are generous with two for the price of one on beers, house wines and house spirits including the cocktail of the night. Enjoy live entertainment (including crab racing) on a regular basis in the winter season, Doolittle's Restaurant gets lively and fun after dinner with dancing to sweet Caribbean music. There are three full-size pool tables and a foosball table to further your enjoyment.

Just opening is the new Sea Shell Restaurant. Seating 40 persons, as the name implies it will be the only completely seafood restaurant in St. Lucia.



David Shimeld looks forward to greeting you at Marigot Beach Club, St. Lucia

Entering Marigot Bay, look to your port side and see Marigot Beach Club. You may anchor free in the outer bay or pick up moorings in the inner bay. Marigot Beach Club's free ferry (*Liquid Sunshine*) or their dinghy will pick you up — just call on VHF channel 16. Come enjoy the beach, freshwater swimming pool, beach chairs, water sports, business centre and free WiFi at Doolittle's — proprietor David Shimeld will be there to welcome you. If you need a night ashore or when landlubbers are visiting, delightful shoreside accommodations are also available.

For more information see ad on page 39.

Turtle T-Shirts at Art Fabrik, Grenada

In the boutique of Art Fabrik on Young Street in St. George's, Grenada you can find locally printed Turtle T-Shirts. The turtle was chosen as a symbol of the importance of protecting fragile marine life. The designs are by Lilo Nido of Art Fabrik and by Sandra Preisig of Fidel Productions in Carriacou. Both artists are sailors that landed here and stayed.

—Continued on next page

—*Continued from previous page*



Lilo's design is a print of her hand-painted batik artwork "The Green Sea Turtle". Its message printed below is: "Protect the planet, it's our home". The T-shirts are 100-percent cotton. Sizes run from children's small through adults' XL.

The T-shirts from Fidel Productions have different designs: turtles, dolphins, whales and whimsical local scenes, also on 100-percent cotton T-shirts for women, men and children.

You can also "upcycle" your old keys at Art Fabrik! Do you have a box in a drawer or a ziplock bag in the bilge, overflowing with keys that don't fit any of your locks? Those keys that each tell a long story of their life, and they will find a new home and feel important again. Art Fabrik will use them in their art pieces and functional artwear made in Grenada. Drop off your keys in their arty, unique boutique.

Art Fabrik has also produced a video for the worldwide campaign for climate change solutions; go to 350.org or www.youtube.com/artfabrik1 to see it. It was a fun and exciting event that put an international spotlight on Grenada.

Art Fabrik says, "Merry Christmas to our loyal customers and our *Compass* friends!"

For more information see ad in Market Place section, pages 50 through 53.

New PR Head at St. Lucia's Marigot Bay Marina

From November 12th, Ursia Girard took up the responsibility for Marketing & Public Relations for The Marina at Marigot Bay, St. Lucia, from outgoing Marketing & PR head, Hannah Forde. We wish them both all the best in their new endeavors.

Ursia can be reached at Ursia@marigotbay.com.

Yachtmaster Summer School in Grenada

Royal Yachting Association (RYA) qualifications, in particular the RYA Yachtmaster Offshore and Yachtmaster Ocean Certificates of Competence, are recognized around the world. Grenada Bluewater Sailing recently held its third combined Coastal Skipper and Yachtmaster course. Alex Johnstone, the principal, started off with the ten-day Theory Course, added on the First Aid and SRC VHF day courses, and then held a four-day Yachtmaster preparation. Philip Martinson flew in as the external Yachtmaster examiner, and after two days of examination all students passed.

The students from St Vincent were Greg Allan and Seymour Browne, who received funding from the Centre for Enterprise Development-Business Gateway, and from TMM yacht charters. Shawn Ford from Grenada, who passed his Day Skipper exam, was sponsored by his employers Omniun Ltd. Roman Szyjan from Turbulence sail loft, Grenada, passed his Yachtmaster exam.

For more information contact Fran@bluewater-sailing.net.

The Fig Tree Restaurant Opens in Bequia

Located next to Mac's Pizzeria on the Belmont Walkway on the south shore of Admiralty Bay, The Fig Tree is now open for breakfast, lunch and dinner. If you loved Cheryl Johnson's Sweety Bird Café behind the Bequia Bookshop, you'll love her seaside Fig Tree!

For more information phone (784) 457-3008.

Get Fat!

Captain Fatty Goodlander announces that both the print and Kindle editions of his new book, *Red Sea Run: Two Sailors in a Sea of Trouble*, have been released and are currently available on Amazon.com. With one-day shipping, you can have the book in your hands within 48 hours. Of course, if you're a Kindle owner, it will take less than 60 seconds.

If you can't easily buy a print copy and don't have a Kindle either, you can download a free Kindle READER (piece of software) to your Windows PC, and (once you've signed up with Amazon) buy the book through that interface.

For more information visit http://fattygoodlander.com.

Antigua Ready for Bumper Charter Show

With 125 yachts registered by early November, dedicated berths in Falmouth and English Harbour marinas are already fully booked by yachts attending the 49th Antigua Charter Yacht Show to be held between December 6th and 11th. With such a formidable entry list of world class-charter yachts already registered, professional charter brokers from yacht charter houses worldwide and some of the biggest names in yachting journalism will be jetting in.



The 'behind the scenes' team includes Ann Marie Martin, Janetta Miller, Paul Deeth, Afsaneh Franklin, Sarah Sebastian and Festus Isaac (not shown)

The spectacular *Maltese Falcon*, at 289 feet, is the largest entry to date and is joined by a further six yachts exceeding 200 feet in length. With an almost equal proportion of both motor and sailing yachts varying in size from 42 to almost 300 feet, the agents and brokers will need every minute of the six-day show to view and assess each entry in detail. To maintain the highest of professional standards and security and to enable the entrants to best showcase their yachts, this is an invitation-only event.

By showcasing such a world-class event at the start of the new season, the organizers encourage many yachts to choose to make Antigua their homeport throughout the rest of the season and enjoy events such as the Superyacht Cup, the Antigua Classic Yacht Regatta and Antigua Sailing Week.

For more information visit www.antiguayachtshow.com.



On Curaçao there was a need
for an inexpensive Chandlery
without compromising quality and service.

That is how ABC MARINE was born.

ALL YOU NEED FOR BOATING & FISHING

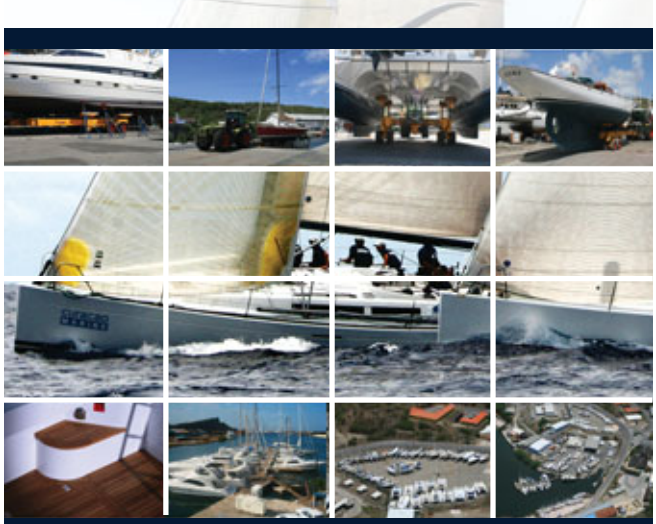
Caracasbaaiweg 158 - Curaçao - Neth. Antilles

Ph (+5999) 461 4476 Fax (+5999) 461 4925

bas@abcboatsnv.com www.abcboatsnv.com

Open Monday - Friday 08.30 - 17.30
Saturday 09.00 - 13.00

Your bottom is our concern



CURACAO MARINE situated just outside of the hurricane belt

- Yacht storage maintenance and repair
- Teakworks, stainless and aluminum fabrication
- AWL grip application and many other services

curacao MARINE

phone.+ (5999) 4658936 email. info@curacaomarine.com visit. www.curacaomarine.com

OPTIMUM POWER. MAXIMUM PERFORMANCE.

www.mercurymarinelac.com

MERCURY OptiMax





LIGHTWEIGHT DESIGN
Unmatched power-to-weight ratio contributes to impressive fuel efficiency and speed.



BEST-IN-CLASS FUEL EFFICIENCY
Exclusive direct injected system delivers better fuel economy than even most four-strokes.



SALTWATER RELIABILITY
More stainless steel translates into saltwater durability, longer maintenance intervals and lower cost of ownership.



SUPERIOR PERFORMANCE
Consistently ranks first in its class in holeshot, mid-range acceleration and top-end speed.

ANTIGUA
Paradise Boat Sales
St. Johns
+268-562-7125

BAHAMAS
Lightbourne Marine
Nassau
+242-393-5285

National Marine Limited
Marsh Harbour
+242-367-2326

Out-Board Services Limited
Freeport
+242-352-9246

Spanish Wells Marine & Hardware Co. Ltd.
Spanish Wells
+242-333-4139

BARBADOS
BC Hightide Watersports Ltd
Porters
+246-432-0931

BELIZE
Belize Diesel & Equipment Co.
Belize City
+501-223-5668

William Quan & Co.
Belize City
+501-2-27-2264

BERMUDA
Pearman Watlington & Co Ltd.
Hamilton
+441-295-3232

BRITISH VIRGIN ISLANDS
Marine Power Service Ltd.
Tortola
+284-494-2738

CAYMAN ISLANDS
Scott's Industries Ltd.
Grand Cayman
+345-949-4186

DOMINICA
Dominica Marine Center Inc.
Roseau
+767-448-2705

DOMINICAN REPUBLIC
Auto Marina S.A.
Santo Domingo
+809-565-6576

FRENCH GUIANA
Sovale s.a.s.
Cayenne Cedex
+594-594-359-777

FRENCH WEST INDIES
MADCO
St. Martin
+590-590-510-540

Puces Nautiques
Martinique
+596-596-637-549

S.A.D
Guadeloupe
+590-590-269-797

GRENADA
Anro Agencies Ltd.
St George's
+473-444-2220

GUYANA
W & H Rambaran Marine
Georgetown
+592-226-4523

HAITI
La Filieree Congelee S.A.
Port-au-Prince
+509-2-222-6161

JAMAICA
Jamaica Marine World Limited
Kingston 11
+876-757-8456

NETHERLANDS ANTILLES
Boat and Fishing Paradise
Aruba
+297-588-1316

Caribbean Nautical Sales and Service Distributors
Curaçao & Bonaire
+599-9-563-7478

Island Waterworld Offshore Inc.
St. Maarten
+599-544-5310

Websters Marine Service Center
Curaçao
+599-9-560-6146

PANAMA
Chikos Internacional
+507-2-25-6331

PUERTO RICO
Marina Costa Azul
Lajas
+787-899-1179

Marine World Distributors Inc.
San Juan
+787-287-0888

Puerto Rico Nautic Inc.
San Juan
+787-282-6565

SAINT LUCIA
A1 Island Marine Supplies Inc.
Castries
+758-452-9404

SAINT VINCENT AND THE GRENADINES
St. Vincent Yacht Club
+784-528-8422

SURINAME
CHM Suriname N.V.
Paramaribo
+597-471-166

Howard Marine N.V.
Paramaribo
+597-474-897

TRINIDAD AND TOBAGO
Corsa Marine
San Fernando
+868-657-4723

TURKS AND CAICOS ISLANDS
Sherlock Walkin & Sons
Providenciales
+649-9-46-4411

VENEZUELA
A&F Marine Center
Maracaibo
+261-752-9511

Corporacion Alba
Valencia
+241-842-1644

Engine Service Marine
Caracas
+212-267-9398

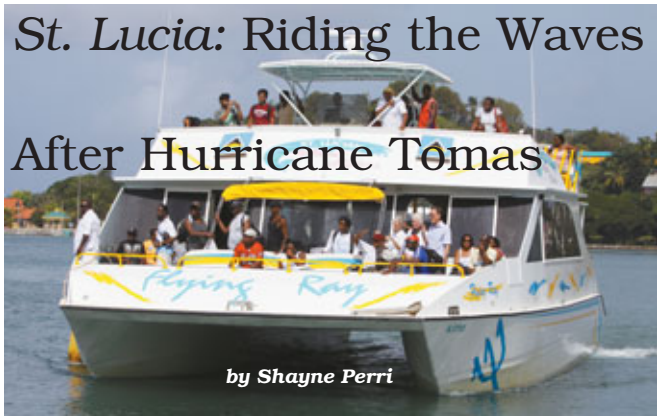
Protienda C.A.
Barcelona
+281-286-5843

U.S. VIRGIN ISLANDS
East End Marine (Budget)
Christiansted
+340-513-8239

Ruans Marine Service
St.Thomas
+340-775-6595

MERCURY
Latin America & Caribbean

St. Lucia: Riding the Waves After Hurricane Tomas



by Shayne Perri

In the aftermath of Hurricane Tomas, as concerned St. Lucia residents remained glued to their transistor radios to keep informed of the latest developments, one memorable announcement that was broadcast was that a local boating tour vessel would become a transportation option for a fraction of the usual cost of their tours.

Whether the destruction was witnessed firsthand or footage and photos were seen, the damage left as a result of the hurricane was unanimously described as "the worst in St. Lucia's history". Hurricane Tomas, on Saturday October 30th through Sunday October 31st, cut a path of destruction across St. Lucia, resulting in the disruption of the road network. The impassible roadways left communities across St. Lucia cut off from the rest of the island. Two of the major ones that were inaccessible were the southern towns of scenic, touristy Soufriere (home of the Pitons and the world's only drive-in volcano) and industrial Vieux Fort, (where Hewanorra International Airport is located) as they were among the communities hardest hit by the natural disaster. Getting from the north of the island to the south was virtually impossible by land; the only feasible way was by sea!

That was when St. Lucian Wave Riders, a boating operation here, sailed in, providing an alternative option of accessing Soufriere and Vieux Fort. So what convinced the management to get the company involved in the recovery process? The decision was made when the management of St. Lucian Wave Riders heard concerned callers on local radio stations enquiring about friends and family who could not be reached via the telephone.

"We put our focus in getting people to see their families in the areas of Soufriere and Vieux Fort to see what help they can give down there. Our objective was not one of making money on this at all, but one of transportation of people, trying to get to and from the villages," Janice Suite, General Manager of St. Lucian Wave Riders explained.

The boat, *Flying Ray*, which is the vessel that was providing the service, has a capacity of up to 100 passengers, which is convenient for transporting a large group on a single trip.

Prior to the hurricane the regular schedule for *Flying Ray* included a twice-a-week Martinique Splendor Tour (US$230), which sails to Fort-de-France where patrons have an opportunity to enjoy shopping and beaches. There is also the Circumnavigate St. Lucia Tour (US$175), which goes around the island making a stop at a waterfall in Canaries on the west coast, continuing down to the Pitons for lunch and then visiting a bay in Vieux Fort where guests have a chance to swim and snorkel. *Flying Ray* then travels up the east coast back to Rodney Bay. Both day-long tours (predominantly patronized by tourists), set sail from the Rodney Bay Marina and include breakfast and lunch on board the boat prepared by the St. Lucian Wave Riders crew.

However, on Tuesday, November 2nd, after the hurricane had passed, the regular schedule was suspended to accommodate a new schedule for concerned persons wishing to go Soufriere and Vieux Fort. The *Flying Ray* departed from Port Castries at dawn for the south, made a stop in Soufriere (EC$30) and then Vieux Fort (EC$35). It then turned around, stopped in Soufriere and sailed back up north. By midmorning it was in Castries to pick up tourists who were departing St. Lucia through Hewanorra International Airport, which had been closed in the days after Tomas.

Matthew Render, General Manager of Duty Free Shoppers, a retail company here, conducts business on both ends of the island and makes the Castries-Vieux Fort drive as often as daily. He commended the company for coming to the assistance of persons (including himself) who would have otherwise been stranded on the opposite end of the island.

"I think what they are doing is very noble. A lot of the businesses in the country are continuing to conduct business as normal, but St. Lucian Wave Riders is putting their own business on hold to provide this needed service."

St. Lucian Wave Riders also transported doctors with medical supplies and accommodated persons doing humanitarian work in the community of Soufriere since Tomas struck. The management took a hands-on approach to this responsive and almost impromptu schedule in the passing of Tomas, being on hand to receive the boat at the docks to ensure its efficiency. Surely this response to the natural disaster played a major part in the restoration process as St. Lucia continues to get back on her feet.

After Hurricane Tomas, other boat and airplane companies provided similar transportation services but St. Lucia Wave Riders were highlighted for their combination of affordability, efficiency and responding expeditiously during St. Lucia's recovery period. — SP



Top left: Flying Ray *was a lifeline between the north and south of St. Lucia*

Above and left: The tour cat served Soufriere after flooding and landslides made roads to the seaside town impassable



• SAFEST WAY TO SHIP
• PREMIER SERVICE FOR ANY YACHT
• RELIABLE, FREQUENT SCHEDULES
• UNIQUE DESTINATIONS
• COMPETITIVE RATES

MARTINIQUE → PORT EVERGLADES & PORT EVERGLADES → ST. THOMAS, **DECEMBER**
PORT EVERGLADES → ST. THOMAS → GOLFITO → PAPEETE → BRISBANE → AUCKLAND, **DECEMBER - JANUARY**
ST. THOMAS → MARTINIQUE → TOULON, **MARCH**
ST. THOMAS → PORT EVERGLADES → PALMA DE MALLORCA, **APRIL**
ST. THOMAS → FREEPORT → NEWPORT, **MAY**

DYT DOCKWISE YACHT TRANSPORT

WORLD CLASS YACHT LOGISTICS

DYT USA: Tel. +1 954 525 8707 • E-mail: dyt.usa@dockwise-yt.com
DYT Martinique: Tel. +596 596 741 507 • E-mail: nadine@dockwise-yt.com
DYT Newport: Tel. +1 401 439 6377 • E-mail: ann@dockwise-yt.com

WWW.YACHT-TRANSPORT.COM • 1 888 SHIP DYT

CARIBBEAN ECO-NEWS

New Environmental Alliance Launched

Dawn Marie Roper of Panos Caribbean reports: Karipanou (Our Caribbean) is the newest alliance formed to support environmental sustainability in the Caribbean. Karipanou was created to engage more Caribbean people in the governance and management of the natural resources in the region. "Karipanou" is derived from the Haitian Creole words "Karayib", meaning "Caribbean", and "pa nou", meaning "ours". The Karipanou alliance was launched in Montego Bay, Jamaica on October 8th.

Three organizations comprise the new alliance: the Caribbean Natural Resources Institute (CANARI) from Trinidad & Tobago; Panos Caribbean, which is headquartered in Haiti; and the Centre for Resource Management and Environmental Studies (CERMES) from the University of the West Indies in Cave Hill, Barbados. The three organizations found that they have a shared vision and values about what they want to see happen in Caribbean natural resources management.

Leonard Nurse, Senior Lecturer at CERMES and co-author of the Inter-governmental Panel on Climate Change (IPCC) report on climate change, says that Karipanou will document and share information on environmental concerns in the different Caribbean countries, and replicate lessons learned. Karipanou's initial geographic focus is the Caribbean islands, including the independent and dependent English-, French-, Creole-, Dutch- and Spanish-speaking islands.

Nicole Leotaud, Executive Director of CANARI, noted that that Karipanou is moving away from the limitations of short-term project-driven interventions. It will facilitate a more "programmatic" and long-term approach to participatory natural resource governance in the Caribbean. She said, "CANARI has particular strengths in facilitating participatory processes that connect people from all sectors and across countries. We help them to share ideas and listen to each other with respect, and ultimately build consensus on complex decisions about how natural resources should be managed."



The Soufriere Scott's Head Marine Reserve in Dominica was the setting for Karipanou's first activity

Karipanou focuses on the relationships between natural resources, various stakeholders, poverty and adaptation to climate change. The alliance has already been working.

The first activity began in Dominica. Fisherfolk from the Soufriere Scott's Head Marine Reserve have organized themselves to find a balance between overfishing and making a living. CERMES is documenting the lessons from the fisherfolk's efforts to manage their marine resources. They have uncovered inconsistencies in the laws and procedures that govern marine resources in Dominica. The fishermen also need support to implement a new management plan. Karipanou will be supporting the Dominican fishermen in their efforts. Representatives of the Karipanou alliance were in Dominica in July to validate the research findings from the Soufriere Scott's Head Marine Reserve.

Lionfish Spread to Venezuela

Fundación La Tortuga reports: Lionfish (*Pterois volitans*) are venomous coral reef fish from the Indian and western Pacific Oceans. Various hypotheses have been put forward about their appearance in the Atlantic, related to the escape of six specimens from an aquarium in Florida, and to the discharge of ships' ballast waters which can transfer larvae of marine species from one continent to the other.

Since 1992, this fish has been observed in diverse coastal areas of Caribbean countries including Cuba, Panama, Puerto Rico, the Dominican Republic, Jamaica, Mexico, Haiti, Colombia, Aruba, Curaçao, and recently Venezuela. This has activated an alert, as its venom is highly toxic to humans and it preys on many other species of fish.

On September 19th, Venezuelan biologists captured and identified the first specimen ever found in the waters of Mochima National Park, at six metres deep on the patch reef of Morro Pelota island, in front of the popular Puinare Beach. This represents the most eastern extent in the southern Caribbean where this species has been observed.

According to data supplied by Ana Teresa Herrera Reveles and María Fernanda González from the Central Venezuela University, and José Gregorio Núñez, Alan Martínez and Luis Alejandro Ariza from the Oceanographic Institute of Venezuela at Oriente University, the lionfish was captured during the development of a scientific project led by professors Baumar Marín and María Josefina Hernández. The specimen is apparently young, with a total length of 7.5cm, body height of 2cm, dorsal fin projections of 2cm and 10.5cm pelvic fins. It has been preserved in the Laboratory of Ichthyoplankton of the Oceanographic Institute of Venezuela.

Turtles Tagged in Tobago Cays Marine Park

Research and tagging of the sea turtles of the Tobago Cays Marine Park was carried out in October, with the sea turtles being measured, weighed and tagged by the park rangers who are working together with WIDECAST, the Wider Caribbean Sea Turtle Conservation Network. This is the first time that sea turtles in this park, located in the heart of the Grenadines, have been the subject of such intense research.

WIDECAST representative Emma Doyle said, "Most of the turtles tagged so far are Green turtles, and we've found a smaller number of hawksbill turtles. The Tobago Cays Marine Park is an important feeding area for sea turtles. As visitors to the park will know from snorkeling among them, turtles can be seen in the park feeding on its protected sea grass and coral reefs."

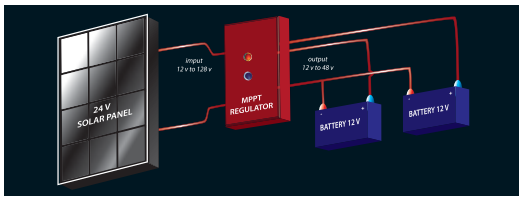
Turtles travel great distances across the Caribbean Sea and beyond, visiting specific feeding, mating and nesting areas. Being highly migratory animals, the park's sea turtles might travel from as far afield as Central America, the Dutch Antilles or Puerto Rico especially to feed in the Tobago Cays Marine Park.

With metal tags on their flippers now showing individual numbers for each turtle (and in some cases the turtles have been named after local friends and supporters), WIDECAST scientists in more than 40 countries across the Caribbean, South and Central America will be on the lookout for the newly tagged turtles as they travel to feed and nest in other countries.

The public can report sightings of tagged turtles to the park's Marine Biologist, Olando Harvey (see contact information below). He commented, "Sea turtles are in danger of extinction and they face many survival challenges over their lifetimes.

—Continued on next page

NEW 24 V SOLAR PANEL
DOUBLE YOUR ENERGY



xantrex
CP-Solar

. **Higher productivity by 20 to 30% compared to a 12 V solar panel** due to 24 V panels installed with the mppt Xantrex regulator.
. Improved charging time: works with less sun.
. Improved efficiency: the 3 stage regulator and 2 programmable outputs (gel or acid) do not lower the batteries' tension.
. Increased gain at cable level: losses are divided by two.
. Reinforced efficiency as two sets of batteries can be loaded at one time.

araibe réement
RIGGING & SHIPCHANDLER
Tel : +596 (0) 596 748 033
Fax : +596 (0) 596 746 698
Cell : +596 (0) 696 276 605
cgmar@wanadoo.fr
MARTINIQUE
LE MARIN HARBOUR
araibe nergie
MARINE ELECTRICAL & SOLAR
MARTINIQUE

After Sale Service CATANA ALLIAURA MARINE JEANNEAU

—Continued from previous page

Our mission is to protect the turtles in the park but we also care very much about what happens to them when they travel away from us. Soon we hope to know more about where they go at different stages in their lives."

WIDECAST is analyzing the findings of the research, which will also shed light on the health of the population. Ms. Doyle explained, "We're on the lookout for an increasingly seen disease in turtles, called fibropapilloma, which causes dangerous tumors in their flesh."

She adds, "We've found turtles with shark-bite marks, which are completely natural, but we've also found turtles with propeller injuries and with shell damage from collisions with boats. Visitors and boat vendors need to go slowly and respect the five-knot speed limit in the park to help avoid hitting turtles."

With follow-up work in future, the rangers will be able to track how well the turtles are growing over time and maybe even help solve the mystery of how long turtles really live.

For more information about sea turtles and the Tobago Cays Marine Park contact Olando Harvey on (784) 485-8191 or info@tobagocays.org. Also see www.widecast.org.



Tobago Cays Marine Park Rangers and WIDECAST personnel weighed and tagged sea turtles in the park, including this large Green turtle. Identifying tags help researchers study growth rates, migration patterns and more

Errol Flynn Marina is Blue Flag Again

Dale Westin reports: For the fourth time, Jamaica's Errol Flynn Marina has been awarded the coveted "Blue Flag Marina" designation, one of only three awarded to Caribbean marinas for the current year. The marina's Blue Flag programme is monitored by Errol Flynn Marina's Administrative Manager Christine Downer. The Blue Flag Campaign is an international voluntary certification scheme for beaches and marinas. It has proven to be an effective environmental tool to enhance the health, safety and environmental quality of beaches and marinas and has become a worldwide symbol for beach and marina environmental quality.

'Green' E-Mails? Check Facts Before Forwarding!

Sally Erdle reports: Sometimes we feel we've done a good deed by forwarding an environmentally oriented e-mail to everyone on our mailing list. But have we really? I've received, recently for the eighth time, one with the subject line "World Shame!" containing photos of numerous Costa Rican citizens allegedly poaching sea turtle eggs on a beach. It comes headed by various expressions of moral outrage and the plea "please distribute widely".

Curious about the original source of an e-mail that has stimulated so many people to pass it on, I checked it out at my favorite myth-buster website, www.snopes.com. According to Snopes' detectives, the photos are real, but the description of the activities portrayed is inaccurate: "These photographs do show the collection of olive ridley sea turtle eggs in the coastal town of Ostional, Coast Rica, but those who are gathering them are not 'poachers'... [they] are engaged in a government-sponsored conservation activity, collecting a relatively small portion of eggs...." Snopes adds that, "A Sea Turtle Conservancy representative noted that the activity pictured is controversial but legal (Ostional is the only part of Costa Rica where sea turtle egg gathering is allowed), and that investigation to determine its overall effect on the olive ridley population is ongoing."



Villagers in Ostional, Costa Rica have been portrayed as poachers while carrying out a government sanctioned, if controversial, activity

If we want to point our fingers at other people and cry "shame!" we can surely pick more deserving targets, and we need to check our information before spreading half-truths — the click of a mouse makes it too easy to unwittingly bear false witness. Before passing on any mass circulated e-mail, see www.snopes.com/inboxer/inboxer.asp (they either verify or debunk scores of widely e-mailed stuff — happily, nine-year-old Penny Brown is NOT missing; unfortunately, papaya leaves don't cure dengue fever; and your hands will not become flammable from using hand sanitizer).

And a last tip: if an e-mail really is really worth forwarding, put your list of contacts in the Bcc field. That way you are not generating lists of active e-mail accounts that could possibly be found and used by spammers. Ever wonder why you get so much junk mail?

22% more (sea) horses

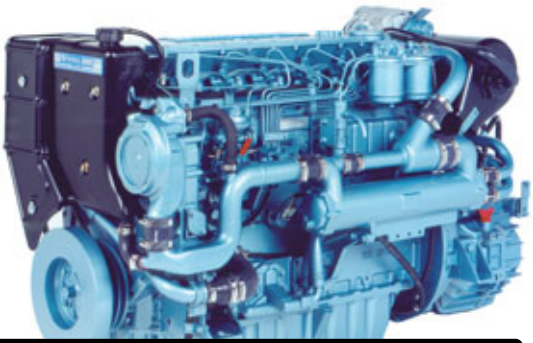
The Perkins Sabre M225Ti is designed to replace the Perkins M200 and M235 and provides more than 22% additional available horsepower in the same package.

This large capacity 6 liter engine comes in a compact package and only takes out 225 hp.

By comparison, our nearest competition takes that out of a 4 liter engine. Running at a low 2500 rpm versus the competition's 3300 rpm or higher, the M225Ti will have a longer life (minimum 12,000 hour TBO) and quieter operation.

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

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



Call Parts & Power for your nearest dealer: (284) 494 2830

PARTS & POWER
www.partsandpower.com

Perkins
POWERING A BETTER FUTURE

Sabre M225Ti

Caribbean Diving Regulations:

HELPING OR HINDERING?

When I arrived in the Caribbean 42 years ago, scuba diving was a popular pastime. Dive shop operators tell me many more people on yachts were diving then than they are today. Since then, the overall trend in the yachting industry has been up. I have not seen an equal growth in the diving business.

About 16 years ago, some island governments started requiring that all diving be done with a local dive shop. The banning of independent diving spread. About half of the English-speaking Eastern Caribbean islands now ban independent diving.

Most recently, Grenada banned independent diving in their new marine parks, which cover most of the good dive sites in the country. Roatan has done the same. What is this ban doing to the tourism industry?



KAY WILSON / WWW.INDIGODIVE.COM

'Only a limited number of really good dive sites are easily accessible by dinghy, and for the rest it is much easier to go in a dive shop's boat'

Enthusiasm Rot

I used to be a very enthusiastic diver, and I started when you could dive anywhere. I dove about half the time on my own and half the time with dive shops. Only a limited number of really good dive sites are easily accessible by dinghy, and for the rest it is much easier to go in a dive shop's boat. I still carry dive tanks aboard, but I have not been diving for pleasure for a few years. Part of this is because of my advancing age, but the enthusiasm rot started long ago, as a result of increased regulation. There are many places I could still dive, but you need enthusiasm to dive, and when that enthusiasm goes, it goes. I still snorkel; it is a lot easier and there are few restrictions.

The desire to spend an hour or so underwater is not innate. PADI and other dive organizations have done a good job getting people to try this unusual but wonderful pursuit. Once you have tried it, you study the physics, mechanics, and physiology of diving, and practise a lot of diving skills, learning how to deal with situations that can arise underwater. When you pass your exams, diving on your own (with a buddy for safety) for the first time is akin to a neophyte airplane pilot's first solo flight. It is a rite of passage. And diving with just a buddy is a very different experience from diving with a group. You have only your buddy to look out for, you are in charge, and you can go at your own pace, sometimes taking enough time to closely examine any tiny little thing that catches your eye.

Number of Dive shops by Territory

Independent diving allowed		Independent diving banned	
US Virgin Islands	14	Dominica,	7
BVI	9	St Lucia	9
Bonaire	17	St. kitts & Nevis	4
Grenada and Carriacou**		Statia	3
St Barts	3	Saba	3
St. Martin	13		
St Vincent and the Grenadines *	8	**Average dive shops per island**	**5.2**
Martinique	42		
Guadeloupe	28		
Antigua	15		
Montserrat	1		
Average dive shops per island	**14.45**		

** I have included Grenada and Carriacou among the islands that allow independent diving, because the new regulatons banning diving have not had time to have an effect yet.

* I have included St. Vincent and the Grenadines in the islands that allow independent diving, though diving is restricted in the Tobago Cays Park. It is still open everywhere else.

I have had great dives on my own and I have had great dives with dive shops. But my few bad dives have all been with dive shops, and I will describe one to illustrate the difference. We dove on a wreck in Anse Cochon, St. Lucia. I went down quickly and found myself alongside a magnificent wreck. It was covered with all kinds of tunicates, sponges, and other creatures, rather different from the communities you normally see on a reef. I was hanging motionless, examining some of these, when the other divers came down. Within a few moments many in the group had stirred up the mud with their fins and visibility was nil — nothing left to see but brown fog. It was one of those places where being in a group with some inexperienced divers just does not work.

Dive Bans versus Yachting

The first island nation I remember banning independent diving was Dominica, though I think St. Kitts & Nevis had already done so. At that time Dominicans felt threatened by divers whom they thought were plundering their reefs for black coral and other things. Dominica does not have the attraction of white beaches; her tourism depends on having an environment that is more pristine than that in the other islands. The decision to ban independent diving as a protective measure seemed justified at the time, and Dominica has managed a successful low-volume dive industry ever since.

St. Lucia went next. I asked, but heard of no particular problems. The ban on independent diving started in the Soufriere Marine Management Area (SMMA) and soon was the law for the whole island. In St. Lucia this ban had a very definite effect. At about the time independent diving was banned, St. Lucia had some seven yacht-charter companies; now it has only four. How can a diving ban affect chartering? St. Lucia competes with other Caribbean areas. If you are a sailor who likes diving, why come to St. Lucia when you can go to the Virgin Islands and get excellent sailing along with superb diving in well-run national parks that encourage independent diving?

When I was a charter skipper I sometimes had charterers who wanted to dive.

—Continued on next page

LAGOON MARINA

Relax or ready-up in an old fashioned, friendly atmosphere.

Within a stone's throw of all major Cole Bay marine suppliers and provisioners in St Maarten

AMENITIES
Up to 9' Draft through
New Marked Channel
FREE Internet on the Dock
Cable TV
110/220v Electricity
Water, Showers/Toilets
Laundry Service
Security
Storage Lockers

SERVICES
Friendly Dock Rates
Sailmaker
Woodshop
Lagoonies Bar & Cafe
Marine AC/Refrigeration
Marine Engineering/Welding
Marine Electronics/Computers
Home of Horizon Yacht Charters

LAGOONIES BY LAND OR SEA BAR & CAFE

www.lagoon-marina.com
Tel: +599 544 2611

—*Continued from previous page*

They came with their own basic equipment then rented tanks, getting them filled as they went. They did some diving on their own and some diving with dive shops. Had independent diving been banned back then, they never would have chosen to come to the Windwards.

To make tourism successful, all the threads need to be pulling. St. Lucia would now have a far more vibrant diving industry if independent diving had not been banned. Every year some 200 boats come over on the ARC; the combined crew list equals more than a thousand people. A good percentage of these are excellent candidates to learn how to dive, and I believe many more of them could be persuaded to spend time underwater. But what is the point of becoming a certified diver if you are not allowed to dive independently?

My enthusiasm for diving took a plunge when Saba banned independent diving. Saba is unusual in that the mooring area and the diving area are together, and the place to get ashore is some two miles — a long dinghy ride — away. One year, another single-handed sailor and I did a few dives that were easy to reach from our boats. The diving was wonderful and I determined to do more diving on my next visit. I also planned to go with the dive shops on some of the more difficult dives that are in deep water. In the interim, independent diving was banned, my enthusiasm died, and I left my boat in St. Martin and took a plane to Saba, not doing any diving while there.

Some Revealing Figures

Now is that just me, or is the diving enthusiasm of others affected the same way? It so happens I was back in Saba some years after the ban was put in place and asked the marine park manager if he had a record of boat arrivals. Accompanying me was Garvis Hassel, my taxi driver. The figures were revealing. They showed a steady increase in boat visitors up to the time of the ban, whereupon there was a 30-percent drop in arrivals. From this lower level the increase resumed at about the same rate. Banning independent diving in this case had a clear and marked effect. Even the park manger was surprised — no one had thought of monitoring the effects of the ban, so the figures had not been reviewed. Garvis said, "The park regulations are hurting my business." And this is something that is not often considered: diving regulations don't just affect the marine park and the yachting industry; far more people suffer when business is stifled.

I wanted more figures to be sure of my argument, and my prediction was that there would be more growth in the diving industry in islands that do not restrict diving. I tried to get data from PADI, but they refused to release this information, so the only other thing I could do is look at the state of diving today. I included Bonaire because it is a major dive center outside the Eastern Caribbean that has a top quality marine park and encourages independent diving. The only readily available figure is the number of dive shops in each island, which I got from government websites that list diving facilities. Where that was not available, I looked for other websites for the same information. These figures may not be exact, but they should be pretty close. The results are shown in the box. The average number of dive shops on islands that allow independent diving is 14, compared with five on islands that ban it. There are so many variables that it is hard to draw any meaningful conclusions. However, the fact that the British and US Virgin Islands together have around the same number of dive shops as St. Lucia, Dominica, St. Kitts & Nevis, Saba, and Statia combined, tells me that these latter islands could have a far bigger diving industry than they have today.

Rationales for Restrictions

So why ban independent diving? The two main reasons given are economic and environmental. Let us start with the economic. The reasoning goes like this: if everyone is required to dive with a dive shop, all the independent divers will be drawn into the dive shops, the dive shops will make more money, and that will be good for the diving industry. I don't think it works that way.

In general, any time you restrict an activity you discourage it. This is why the yachting industry is always fighting to ease regulations; we know how damaging they can be. In the case of the diving industry, the idea that regulations will bring in more divers is faulty. It would work if you started with a captive clientele of divers who need to dive. But there is no captive clientele; divers are free to go wherever they want, and if they are serious about diving, they will go to places where they are not restricted. Rather than gain the independent divers (who were probably diving with a shop about half the time) you lose most of that group completely. More seriously, as diving becomes restricted throughout the area, you start losing divers altogether. Why go through all that training when all you can do afterwards is take a guided underwater tour? I think that these regulations are discouraging diving as a sport, and new divers are not being recruited, at least not those on visiting yachts.

What would be the effect on yachting in the Caribbean if we followed the lead of the diving industry and said: if you want to sail in the Caribbean you cannot come on your own yacht, you have to charter? In the short term, the charter companies might do okay. However, everyone else who benefits from the current industry would be gone — all the boatyards, chandleries, marine mechanics, sailmakers, marinas, and more. The Caribbean would be dropped as a destination in yachting magazines, all the publicity that keeps us a popular sailing area would disappear, and there would be no regattas to bring in the crowds. In the long run, even the charter industry would shrink.

So what about the environmental arguments? The idea, as I have heard it formulated, is this: "It is in the dive shops' interest to have a healthy marine environment, so if we make everyone go with a dive shop they can control all the diving and keep the environment in good shape."

I am not an anti-regulation free-market diehard; I favor regulations that do protect the environment. I support the banning of spearfishing for visitors because, having spearfished myself, I know the effect it has on fish populations, especially on those easy-to-shoot "big eyes". But there is no evidence that independent diving hurts Caribbean reefs. Diving is not a free-for-all: you have to train, and the training emphasizes diving in an environmentally sound way. Divers are willing to pay user fees, and in surveys say they would prefer to pay higher user fees for better-conserved reefs. The idea that reefs are better protected when people go with dive shops is not supported by any studies that I know of.



'Diving with just a buddy is a very different experience from diving with a group'

Divers suffer some of the same mistrust from officials that has affected yachting regulations over the years. It is unfortunate because it does affect the economy. Where there are problems caused by divers, they can usually be solved by controlling access to particular dive sites. In most cases damage can be averted by having a diver pay for an orientation course that allows park rangers or local dive shops to assess a diver's abilities and let him or her know what they expect. Such a system works well in Bonaire.

The bottom line is that the most successful Caribbean marine parks, the ones that win major awards and are rated as our gold standard, including those in Bonaire and the Virgin Islands, allow and encourage independent diving.

This is not to say diving does not need any controls. Really heavy traffic on one particular reef can cause stress. Bonaire has been dealing with this problem for years. They run a highly successful park at diving volumes far higher than those in the Eastern Caribbean. The latest data I could find were for 2008, when some 42,000 divers visited Bonaire, many of whom dove twice a day every day they were there. With fewer than 20 dive shops, most of the diving is independent; most reefs are accessible from shore and clearly marked. Bonaire keeps "off limit" dive sites where no one but park officials can go, so that they can monitor the effects of diving. At these volumes it is not surprising that if a reef becomes too popular they do sometimes have to give it a break and take that site out of the system for a couple of years.

There is no reason that those who have opted for a blanket ban could not have their cake and eat it too. Just open some of the easily accessible dive sites to independent divers. These can be carefully monitored. Then restrict most other sites.

Our hard corals have taken a considerable beating over the last 15 years. This has happened on a global scale and is not associated with diving activity. Luckily, it need not impact negatively on the diving industry. The reefs' structures are still providing habitat for fish and other sea creatures, and as long as those are plentiful there will be diving. For this reason I am fully supportive of the idea of marine parks that create sanctuaries for fish. However, I think an easing of diving regulations would help the diving industry, and that the current regulations stifle the synergistic benefit between yachting and diving.



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



RED CAP TRADITION

SPONSORING OVER 120 SAILING REGATTAS
ACROSS THE GLOBE AND A FULL SEASON
OF REGATTA'S ACROSS THE CARIBBEAN.
EARN YOUR RED CAP THIS YEAR!

RED CAP SEASON 2011

21 JAN	BARBADOS	THE MOUNT GAY RUM ROUND BARBADOS RACE 2011 (**NEW!**)
28 JAN - 1 FEB	GRENADA	GRENADA SAILING FESTIVAL 2011
12-13 FEB	BVI	SWEETHEARTS OF THE CARIBBEAN
2 MAR	ST. MAARTEN	MOUNT GAY RUM RED CAP PARTY AT SOGGY$
25-27 MAR	USVI	ST. THOMAS INTERNATIONAL ROLEX REGATTA 2011
28 MAR - 3 APR	BVI	40TH ANNUAL SPRING REGATTA & SAILING FESTIVAL
14-19 APR	ANTIGUA	ANTIGUA CLASSIC YACHT REGATTA 2011
21-25 APR	BEQUIA	30TH ANNUAL BEQUIA EASTER REGATTA
22 APR	ANTIGUA	MOUNT GAY RUM RED CAP PARTY 2011 AT THE REEF GARDEN

SINCE 1703

MOUNT GAY® RUM

BARBADOS

THE RUM THAT INVENTED RUM

REGATTA NEWS

Ard van Aanholt: Curaçao's Sunfish Youth Champ 2010

During the weekend of October 23rd and 24th, a record number of 20 young sailors fought for the title of Youth Sunfish Sailor of Curaçao. A high level of competition ran through all six races, with the 2010 title going to Ard van Aanholt. With four first places and two thirds, 16-year-old Ard showed remarkable tactics and talent for reading the wind shifts. This championship counts as a qualifier for the Sunfish Youth Worlds, being held in Curaçao next June.

Eugene Hendrikx, who in September at age 16 amazed everybody by grabbing the Curaçao Sunfish title amongst the adults, finished second. The 2009 champion, Kevin van Otterdijk, captured the bronze. The first girl over the line was Alexandra Siebels. Odile van Aanholt and Kristie van der Woude, both 12 years old, were the best in the Sunfish double class.

Ard van Aanholt looks back at an impressive 2010 sailing season. In June he placed third in the Sunfish Open Worlds in Italy; in July he finished 15th in the Laser Radial at the ISAF Youth Worlds in Turkey; by the end of July he claimed bronze in the Sunfish class at the Central American and Caribbean Games in Puerto Rico; And now, gold in Curaçao. Congrats from all junior sailors across the region — you set a great example!

Youth Sailing Curaçao, which started in 2001, has begun to show profound results in other classes besides the Optimist.

For more information about Youth Sailing Curaçao visit www.ysco.org.



A record number of 20 Sunfish sailors raced for the title of Curaçao Youth Sailor 2010

6th St. Maarten Optimist Championship: 'Awesome!'

The St. Maarten Yacht Club held its sixth annual SOL St. Maarten Optimist Championship on November 6th, with 17 competitors aged eight to 14 competing in nine races. The fleet was divided into two classes — Gold for age 12 years and older; and Silver for age 11 years and under — with trophies for each class and for overall performance. Sailors from Anguilla and Tortola joined those from St. Maarten.



Young sailors from Anguilla, Tortola and Sint Maarten celebrate their participation in the SOL Optimist Regatta 2010 on the deck of the Sint Maarten Yacht Club

Simpson Bay Lagoon held a stiff breeze with many shifts. From the first race it was obvious the championship was not to be a walk in the park for any of the sailors. Battling for top spot were local sailor Rhone Findlay and first-timer to the event, Sam Morrell from Tortola. They took turns finishing first, and dominated every race except one. Hot in pursuit was Alec Scarabelli, the only competitor able to steal a win from either. Giving Alec a run for his money was Saskia Looser, who placed top girl. Bodine Beentjes, sailing her first SOL Championship, seemed at one point to give Saskia a real threat, beating Saskia in the first two races, but mixed results after her initial burst gave Saskia the edge. A battle royal also developed between Ilian Halbertsma and Nathan Smith. Ilian held the edge in the overall standing and Nathan took the class standing. The three sailors from Anguilla did well for their first off-island regatta and the St. Maarten youth look forward to future competitions.

At the end of the day, Sam and Rhone tied on points; the tie-breaker placed Sam in first.

At prizegiving, the SMYC Commodore presented trophies, and every competitor received a goody bag along with a photo of them racing — a great souvenir of a memorable day. The Sportsmanship Award went to Bart van Vliet who did his utmost to help and encourage a fellow sailor who was having a tough day of it.

SOL, the longtime sponsor, was thanked by master of ceremonies Robbie Ferron for their support. When Robbie asked the young sailors, "Why would SOL sponsor you Opti racers when you don't use fuel but wind?" the immediate response from young Bart van Vliet, "Because we're AWESOME!", brought the house down.

For more information visit www.smyc.com.

World's Top Skippers for USVI's Carlos Aguilar Match Race

Presented by Ulysse Nardin/Trident Jewels & Time, the Carlos Aguilar Match Race (CAMR), an Official World Tour Qualifier for the 2011 World Match Racing Tour, is set to race December 2nd through 5th in the natural amphitheater of Charlotte Amalie Harbor, St. Thomas, USVI. Some of the world's best match racers will compete in IC24s in the regatta named for the late Carlos Aguilar, an avid sailor and match racer.

The St. Thomas Yacht Club and the Virgin Islands Sailing Association are the organizing authorities. Each skipper will race with three crew. The Open Division winner receives an invitation to the Stena Match Cup to be held in Sweden next July.



DEAN BARNES

Last December, USVI teammates (left to right) Maurice Kurg, America's Cup-winning helmsman Peter Holmberg, and Morgan Avery thrilled the crowd lining the Charlotte Amalie waterfront for the 2009 Carlos Aguilar Match Race

Skippers to watch in the Women's Division are Great Britain's Lucy MacGregor, 2010 Women's Match Racing World Champion and currently ranked number two in the ISAF women's match race standings; the United States' Sally Barkow, two-time Women's Match Race World Champion and ninth ranked women match racer; and the USA's Genny Tulloch, 2008 Women's Division winner of the CAMR and ranked 12th.

Headlining the Open Division, St. Thomas-born Peter Holmberg, America's Cup-winning helmsman for *Alinghi*, will defend his 2009 CAMR title against four-time America's Cup veteran, …

—Continued on next page

Sea Hawk Delivers a Gripping Performance



Increase your vessel's speed and fuel efficiency. Choose from a wide range of Sea Hawk antifouling paints with a written guarantee. From self-polishing to bioengineered slime resistant or environmentally friendly formulas, count on Sea Hawk for lasting premium protection. **We guarantee it!**

"We've tried several brands of ablative bottom paints on our catamaran sailboats and found Sea Hawk to give us the best results."
Endeavour Catamaran Corporation
Bob Vincent, President



It Works Better. We Guarantee it!

Sea Hawk's premium quality **antifouling paints** are made in the U.S.A. with only the finest raw materials. With Sea Hawk, your boat's hull and running gear are better protected from even the most tenacious of marine fouling organisms.

www.SeaHawkPaints.com

NEW NAUTICAL COATINGS, INC.
14805 49th Street North, Clearwater, Florida 33762
800.528.0997 U.S.A. Only
727.523.8053 International • Fax 727.523.7325
Email: contactus@seahawkpaints.com

Sea Hawk PREMIUM YACHT FINISHES
Family Owned & Operated since 1978





—Continued from previous page

…two-time Whitbread Round the World competitor, and winner of the grueling Sidney-to-Hobart Race, New Zealand's Gavin Brady. These veterans take on Portugal's Alvaro Marinho (14th), St. Thomas native and Boston College All-American, Taylor Canfield (27th), the USA's Dave Perry (28th), New Zealand's Laurie Jury (39th), the USA's Chris Van Tol and the British Virgin Islands' Colin Rathbun.

Spectators can enjoy tented bleacher seating on the Charlotte Amalie waterfront.

For more information visit www.styc.net.

Join the Historic Mount Gay Round Barbados Race!

The Barbados Cruising Club reports: The schooner *Elena* will compete in the Mount Gay Rum Round Barbados Race, to be held January 21st, 2011 — and you can too! All are welcome to join this challenging event and enjoy some famous Bajan hospitality. Racing will be held in five classes: Classics, Spirit of Tradition, Monohull One Design, Monohull Open and Multihull Open. Other classes may be included according to entries. The clockwise course will result in boats sailing some 70 miles.

RON VALENT



Meticulously built to the original 1910 design, Elena cuts through the waves with the grace of bygone times. She'll be belle of the ball next month in a race around the island of Barbados

About a hundred years ago, names like Vanderbilt, Plant and Pratt of the New York Yacht Club represented the wealth and power of the New World — and its ambition to challenge the Old World out on the water. This challenge saw the designs of the magnificent racing schooners come to life with yachts crewed by up to 40 hands.

In the trials to select their challenger, American yachtsmen set about designing, building and racing yachts such as *Elena, Sea Fox, Westward* and *Atlantic*. The original *Elena* raced against the *Sea Fox* for a chance to represent the NYYC. She won, and went on to win many more times, but her defining moment of glory came in 1928 when, under the ownership of William B. Bell, she beat all comers, including the schooner *Atlantic,* in the King's Cup. This transatlantic race from New York to Santander, Spain was for a trophy donated by the King of Spain himself.

And the *Sea Fox*? She headed to Barbados and fell into trade, but her supposed fall from grace was caught by her new owner, Lou Kennedy, and immortalized in the book *The Last Schoonerman (see review in the March 2007 issue of* Compass*).* Apparently this rogue loved to race, trade and drink Mount Gay Rum — our kind of sailor! In 1935, the *Sea Fox* set the record of 10 hours, 20 minutes, in the first schooner race round the island of Barbados, and *Elena* plans to break it in 2011.

In 2009, the new *Elena of London*, an exact replica of the 1911 *Elena*, was launched, having been built using copies of the original drawings from the Herreshoff museum. The new *Elena* intends to start her commemorative "centennial tour" by breaking the *Sea Fox's* record here in Barbados on January 21st.

Elena also plans to compete in several of the Caribbean regattas, including those in St. Barth's and Antigua, and then, who knows, perhaps another challenge to race to Spain!

For more information on the Mount Gay Rum Round Barbados Race visit www.mountgayrumroundbarbadosrace.com.

For more information on Elena *visit www.schoonerelena.com.*

De Dock Deal for Grenada Sailing Festival 2011

Some of the most exciting yacht racing in the Southern Caribbean will take place from January 28th through February 1st, followed by the Digicel Work Boat Regatta — "Real People Having Real Fun!" — from February 4th through 6th, 2011.

Yacht competition will be in four classes: Racing, Racing/Cruising, Cruising and J/24. Early entries include Paul King's First 40.7, *Coyote;* Chris Jago's Farr 60, *Venomous;* Paul Solomon's Henderson 35, *BlackBerry Enzyme;* Peter Morris's Frers 43, *Jaguar;* Peter Lewis's J/105, *Whistler;* Richard Jerrom's Beneteau 47.7, *Tanga Langa 3;* Dieter Huppenkothen's Swan 43, *Rasmus;* and in the J/24 class, Robbie Yearwood's *Die Hard* and Gus Reader's *Glory Daze.*

Camper & Nicholsons Port Louis Marina, the Home Port and Race Headquarters for the Festival, is offering a great docking deal to all participants: they are freezing the 2010 rates and then offering a 50 percent discount on dock space.

New parties, more fun — 2011 programme coming soon! Online registration is now open.

For more information on the Grenada Sailing Festival see ad on this page.

For more information on Port Louis Marina see ad on page 55.

Bienvenidos en Puerto Rico!

The venerable Club Náutico de San Juan, Puerto Rico will be hosting its 10th International Regatta from February 4th through 6th, 2011 on the waters of San Juan Bay. Club Náutico de San Juan was founded in 1930 and has an elegant atmosphere as well as modern amenities, including a secure marina on the doorstep of one of the Caribbean's most vibrant cities.

Club Náutico de San Juan celebrates an annual International Youth Regatta for sailors from Puerto Rico and abroad. Last year's event hosted a record 80 participants. Sailors compete in the following classifications: Optimist, Laser, and Snipe. The CNSJ Sailing Program has the full support from the Puerto Rico Sailing Federation (Federación de Vela de Puerto Rico), and other groups including the Laser Association, Puerto Rico Optimist Dinghy Association, and the Puerto Rico Snipe Class Association, among others.

On-line registration is now open at www.nauticodesanjuan.com.

For more information see ad on page 19.

For February Fun — South Grenada Regatta

The popular South Grenada Regatta has confirmed the dates for 2011: February 25th through 27th.

The five Gold Sponsors have been confirmed as Westerhall Estate Ltd, Netherlands Insurance, Le Phare Bleu Marina & Boutique Hotel, Real Value IGA Supermarket, and North South Wines.

—Continued on next page

—Continued from previous page

There will be three yacht races along the spectacular south coast of Grenada over two days, with great prizes, fun parties and live music. Competitive but fun sailing!

For more information see ad on page 18.

Act Now to Enter Budget Marine Match Racing Cup

The Budget Marine Match Racing Cup, taking place March 1st 2011, will once again highlight the skills and abilities of professional skippers from around the world. This third edition is the pre-event to the 31st St. Maarten Heineken Regatta. In the past, teams from Poland, USVI, the United States and Russia have participated. Peter Holmberg of the USVI won this race the first two years; many wonder if he will take home first prize for a third time. Budget Marine, the title sponsor, is offering US$10,000 in prize money this year.

The Budget Marine Match Racing Cup will use identical Jenneau SunFast 20s for the race, owned and operated by Lagoon Sailboat Rentals in St. Maarten. With room for eight teams, and places up for grabs, those who wish to participate must send in their sailing CVs to the regatta office at regatta2@heinekenregatta.com. Once selected, teams will be notified immediately, and the entry fee is minimal. Applications are being accepted from all sailors, male or female, who think they have what it takes to compete. An ISAF ID is appreciated when sending your information. Organizers are pleased to say there has never been a lack of interest in this race, so be sure to send in your information now; the deadline is January 7th 2011.

The Notice of Race for this event will be posted at www.heinekenregatta.com. For more information contact director@heinekenregatta.com.

Mount Gay Rum Barbados Regatta 2011 Feeder Race…

Regatta sailors are not normally noted for their fashion sense, but one universally prized and eternally hip fashion necessity is the Mount Gay Rum Red Cap. Often, it is only rewarded to race winners at regattas, but in Mount Gay Rum's home island of Barbados, the Cap has been and will continue to be given to all sailors who compete in the Mount Gay Rum Barbados Regatta. So mark your calendars for May 12th through 15th, 2011 so you can earn your own Cap while enjoying the great racing and phenomenal landside activities the island of Barbados has to offer.

Reinforcing the regatta's reputation as one for hardened sailors and free-spirited cruisers alike, it has in recent years seen an increase in its Cruising Class numbers. The class uses separate courses and a system of staggered starts, which help to reduce stress about conflicts and contacts between boats — something most cruisers happily avoid!

The 2011 Mount Gay Rum Barbados Regatta will be preceded by an inaugural Feeder Race, in which participating yachts from the Windward Islands and beyond can cruise/race over to Barbados as a fleet the weekend prior to the Regatta. Organized in conjunction with the St. Lucia Yacht Club, the race will start from Rodney Bay and finish at Port St. Charles, Barbados. The yachts will beat to windward for many different and unique prizes, and then enjoy the hospitality of the island before the main-event Regatta where they can earn their Red Caps. The organizers look forward to greeting new sailors to the Mount Gay Rum Barbados Regatta 2011 through this Feeder Race!

For more information contact the Barbados Sailing Association at sailbarbados@gmail.com.

… and May's Main Barbados Event!

Barbados is hosting the 26th annual Mount Gay Rum Barbados Regatta 2011, from May 12th through 15th. With visible near-shore racing in sapphire blue waters, action around the buoys is tight and fast in the racing classes, yet cool and comfortable on the cruising courses. The venerable host of the regatta, the Barbados Yacht Club, looks forward to sharing club privileges with the regatta sailors and their families, along with some great beach games, camaraderie, and a rum drink or two!

The Regatta organizers are looking forward to an increase from last year's numbers — the largest fleet to date. Barbados is home to the largest J/24 fleet in the Southern Caribbean, creating an instant one-design class which improves as more visiting J/24s come to compete in the Regatta. The Cruising B class continues to increase in size as well, as cruising yachts from around the region learn about the sheer fun the Regatta has to offer: the beat to windward to get there just makes everything that much more enjoyable!

The notice of race can be accessed at www.sailbarbados.com.

For more information contact the Barbados Sailing Association at sailbarbados@gmail.com.







Cruising the Caribbean — ON AND OFF THE WRITTEN TRACK

The Caribbean is meant for cruising. An area larger than the Mediterranean, with tradewinds, warm waters and a wealth of culturally and geographically different destinations to choose from, it's hard to beat.

For the past 15 years, *Caribbean Compass* has published first-hand articles from sailors plying the Caribbean Sea from Barbados to Belize, and thanks principally to this direct input from the real-life cruising community we're proud to have been voted the "boating publication [that] is the most trusted source of information about yachting and the Caribbean" by a 2010 Marinas of the Caribbean website poll.

Sailors — and powerboaters, too — tend to write articles for *Compass* about places they like. (And they write letters about what they don't like!) According to a rough count of feature-length articles published in *Compass* over the years, the six countries written about most often were Venezuela, St. Vincent & the Grenadines, Trinidad & Tobago, Grenada, the French islands (Martinique, Guadeloupe and St. Barth's) and Panama. Obviously, these countries scored high partly because they are large and/or contain numerous islands, and thus offer multiple cruising destinations.

The next four countries most written about were Dominica, Cuba, Colombia and St. Lucia, followed closely by the Dutch ABCs, Puerto Rico (including the "Spanish Virgins") and St. Kitts/Nevis. Also in the mid-range were all the Virgin Islands (we set aside the national label here and counted both the US Virgin Islands and the British Virgin Islands together), and Antigua & Barbuda.

Feeling rather left out until recently were Jamaica, the Dominican Republic, Haiti and Guatemala, as well as Montserrat. Surprisingly, for an island with so much boating activity, St. Maarten/St. Martin came at the bottom of the list.

We asked a selection of seasoned cruising sailors to comment on these findings vis-à-vis their own experience, and to share with us their favorite places among both the well known and the "best-kept secret" destinations.

The St. Martin/St. Maarten Mystery

While Ellen Sanpere, who with her husband Tony lived aboard the 51-foot Beneteau Idylle *Cayenne III* since 1998 and recently moved ashore in St Croix, doesn't seem shocked about St. Martin/St. Maarten being left out — "It's too commercial, crowded, expensive and noisy… kind of like St. Thomas on Euros" — others are perplexed:

"It is strange you say that St. Maarten is not in the top," comments Eddy Huybs of the sloop *Helena*, "because that is one of my favorites. I've sailed seven times to St. Maarten, sometimes twice a year, from Venezuela up. But maybe St. Maarten is not a place to write about; what can you write? It's only partying and working on your boat or someone else's boat. Good place, although after some months I was always glad to leave — too small an island for me. But it sure is in my top list."

Devi Sharp of the 43-foot sloop *Arctic Tern* seconds Eddy's remarks: "I am not sure why people don't write about St. Maarten/St. Martin — everyone goes there. It could be that the two territories bill themselves as a huge repair shop. There *are* things to do besides work on your boat and buy boat parts, but I don't think many cruisers do much more than boat work and attend happy hours. Hunter and I did hike 95 percent of the spine of the island."

"St. Martin/St. Maarten is an interesting one to be found in the left-out category," agrees Liesbet Collaert of the catamaran *Irie*, "because almost every Caribbean cruiser stops there at one time or another. But, few of them venture farther than the lagoon and its bordering bays. The main reason people stop in St. Maarten is to stock up with groceries, get parts (duty-free) for their boats and to work on them. Another reason is to party on the Dutch side. Very few people actually move their boat around while there, even though there are quite a few nice anchorages to go to on the French side. Walking around Marigot and Philipsburg there is quite a lot to see."

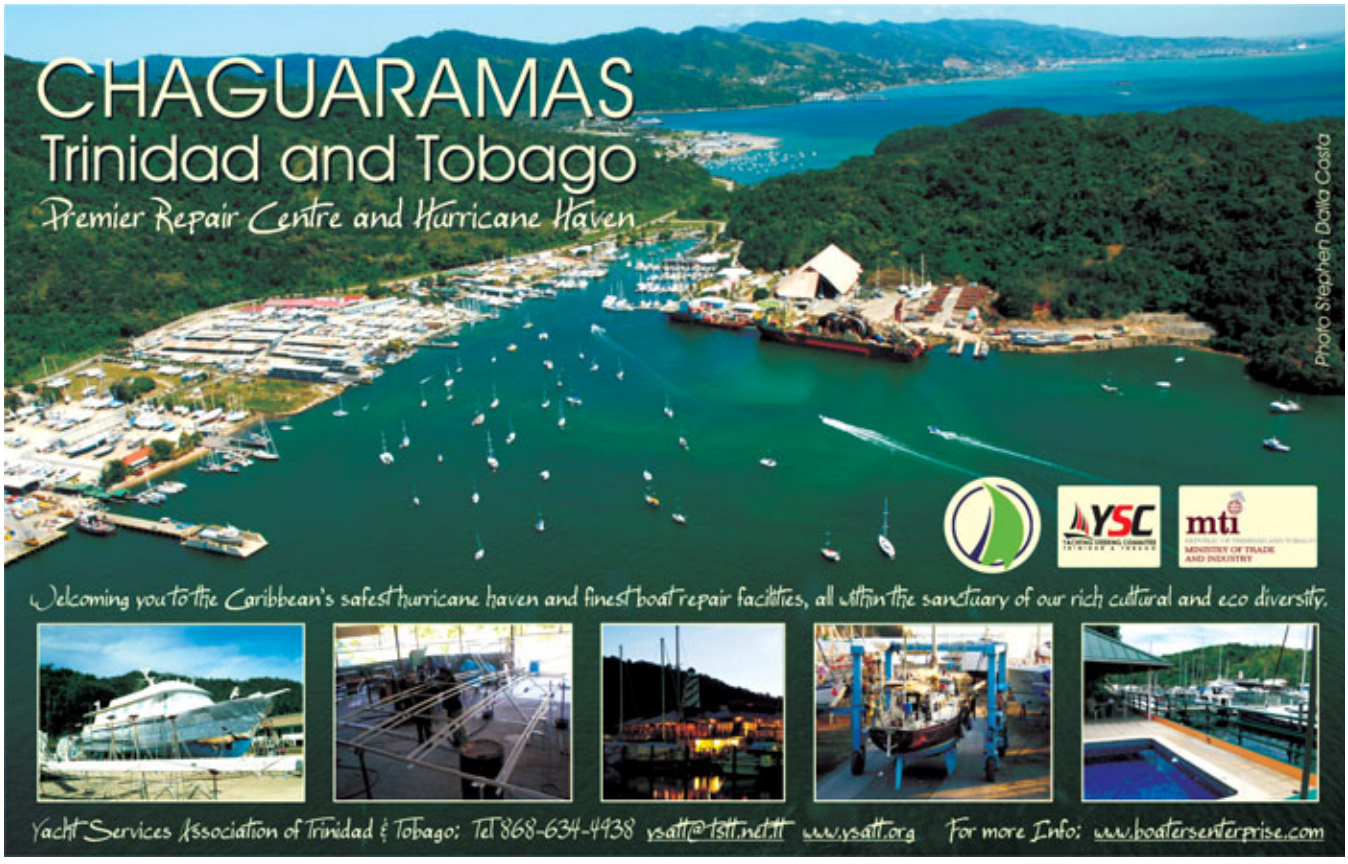
BETTY KARL



While the get-away isle of Barbuda has been neither ignored nor over-exposed in print, some fans beg, 'Don't tell everybody about it!'

Michelle Fleming aboard the 40-foot Island Packet *Bonanza* adds, "I am very surprised that St. Martin/St. Maarten is in the bottom of the most-covered destinations. Roy and I loved it there and it seems like such a normal stop along the Caribbean trail. Not only can you get parts and services for the boat, the food is incredible! Both the French and Dutch sides have some of the best places to eat in the Caribbean. We often talked with the crews of *Voyageur C* and *Daniell Story* about doing a 'Gourmands of the Caribbean' list, but the entries from St. Martin alone filled up the ticket. We also love to catch movies in St. Martin. It's easy to park the dinghy and walk to the theater there at night, which is quite a novelty while traveling by boat.

—Continued on next page



—Continued from previous page

The lagoon is always filled with cruising boats and so is the anchorage on the French side, so there is no shortage of friends to make."



WILFRED DEDERER

Other 'Best-Kept Secrets'

Regarding the other less-covered destinations, Ellen Sanpere writes: "Tony and I loved the season we spent in Guatemala's Rio Dulce — good cruising community, safe hurricane haven, lots of Mayan ruins to explore, some yacht services, abundant and inexpensive fresh produce, meat and shrimp. But once you're that far west, it's a pain to beat upwind to get back to the rest of the islands."

She adds, "Montserrat got a bum deal with that volcano — we went there in 2006 and loved it. That said, we stayed only two nights because [after volcanic activity that year] there were no services, the island was distressed, and we didn't feel we should burden it for more than that. We did the taxi tour and had lunch. The anchorage was a little rolly and we felt the presence of an imminent eruption.

"You didn't even mention Honduras' Bay Islands, Mexico or Belize. We enjoyed the Bay Islands and Isla Mujeres, but again it's a lousy beat back to St. Croix."

Eddy Huybs writes, "In 2004, I was in Jamaica, Cuba and Mexico. You could compare Jamaica with Trinidad: similar culture, similar people, similar crime problem. Two years ago we were in the Dominican Republic. We stayed four weeks in Boca Chica on the south coast; it's easy from there to take the bus to Santo Domingo, which is a nice city to visit with great history. There was not much cruising going on in the DR because you had to pay in every port so cruising became expensive. [*Editor's note: see http://dominicanrepubliccruisingguide.com for current regulations.*] We stayed on anchor, but watch your stuff."

Liesbet Collaert notes that, "The Dominican Republic has a lot to see and do, but mostly overland. Not sure why more people don't submit their experiences at the many different sights. Maybe most cruisers are too scared to travel a big landmass by themselves. When we were in the Dominican Republic, Mark and I wanted to visit Haiti overland, but that was strongly discouraged and, to be honest, from the moment we briefly stepped over the border, we felt a change in energy and atmosphere. Visiting Haiti over the water might be different."

Michelle Fleming says, "Last season Roy and I cruised the south coast of the DR. We encountered fewer than ten cruising boats along the way, but the place was fantastic. While we were grateful to have Mr. Virgintino's on-line cruising guide, we found out that rules were always changing and some information needed updating. The biggest problem in the DR is the constant paying of fees and having to deal with authorities. How much to pay and to whom became wearing on us. We'd be much more confident saying 'no' to certain requests a second time around!

"We also managed a trip to Ile à Vache, Haiti — post earthquake. It was amazing. We brought some food and supplies and got quite an insight into how the donation system works in Haiti. The anchorage is very safe both from both the weather and from a personal safety perspective. As Rose from the Hotel Port Morgan told me, 'Michelle, there are no problems at Ile à Vache; you are safe and welcome here always!'"

—Continued on next page

Left: St. Vincent & the Grenadines scores both print and praise for its numerous islands and comfortable anchorages. This is Admiralty Bay, Bequia

Below: Although Guatemala hasn't been written about so much, cruisers do love its Rio Dulce. This is the riverside town of Fronteras



JULIA BARTLETT



—Continued from previous page

Michelle's favorite places among those written about least often? "For me it is a tie between Port Antonio, Jamaica and Grand Cayman. These two places do feel like outposts, but we still ran into cruising boats along the way. The Port Authority of Jamaica operates Port Antonio's anchorage and Errol Flynn Marina; the authorities are friendly and professional and the whole area is very secure. It's fun to shop in the market and take some of the local tours to the nearby mountains for hiking and river touring. This small town is a great place to get a full taste of Jamaica in a low-key way. Then skip Ocho Rios and enjoy anchoring by the Montego Bay Yacht Club. Their old-time hospitality and reasonable fees for using their facilities make cruisers feel right at home.

"Grand Cayman is a place for a little R and R. It's expensive, so provision before you arrive. Check in at the port in Georgetown and then head around the north end of the island into the North Sound, where you can anchor in flat calm in ten feet of water behind one of the best reefs in the Caribbean. Swim with the stingrays and enjoy some of the clearest waters outside of the Bahamas. Anchor over by Rum Point and snorkel on giant coral heads just off the dock. Head around to Kaibo for the Tuesday night all-you-can-eat buffet with live music. Now you are perfectly poised to



DEVI SHARP

make the overnight broad reach straight north to Santiago, Cuba or the resort at Cayo Largo, Cuba. Sweet!"

"I vote for the Rio Dulce, Guatemala, as my favorite least-written-about destination," declares sailing author Julia Bartlett. "It has a safe hurricane hole, three haulout facilities, the world's second largest barrier reef, islands for cruising and diving, plus a large lake for hurricane season sailing/shakedowns. Add to that the inexpensive living and marinas, interesting shore trips, good security in Fronteras (where most of the boats are) and an on-line cruiser magazine with useful links (www.riodulcechisme.com). The downside is that it is time consuming to get to and from the Eastern Caribbean, and not all boat parts are available. But there are cheap flights available to Miami for boat-type shopping, and shipping services for large items."

Cruising the Middle Range

Regarding islands in the mid-coverage range, circumnavigator Ann Westergard, who has both cruised and worked on private yachts in the Caribbean, says, "Doug and I spent so much time in the Virgins we really know our way around, which helps, especially if you're trying to accomplish 'stateside' stuff. I'd like to like Dominica and St. Lucia more, but we're too much of a spectacle there — too needed, for our wallets. Looking forward to Colombia. I guess I'm starting to favor places that are big enough for us to blend into."

Michael Rosner of the Morgan 41 Out Island *Panda* says Ann has something to look forward to: "Edie and I have been south of the 12th latitude since 2005. The

CHRIS DOYLE



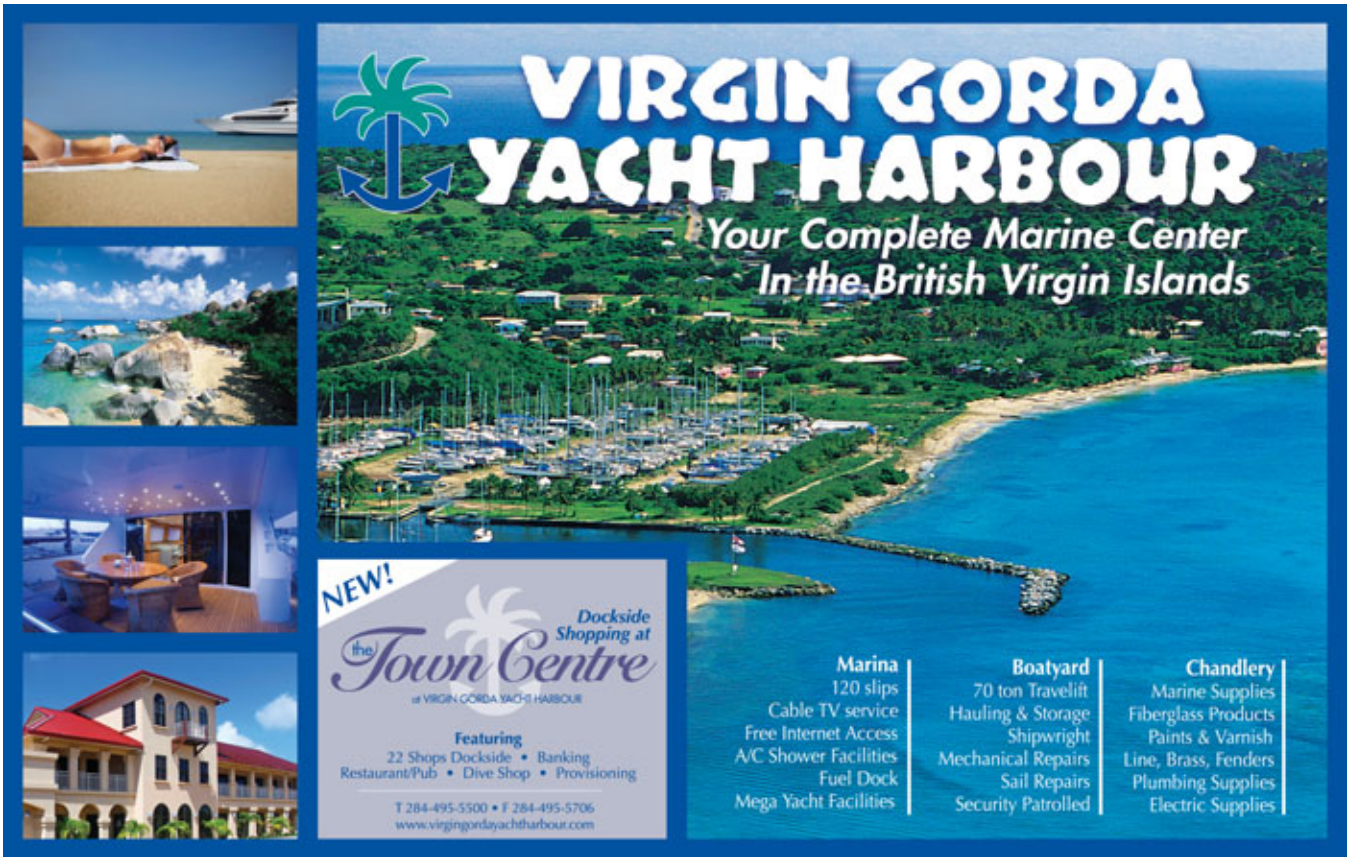
Above: Dominica is one of cruiser Eddy Huybs' top three favorite islands. This is Portsmouth

Left: Port of Spain market. 'Our favorite people are in Trinidad' says Ellen Sanpere, and Devi Sharp agrees: 'I love the Trinis'

most wonderful city I have ever visited down here is Cartagena, Colombia, and I have not seen in the Caribbean anything that compares to its architecture and charm. Security is wonderful and it is the only city I feel comfortable wandering around at night."

Regarding some other mid-range destinations, Ellen Sanpere says, "Not sure what's the attraction of St. Lucia — we didn't get past one very loud night there before leaving in a hurry. The ARC lands here, though, and that's where many newbies arrive and fall in love with the Caribbean. Their very scary ordeal of crossing is over and the place seems like Paradise for sure. We skipped St. Kitts, Nevis, Saba and Statia, mostly because we had little cruising info that made them attractive enough to slow down our boat. I've never been in love with Puerto Rico, but it has its usefulness: air connections to the US, Old San Juan and Puerto del Rey. As Venezuela is no longer safe, several cruisers we know are spending hurricane season in the ABCs instead." (Devi Sharp concurs: "Curaçao is a cheap and easy place to spend hurricane season.")

—Continued on next page



—*Continued from previous page*

"The USVI is where Tony and I chose to swallow the anchor — it's great for US citizens, can't recommend it to others. St. Thomas has great racing, and St. John is okay to visit, but the cruising community there is not my party crowd. The BVI has too many tourists, bareboats, etcetera. We go there for racing and don't spend much time there otherwise.

"Cuba has to be our favorite less-traveled country," Ellen says. "Although we spent only two months there, we met some wonderful people (non-cruisers), heard lots of music, saw gorgeous sights both natural and man-made. It's uncrowded (wonder how much longer that will last?) and we had many excellent adventures."

Still in mid-coverage range, "Our favorite less-traveled Caribbean island is Barbuda," says Liesbet Collaret, "for its space, peace and quiet, remote beaches and relaxed atmosphere. Also, it reminds us of the Bahamas, our all-time favorite so far. If importing our dog, Darwin, into Antigua would be cheaper, I'm sure we would spend a lot of time there as well, because of the different places to anchor and go."

Best-Covered Destinations, and Why

Aside from offering numerous cruising opportunities, why do some destinations get so much ink?

Liesbet explains: "I think Grenada, Venezuela and T&T's popularity [in print] has to do with the amount of time cruisers spend there. These are the popular places to spend a hurricane season, so people have plenty of time to explore and submerge themselves in the culture and sights — and write about them.

"Also, everybody likes St. Vincent & the Grenadines (SVG) for obvious reasons [e.g. a lot of different and comfortable anchorages]. Panama must be popular for its unique offshore islands. (As far as the French islands go, I think they are 'popular' because you put them in one category. I think Martinique is the one that stands out because of the many sailing and anchoring possibilities.) I think the popular countries are the places most long-term Caribbean cruisers spend time. That way they get to know them and love them, and therefore write about them."

Ellen Sanpere supports that view: "Venezuela, Trinidad & Tobago, and Grenada are where many cruisers spend the hurricane season and get their boat work done. They spend a lot of time here and have to write about their surroundings because it's so different, there are a lot of other cruisers there making news, the locals are neat, and they've caught up with things and have time to write.

"In the past," she adds, "Venezuela was one of our favorite places to visit, thanks to the people, yacht services, land-based travel opportunities, music, volunteer opportunities, food, rum.... Now, Venezuela has had so many security issues that some cruisers feel they need to relate their great experience there and maybe drum up business for their new friends.

"In SVG, we always enjoyed our stops in Union Island and Bequia. Bequia is a favorite place to visit on the beaten track: pretty island, laid back, some services, okay anchorage, Rasta produce market. In the French islands there is a great cruiser hangout in Ste. Anne, Martinique; Les Saintes is unique; and St. Barth's is, well, St. Barth's. Panama, of course, is all about the canal — leaving the Caribbean (or the Pacific) and starting on a whole new chapter.

"Our favorite people are in Trinidad. We like the yacht services, diversity, culture, natural wonders, things to do and see and eat and hear."

Devi Sharp says, "Hunter and I agree that Grenada is number one on our list of favorite well-traveled places. The island is small enough to get around, there are buses to take you to places including great hikes, the folks are really friendly and the crime rate is relatively low. We usually anchor where I can swim and enjoy a great breeze (Hog Island).

"I also really like Trinidad a lot — I love the Trinis, Jesse James (taxi service) always makes it feel like you are coming home, the food is excellent, the music is great. I enjoy anchoring at TTSA (the Trinidad & Tobago Sailing Association) — it is very sociable, international and inexpensive. There is a lot not to like, but you know what those things are."

For those who *don't* know what's not to like in T&T, Eddy Huybs shares his experience: "I've been three times to Tobago and four times to Trinidad, and I have made myself a holy promise never to go back there — the Customs and Immigration offi-



St. George's. As Liesbet Collaert notes, when cruisers linger in Grenada they 'have plenty of time to explore and submerge themselves in the culture and sights — and write about them'

cials have just played one time too many with my balls. Tobago is a beautiful island with nice people, but last time I was there the authorities messed it up for me, and that gives a bad feeling for the whole area. Over the years I have read many stories in *Compass* about people who 'fall in love' with T&T, but once they get tortured by Customs and Immigration they have a different view."

Eddy adds, "Venezuela was a long time in my top three favorite places, and in seven years I spent almost three years in Margarita. But it has fallen out. Now, with the prices going up all the time and crime rising, Margarita has lost its attraction for me.

"Now my top three islands are Grenada, Dominica and Curaçao. Dominica is a simple island; I spent months there. I always thought of Dominica as an island that does not change — if you come back one year later, it's all the same. Curaçao is a friendly, safe, developed island, not cheap, not expensive. But if I ever retire from sailing, Panama is my number-one place to retire. Glenda and I recently spent five months there, and it is the place to be!"

—*Continued on next page*



—*Continued from previous page*

Parts of Venezuela get special praise. Devi Sharp writes: "What is our favorite less-traveled Caribbean destination, and why? Hunter and I both picked the Macareo River, and you really can't call it Venezuela. I love it that the Wareo Indians call the Spanish language 'Venezuelan': 'Hablas Venezuela?' We really enjoy the Wareo Indians and the interaction. We both really like rivers. I love not being seasick and having fresh (albeit muddy) water. You wake to monkeys and parrots, have dinner watching river dolphins, and spend the day exploring the side creeks in your dinghy."

Michael Rosner adds, "As to the most beautiful islands I have seen, I must say that I like the Venezuelan islands the best, with Blanquilla being my personal paradise.



ELLEN SANPERE

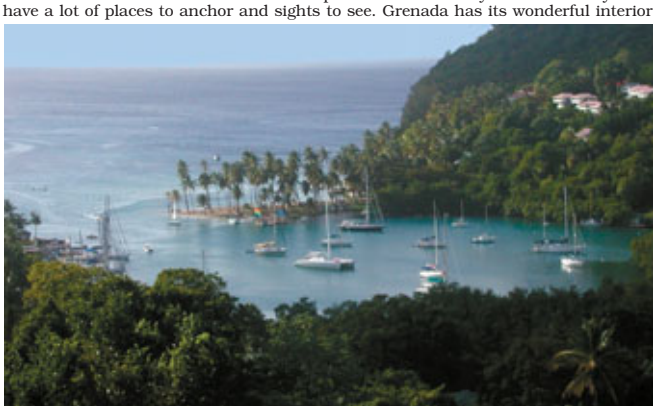
We are presently visiting the San Blas in Panama and will be here for the next six months. These islands are beautiful, but at times of the year incredibly crowded, like the Tobago Cays in SVG. We have wanted to return to the French islands often but have not been able to do so."

Ann Westergard, now cruising on the Valiant 40 *Galivant* and currently in Honduras, highlights a favorite among the best-known cruising destinations: "I like Martinique. It's more 'exotic' than the others, has European flair, is easy to get around, big enough to have a culture of its own, cosmopolitan and reasonably well-run."

Julia Bartlett weighs in: "A vote for a popular destination? Carriacou has to be up there for sheer charm and friendliness."

Liesbet says, "Our favorite well-traveled Caribbean countries are the BVI and SVG for the same reasons: lots of sailing and anchoring possibilities with nice beaches and good snorkeling. If we have to pick one of these two, we choose SVG (Mayreau is our favorite island there) because of the smaller amount of mooring balls and charter boats, and the proximity of refuge during hurricane season. After being in the Eastern Caribbean for two years, I'd say my favorite countries to have guests visit us are St. Maarten and Grenada. The airports are within easy reach and they both have a lot of places to anchor and sights to see. Grenada has its wonderful interior

CHRIS DOYLE



Above: St. Lucia, 'where many newbies arrive and fall in love with the Caribbean'. This is Marigot Bay

Left: The Virgin Islands are appreciated for 'lots of sailing and anchoring possibilities with nice beaches and good snorkeling'. This is Christiansted, St. Croix

and nice beaches, and snorkeling at Ile de Ronde and Carriacou. St. Maarten has its two cultures, and its close neighbors Anguilla and St. Barth's to add to the stops on the French side." She notes, "It is always hard to talk about favorites, because countries are favorites for different reasons."

Devi Sharp agrees with Liesbet that it's hard to choose. "Okay, I have to say this, so you understand Hunter and me and why it is a bit difficult to pick favorites. Hunter grew up in a military family and when asked about her favorite place his mother always said, 'Where I am, of course'. That might have been the best nugget of information a mother-in-law could give a daughter-in-law marrying a man who worked for the US National Parks Service. We moved to five parks after leaving Big Bend National Park, and I always made it a point to like where I was, to be present and not look back. Having said that, of course I do have favorite islands and favorite parks, but I do make a point to try to like each place for what it has to offer."

Michelle sums up the cruisers' dilemma: "I'm so terrible at declaring a 'favorite'. What can I say? I just love the Caribbean and I just love traveling."

Many thanks to the cruisers who contributed to this article.



SPICE ISLAND
MARINE SERVICES



KNOW-HOW.

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

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

ALL ASHORE...

Savoring les Iles des Saintes

by Michelle Daniels

WHEN people ask Dave and me, "Which island is your favorite?" invariably we respond, "That all depends." How can we choose between so many beautiful tropical paradises?



A Queen angelfish spotted while snorkeling in the islands' lee

Yet, in our travels north and south along the West Indies, there is one lat/long that we just can't bring ourselves to pass by without making a turn and dropping *Daniell Storey*'s hook: 16° 52"N 61° 37"W — les Iles des Saintes. If God were to scoop up a smidgeon of rural France and plop it in the Caribbean Sea, that would describe Terre-de-Haut. From the water, the view of the village Le Bourg is luscious eye candy with its well-kept seaside restaurants, a pretty church steeple in the town center, and clusters of crimson-, lemon- and mango-colored tile roofs stretching up the flowering slopes of Terre-de-Haut.

Awakening there I enjoy sitting in the cockpit while sipping my first cup of Santo Domingo coffee and enjoying the quietness. Most mornings, almost on cue, an isolated rain cloud parades through the channel between us and the big island six miles to our north, releasing thick sheets of rain that completely obscure that island. As I watch its progress, the rain cloud eventually empties itself and, like parting theatre curtains, reveals the verdant peaks of Guadeloupe.

The pace in the quintessentially French village of Le Bourg ranges from sleepy to lively. Early mornings, the streets fill with children, the youngest accompanied by their mothers as they walk to school. The local *boulangerie* fills the air with the aroma of freshly baked baguettes. The baguettes bake in a tiered trolley accommodating about 30 loaves and even with that capacity, one will often see clusters of people lounging about keeping one eye on the countdown timer waiting for the next batch to come out of the oven. These are arguably some of the best baguettes in the islands. Also early in the morning you will find some of the local fishermen selling their catch, including mouthwatering tuna and mahi mahi. Locals quickly queue up to make their purchases. There is a lot of laughter and chatter between the fisherman and his customers as he cuts the fish to order.

Saturday is market day in Le Bourg. The streets come alive with islanders selling a variety of freshly baked *feuilletes*: flaky pastry filled with fish, meat or crab. A few vendors come from Guadeloupe to sell fresh produce. The fishermen gather around their boats, repairing nets, sharing fish stories and the latest news. Children pass up and down the streets on their bicycles and it's not unusual to see someone on a bike balancing four or more baguettes on their handlebar. Homes are painted stark white, accented by brightly colored trims and shutters in every cheerful hue. You might see a woman, framed by brightly painted shutters, leaning out her streetside window chatting with a passerby. Saturday morning life bustles, but on this island hot means stop and by noon the streets empty out, most shops close their doors and the islanders spend their afternoons at home. At 3:00PM, the island awakens once more and by evening the restaurants, offering seafood specials of the fishermen's catch of the day, hum with activity.

Follow any road beyond the village of Le Bourg and you will end up at some lovely spot, be it a beach, hilltop vista or historical landmark. The Iles des Saintes are rich in history and culture and one of our must-see landmarks is Fort Napoleon, sitting 100 metres above sea level, overlooking Guadeloupe. The fort has been restored by groups of young volunteers who have converted it to an excellent historical museum of the area. On our first visit to Fort Napoleon, we got a lazy start to our walk up the steep road to the summit. We arrived at the fort entrance at ten minutes past noon, only to find out that the fort closes at noon. Dismayed but not deterred, we repeated the second most strenuous walk on Terre-de-Haut much earlier the next morning.



Above: The worth-the-climb view from Le Chameau
Below: A typical Saintoise home



—Continued on next page

ANJO INSURANCES



Relax get Peace of Mind
With Comprehensive Coverage for your Property, Vehicle, Boat or Business.
Hurricane cover available all year.
WOODS CENTRE (268) 480 3050, JOLLY HARBOUR (268) 480 3098
And now at ENGLISH HARBOUR (268) 480 3093
E: anjo_ins@candw.ag W: www.anjoinsure.com
Agents for: UNITED INSURANCE COMPANY LIMITED

DOMINICA MARINE CENTER
MERCURY Inflatable Boats



Transport has never been easier – with no floor boards Air Deck boats can be stowed most anywhere.

FEATURES:
• Air filled floor makes kneeling or sitting extremely comfortable
• Easy to carry 25% lighter than wooden-floor inflatables

AVAILABLE:
6' 7" (200cm) 46lb(21kg)
7'10" (240cm) 75lb(34kg)
8'10" (270cm) 86lb(39kg)
10'2" (310cm) 92lb(42kg)
11'2" (340cm) 99lb(45kg)

ENGINES:
2.5-350hp (2-Stroke & 4-Stroke)
@ DUTY-FREE Prices

MERCURY Outboards
LUGGER
YANMAR

DOMINICA MARINE CENTER
18 Victoria Street, Roseau
Dominica, WI
767-448-2705 Ext Marine
Fax: 767-448-7701 VHF 16
info@dominicamarinecenter.com
Agent:
Budget Marine, Doyle Sailmaker, SeaChoice Products
Dealer:
Mercury Marine, Yanmar Marine

—Continued from previous page

At the museum entrance we were given a guide to the perimeter walk through a well-tended botanical garden featuring many exotic cacti and succulents. The views all around are spectacular. The museum houses a rich collection of maritime, military and cultural history, artifacts and artwork. Although no shots were ever fired from Fort Napoleon, it overlooks the site of the April 12th, 1782 Battle of the Saintes between the British and the French. One hall of the museum houses a detailed history of this decisive battle, complete with miniature replicas of some of the battleships.





Above: Follow any road and you will end up at some lovely spot, such as the hill above Grande Anse beach, with Guadeloupe visible in the background

Right: A model ship at Fort Napoleon

The most strenuous walk Terre-de-Haut has to offer is to Le Chameau, located at the southwest end of the island. Le Chameau rises 313 meters, making it the tallest peak on the island. Here the old Tour Modèle watchtower stands sentinel. The walk from town to the peak of Le Chameau takes one and a half hours or so, depending on the pace you set and how often you stop to photograph the numerous picturesque vistas along the way. I recommend an early morning start, before the heat of the day sets in, and bring plenty of water with you.

To reach Le Chameau, take the shoreline road south through Le Bourg until you pass the commercial pier. Shortly beyond this, you will come to a junction where you will take the road to the left, passing a farm where goats are penned. Take the first road to the right, which runs along the perimeter of this farm. The Iles des Saintes are well signposted and you will find signage here to direct you. The road works its way up the slopes, past well-tended properties including some charming *chambres à louer* (rooms to rent) and villas. Eventually, you will arrive at the signed road for the entrance to Le Chameau, a switchback on your left. This is a designated park area and motorized vehicles are forbidden, so footin' it is the only way to get to the top. (As a side note, if you were to continue on the main road, it would take you past Le Pain De Sucre on to the beach at Petite Anse).

The road makes numerous switchbacks as it winds its way to the summit, providing many spectacular birds-eye views of Terre-de-Haut and the surrounding islands. Le Chameau is home to multitudinous roosters, hens and goats that run wild up and down the slopes, their bleats and cock-a-doodles interrupting an otherwise serene environment.

The tower at the peak is open to the public and ladders are installed so the brave of heart can climb each level of the watchtower to the roof. Names and dates from the 1800s are etched into the stone wall. On my first visit here, household ladders covered with yellow warning labels in French were mounted on such a vertical plane that I could not get past my fear to take the last few steps from the ladder to the rooftop. I stood below listening jealously as Dave "oohed" and "aahed" about the views. Later, when I saw his photos, I resolved to overcome my fear the next time we made the hike up Le Chameau.

—Continued on next page

Your Marine Store at Venezuela and the Caribbean
VEMASCA
Marine Chandlery
VENEZUELAN MARINE SERVICE, C.A.
The Best Marks!!
SIMRAD
Sea Hawk
AWLGRIP
xantrex
WEST SYSTEM
WESTERBEKE
MAGMA
GARMIN
SHURflo
NEW ENGLAND ROPES
Raymarine
caribe
PETTIT
Trojan
HARKEN
JOTUN
JABSCO
• PUERTO LA CRUZ: Av. Prolongación Paseo Colón, Sector El Paraíso, C.C. Puerto Ensenada, Local # 7 ,8 y 9 PB, Telfs. : 58-281-267.82.32 Fax: 58-281-267.81.75 Cel.: 58-414-834.27.72, Estado Anzoátegui Venezuela / E-mail: ventas@vemasca.com
• ISLA DE MARGARITA: Av. Raúl Leoni, Telfs.: 58-295-264.16.46 (Master), Fax: 58-295-264.25.29 Cel.: 58-414-788.21.47, Porlamar Venezuela
E-mail: sales@vemasca.com / www.vemasca.com Proximamente en Marina (Soon at Carmelo´s Marina at the beach)

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@cantv.net

—Continued from previous page



Above: On Saturdays, don't miss the morning market

Right: A fisherman scales his catch of the day: red snapper

The following season we repeated the hike and this time, with gritted teeth and white knuckles, I made my way onto the rooftop where I, too, "oohed" and "aahed". Stooping, I peered through the well-preserved musket slats which framed the images below. From this vantage point, we could easily see the all points of Terre-de-Haut, its many beaches, bays, and the airstrip nestled in a narrow valley between two hills.

The most visited and picturesque beach on Terre-de-Haut is Plage de Pompierre on the windward side. A short distance before the beach, a local resident serves up a tasty daily barbecue along with cold beverages, something we've appreciated because the walk here can be hot. Palm and almond trees line the sandy beach, providing comfortable respite from the sun. We enjoy walking the stretch of beach to the dramatic cliffs of the rugged islets that wrap around the bay, protecting it. We've snorkeled this bay, as well as Baie de Marigot, but have been disappointed, as conditions can be unpredictable with swells stirring up the bottom, limiting visibility.

A quieter beach which we enjoy walking is Grande Anse, also located on the windward side at the end of the airport runway. This sweeping beach is unprotected from wind and sea; however, it's a wonderful spot for those looking for solitude. Two roads lead to this beach from town. You'll find the first just past the police station. The second is just south of town and takes you on the high side of the airport. I'm partial to this second route because I enjoy watching the planes approach the airport through the narrow gap between hills. This upper road leads to a more obscure, quiet corner of the island beyond Grande Anse beach, which is worth checking out.

One other favorite walk of mine is along the waterfront road north out of Le Bourg. Follow the signs for Plage de l'Anse Mire. This route takes you down a narrow staircase bordered by bougainvillea, small villas and shops. Right near this junction, at 60 Rue Jean Calo, you'll see a sign for The Art Studio, where Maurice is the artist in residence. The studio sits high above the road and you need to climb a number of steps to reach it. The day we stopped here we had just returned, hot and tired, from Fort Napoleon with friends Jake and Carol (*S/V Offline*). Jake, an artist himself, was intent on climbing the stairs up to The Art Studio. The rest of us opted to wait for him in the shade of the tree below. We waited, and waited, and waited. Finally, when we were just about to cast lots on who would climb the steps to retrieve Jake, he reappeared with two small paintings in hand. Jake proceeded to share with us the tale of his visit with Maurice:

"The old painter, Maurice: 'You are the first person to visit me in three weeks. I don't go into town to sell my work anymore. I drink too much and spend it before I get home. Welcome.' He says to me, 'You want rum, wine or coffee?' 'Rhum, monsieur, d'accord,' I say. He makes a *'ti punch*, short for petit punch: a shot of white rum, cane syrup and lime with a special little spoon to stir it. I sip it and we talk. He tells me I can rent a studio for 20 Euro a day. I am tempted but will move on. He cooks a stew as we talk: plantains, onions, rice, peppers and more. Chickens strut about. 'I'd have a chicken in this if Blackie (his cat) would get me one,' he snickers. 'I need to get my paintings on the Internet so I can get rich.' I give him a pack of cigarettes. I buy a painting for 18 Euro. He gives me another one. I look at another painting of a Rasta. I ask, 'Who is that?' Maurice says. 'He almost killed me one night.' 'But you painted him?' 'Yes,' he says."



According to Maurice, not too many people venture up the steps to his studio, but if you're one of the more adventurous, he will greet you with true island hospitality.

The water on the lee side of Iles des Saintes is clear and offers a number of great snorkeling spots. We've seen a diverse selection of marine fish including Queen and French angels, puffers, porcupine fish, lobsters and eels on the small reef extending from shore adjacent to the local watersport club. We've also enjoyed snorkeling Pain de Sucre off Terre-de-Haut and Anse Sous le Vent off Ilet-à-Cabrit.

A recent piece of good news for cruisers is the clearing-in process on Iles des Saintes has been updated and computerized. No more waiting 45 to 60 minutes for your papers to get faxed to Guadeloupe for clearance, although we'd always put that wait time to good use enjoying a fresh *croissant-du-chocolat* and coffee at the local patisserie.

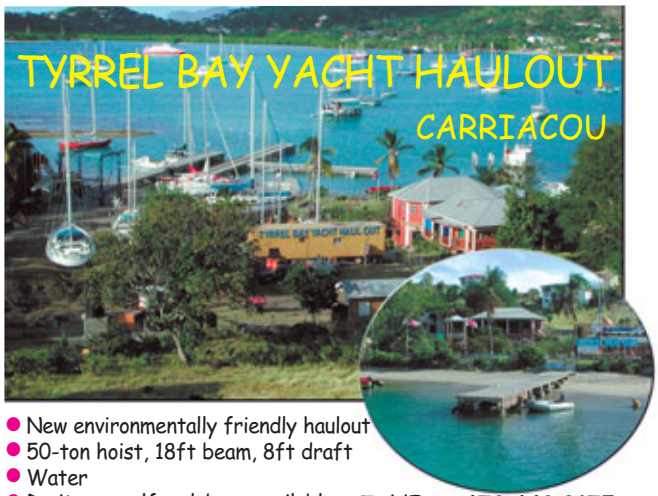
If your time in the Iles des Saintes is limited, you can rent a motor scooter and whisk your way to all points in a matter of a day. However, I think that would be like trying to see all of New York's Metropolitan Art Museum in three hours: you get so little out of so much. My experience is that the Iles des Saintes are best savored like a fine wine in order to appreciate all they have to offer.

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: golfsierra@hotmail.com



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

Tel/Fax: 473.443.8175
VHF: 16 tbyh@usa.net
www.carriacouboatyard.com

THE FORGOTTEN CARIBBBEAN
BY FRANK VIRGINTINO

Part IV:

JAMAICA AS A STAGING POINT

From Jamaica, Going North, West or South

One of the nicest things about cruising the island of Jamaica is that when it comes time to depart, you find yourself well situated to continue on to so many more really great cruising areas.



WORLD CRUISING ROUTES / JIMMY CORNELL

As Jimmy Cornell points out in his indispensable *World Cruising Routes*, from Jamaica you can easily go north through the Windward Passage to the Bahamas and on to the east coasts of the United States and Canada. Or you can go northwest and access Cuba.

If you sail west you can go to the Cayman Islands and/or the Bay Islands of Honduras. Thereafter one can easily make Rio Dulce in Guatemala and then head north to Belize and Mexico.

To the south of Jamaica are Colombia, the San Blas Islands and the Colombian islands of Providencia and San Andres off of the east coast of Nicaragua.

Colombia is a safe area to cruise and Cartagena is an extraordinary stop and well worth the visit. We can cruise the coast of Colombia, taking advantage of the tradewinds and the westerly current until we make the San Blas Islands.

The San Blas Islands are a taste of the Pacific in the Caribbean Sea. This archipelago of islands, while part of Panama, is operated independently and its culture is very different from the other Caribbean cultures. The inhabitants are Native Americans. They have their own language and you will be hard pressed to believe you are still cruising the Caribbean.

From the San Blas Islands to the west, off the coast of Nicaragua are the Colombian islands of San Andres and Providencia; either is a safe and an exciting stop (see article on Providencia in the September 2010 issue of *Caribbean Compass*).

The Western Caribbean is remote. You will find it different in many respects from the Eastern Caribbean. Many of the countries you will visit have a larger landmass than the Eastern Caribbean Islands. They are "mainland" countries and the cultures — from music to food to manners — are markedly different from those of the Eastern Caribbean.

From Jamaica, Going East

For those that do not want to continue west, north or south from Jamaica, the trip east is against wind and current.

The best way to go east is by using the katabatic winds of Jamaica and Hispaniola to make the trip between the two islands at night in what are usually very light winds (except early in the tradewind season when the wind is above 20 knots during the day, or when a "norther" is blowing). Once to the coast of Hispaniola, one can transit the coast at night in the island's lee from the west to the east and arrive at Isla Saona at the east end of the Dominican Republic. This island is south of the Mona Passage and, again with the use of katabatic winds that come from the mountains of the DR as well as the same winds from the mountains of Puerto Rico, one can make easting along the south shore of Puerto Rico at night relatively easily all the way to the Spanish Virgins and the Virgin Islands.

Getting Out of 'the Hole'

The Caribbean Sea is not a small sea and should be taken seriously. Roughly measured it is 1,800 miles from east to west and 700 miles from north to south. The feistiest seas are often found in the southwest corner, in the area of Colombia and west of Colombia. Here seas can easily exceed ten feet in normal tradewind conditions. This is because of the fetch — an open sea distance of more than 1,200 miles from the Eastern Caribbean islands to Panama.

Many mariners have simply given up while trying to beat eastward from any point west of Colombia. The largest seas in the Caribbean will be on your nose, as well as unabated tradewinds and an adverse current.

The greatest protection is afforded by Cuba and Hispaniola, off their respective south coasts, which provide protection against the Atlantic Ocean as well as winds from the north and northeast. Therefore, while it is not readily apparent, the best strategy to get out of the southwestern "hole" is to go north before heading east. If you are headed to the southeastern part of the Lesser Antilles, such a strategy requires double the sea miles. However, the difference in conditions is so significant as to make the extra miles well worth the effort.

Depending on how far west you are, the best route is often to head for the eastern tip of Jamaica, at Port Morant. The harbor is delightful and very safe. There is a coast guard station there, as well as clearance facilities. Then proceed eastward using the same strategy as noted above, utilizing the katabatic winds along the south coasts of Hispaniola and Puerto Rico to your advantage.

In Conclusion

This series of articles started with a discussion of the definition of "the Caribbean". Hopefully, for those of us who have sailed or plan to sail only on the "beaten track" from the Virgin Islands to Grenada, it is now apparent that "the Caribbean" is something much larger than originally thought. In an area of more than a million square miles the Caribbean Sea has more than 7,000 islands, islets, reefs and cays. One could cruise the Caribbean — the whole Caribbean — for an entire lifetime and perhaps never cover it all.

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

FREE CRUISING GUIDES

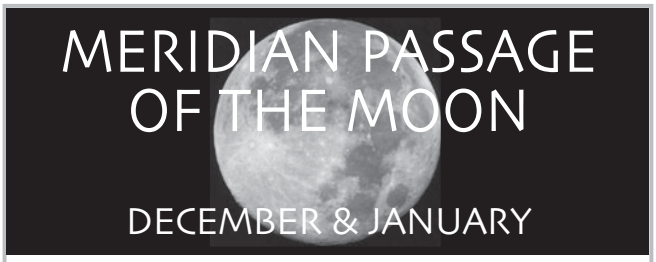
Dominican Republic Cruising Guide
DOMINICAN REPUBLIC CRUISING GUIDE
www.dominicanrepubliccruisingguide.com

Haiti Cruising Guide
HAITI CRUISING GUIDE
www.haiticruisingguide.com

Jamaica Cruising Guide
JAMAICA CRUISING GUIDE
www.jamaicacruisingguide.com

Trinidad Cruising Guide
TRINIDAD CRUISING GUIDE
www.trinidadruisingguide.com

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



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

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

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

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

December 2010

DATE	TIME
1	0755
2	0847
3	0941
4	1038
5	1136 (new)
6	1233
7	1329
8	1423
9	1509
10	1555
11	1637
12	1718
13	1758
14	1839
15	1921
16	2006
17	2054
18	2145
19	2240
20	2338
21	0000 (full)
22	0036
23	0133
24	0229
25	0321
26	0412
27	0502
28	0552
29	0642
30	0735
31	0829

January 2011

DATE	TIME
1	0925
2	1022
3	1118
4	1211
5	1301
6	1346 (new)
7	1432
8	1513
9	1554
10	1654
11	1715
12	1758
13	1844
14	1933
15	2025
16	2121
17	2219
18	2318
19	0000 (full)
20	0015
21	0111
22	0204
23	0256
24	0348
25	0439
26	0532
27	0626
28	0721
29	0817
30	0912
31	1005

Cruising the Eastern Caribbean with Your Dog

PART TWO: THE WINDWARDS, TRINIDAD & TOBAGO AND BARBADOS

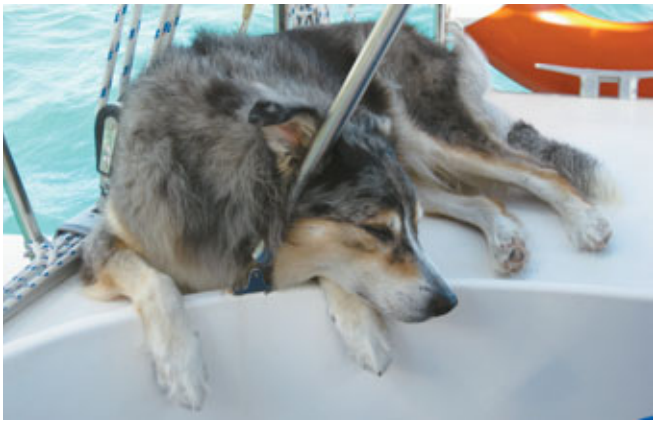
by Liesbet Collaert

With the following overview I will try to inform you about the check-in procedures for your dog in the Eastern Caribbean islands. Last month we looked at the Virgin Islands and the Leewards. This month we'll continue southward. This information is based on correspondence with government officials and agriculture departments, on-line regulations and our own experience. It will give you an idea about what cruising the Caribbean with your dog involves and hopefully will make things easier when checking in to the countries. Whether things go as planned or expected will always



be a surprise. I cannot guarantee that you will receive the same treatment, fees or information as we did. This is the Caribbean after all!

St. Lucia
Contact: Dr. Auria King-Cenac, Dr. Sharmine Melville
E-mail: auriaking@yahoo.com, sharmsmelv2@hotmail.com
Phone: Government Vet Office: (758) 468-5621 or 468-5623
Cell phone, Dr. Melville: (758) 460-6889
Fax: (758) 450-4581
Website: www.slumaffe.org (Veterinary and Livestock link)
Requirements: Microchip, Rabies Certificate (<1 year), Titer Certificate (<2 years), DHCCP Certificate, treatment for parasites, Health Certificate
Procedure: Fill out the application form for an import permit (available on-line) and e-mail or fax it to the Agriculture Department, together with the dog's health records and an expected date of arrival. A current health certificate (ideally from the country previously visited) is required upon arrival. When arriving in St. Lucia, check in with Customs, Immigration and the Port Office (all in the same room in Rodney Bay) and call the vet office to arrange a time for one of the vets to come and inspect the dog, scan the microchip, bring a permit and collect the fee. The dog is NOT allowed onshore without a permit.
Fee: US$18 (EC$45) when applying for a permit ahead of time (preferred); or US$26 (EC$65) when applying for the permit upon arrival (requires two visits of the vet)
Experience: The e-mail address available on-line has been having problems for a year, but the private e-mail addresses above will get a conversation going. Checking your dog into St. Lucia is straightforward and easy in Rodney Bay. Either you or the Customs officer can call the Agriculture Department to set up a meeting with the vet. He will come to the marina/dock.



Above: Cruisin' and snoozin' — boat dog Darwin aboard Irie

Left: The author and Darwin beachcombing in the Tobago Cays

Remarks: The best place to arrive in St. Lucia is Rodney Bay, where the process has been done by other cruisers many times before, Customs can help with the phone number or a phone call, and the vet office is not too far away (towards Castries). Our experience in Soufriere was expensive and unprofessional. It is advised to keep the permit with you each time you take your dog to shore. We have been asked for it by an Immigration official walking around the Rodney Bay Marina area. Allowing foreign dogs into the country is a relatively new development in St. Lucia, so locals might ask you whether your dog is cleared in or wrongly tell you that he/she is not allowed in their country.

St. Vincent & the Grenadines
Contact: Dr. Glasgow or Dr. Hackshaw
E-mail: animalhealthsvg@hotmail.com
Phone: Government Vet Office: (784) 450-0326 or 457-2452
Cell phone, Dr. Glasgow: (784) 493-0575
Fax: (784) 457-1688
Website: www.gov.vc
Requirements: Microchip, Rabies Certificate, Titer Certificate, DHCCP Certificate, Government Issued Export Health Certificate (important!), treatment for parasites
Procedure: Contact the vet department to obtain an application for an import permit. Fax or e-mail the application with the dog's health records and an estimated date of arrival. Obtain a Government Issued Health Certificate from the rabies-free country you are coming from (St. Lucia is the obvious choice. There you will have to take your dog to the Department of Agriculture either by taxi, hitching a ride or private transportation). Sail to the south coast of St. Vincent, and anchor or pick up a mooring at Young Island Cut.

—Continued on next page





Clean, renewable fuel free with every sail

QUANTUM SAIL DESIGN GROUP

- Largest loft in the BVI
- Full sales and service loft
- Convenient location
- New canvas and canvas repair
- Pick up and drop off

Located near the entrance of Nanny Cay
Nanny Cay, Tortola, BVI | t. 284 494 1124 | e. kwrigley@quantumsails.com

—Continued from previous page

Forty-eight hours notice of arrival must be given. Once in Young Island Cut or another anchorage close by (such as Blue Lagoon), call the vet department to set up an appointment. Meet the vet at the Young Island ferry dock, where she will inspect the dog and paperwork and issue the import permit. The permit is valid for three months. Continue somewhere else (Bequia, for example) to check yourself and the boat in.

Fee: Free from Monday to Friday before 4:00PM

Experience: After trying to figure all this out for months and skipping the area twice, we were persistent and managed to visit SVG with our dog, which is possible but hard. We had everything in order to arrive from Martinique, only to learn (after tons of unanswered e-mail inquiries and one final phone call that got through) that this was impossible. The Government Health Certificate has to be issued in a rabies-free country, which basically only leaves St. Lucia as "previously visited country". Dogs coming from Grenada with all the required documents have been denied



It is *Paradise — Paradise Beach on Carriacou*

(Grenada is not rabies free). Once we got in touch with the department and got the procedure straight, all went smoothly from the moment we met the vet on shore. Dr. Glasgow is very understanding, efficient and professional to deal with.

Remarks: The e-mail address is known to have problems, so to save a lot of frustration, phoning might be the better plan. The information available about importing a dog in SVG states that the dog first has to fly to the UK, await quarantine and then be transported to SVG by plane. The government of SVG has recently become more lenient with their rules because of cruisers wanting to visit with their dogs. Be aware that not everybody knows about those "new rules" for cruisers. You will be questioned (and directed to "put your dog back on the yacht") by officials and locals in bigger towns where you walk your pet. It is recommended that you always carry your import permit with you. Even though the actual import permit and inspection are free, the costs of checking everybody into a rabies-free country prior to arriving in SVG (not a problem if you planned on visiting this island anyway), obtaining an Export Health Certificate and making the necessary phone calls to St. Vincent to make the whole process work, can add up.

Grenada
Contact: Ministry of Agriculture
E-mail: agriculture@gov.gd, thia_212@hotmail.com
Phone: (473) 440-2708 or 440-3078 or 440-3083
Fax: (473) 440-4191
Website: www.gov.gd/ministries/agriculture.html
Procedure: Ask for import permit by e-mail and get this faxed or e-mailed to you.
Fee: Free
Experience: When checking into Grenada, pets have to be declared on the Customs form, but no questions are asked. It is recommended that you have the dog's paperwork on board and that you act responsibly.
Remarks: No response was received when using the government e-mail address. Use the personal e-mail address instead, or better yet, phone.

Trinidad & Tobago
Contact: Animal Health
E-mail: aphmalmr@tstt.net.tt
Phone: (868) 625-5997 or 625-1473
Fax: (868) 625-5993
Website: www.agriculture.gov.tt
www.boatersenterprise.com/content/pet_quarantine.html
Procedure: Every pet to officially be landed in Trinidad requires one to six months' quarantine, unless coming from a rabies-free country where he/she resided for at least six months.
Fee: US$3 (TT$20) per day for a 30-day quarantine
US$1.50 (TT$10) per day for a six-month quarantine
US$1.50 (TT$10) for the landing fee
Remarks: When checking into the country, your dog has to be declared and paperwork presented. Then he/she has to remain on the boat, which counts as quarantine.

Barbados
Contact: Dr. Rosina Maitland
E-mail: vo@caribsurf.com, vetservices@caribsurf.com
Phone: (246) 427-5073 or 427-5492
Fax: (246) 429-2143
Website: http://agriculture.gov.bb
Requirements: Dog has to be imported directly from the United Kingdom, Ireland, Australia or New Zealand OR must have been living continuously for six months in Antigua & Barbuda, St. Kitts & Nevis, St. Vincent & the Grenadines, St. Lucia or Jamaica prior to entering Barbados.
Procedure: Complete an application form (available on-line), pay the fee, give three days notice of the dog's expected arrival date, along with transportation information, import permit number, name, address and contact information pet owner and name and information customs broker.
Fee: US$12.50 (BDS$25) permit fee
US$30 (BDS$60) landing fee

Other Useful Information
www.pettravel.com
www.petfriendlytravel.com

In conclusion, it is a good idea to stay up to date with the rabies and DHCCP shots and have current health and vaccination records for your dog. Together with a proper way of identification (microchip), this mostly covers your pet's requirements for the Eastern Caribbean islands. Import permits are generally valid for one month. Please note that certain aggressive breeds are not allowed in some islands.

The overview is based on a dog coming from a country where rabies exists or after a brief stay in a rabies-free country. If your dog was stationed for over six months in a rabies-free country before (non-stop) arriving in another rabies-free country, everything is much easier.

Declaring your dog the "right" way will, of course, require more effort, hassle, planning and money than just sneaking him/her ashore for some quick walks or confining him/her on board. If the respective island governments make it easy, straightforward and affordable for pet owners to abide by the rules, however, checking a pet into the country would be no issue and all cruising dogs could enjoy unlimited sniffs in the countryside and super long beach walks without questions asked or nervous looks over the shoulder. Here's to happy sailing and exploring for our furry companions!

Liesbet Collaert is a freelance writer who lives and cruises on S/V Irie *with her partner, Mark, and their dog, Darwin. For more stories and pictures, check out their website www.itsirie.com.*

GRENADINES
SAILS & CANVAS
BEQUIA

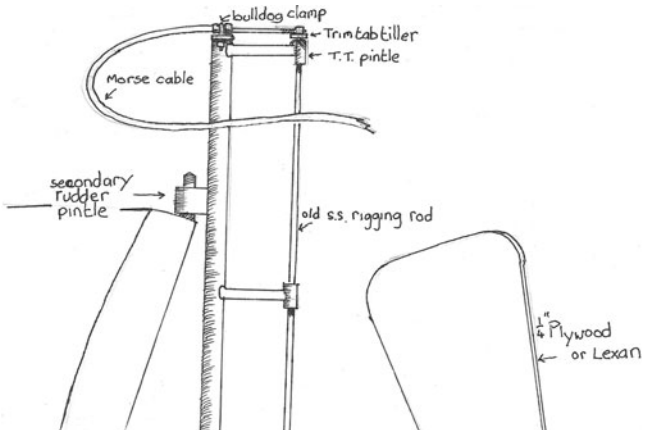
Come in and see us
for all your **SAILS & CANVAS** needs
including **CUSTOM-MADE** stainless steel
BIMINI & DODGER frames at competitive prices

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

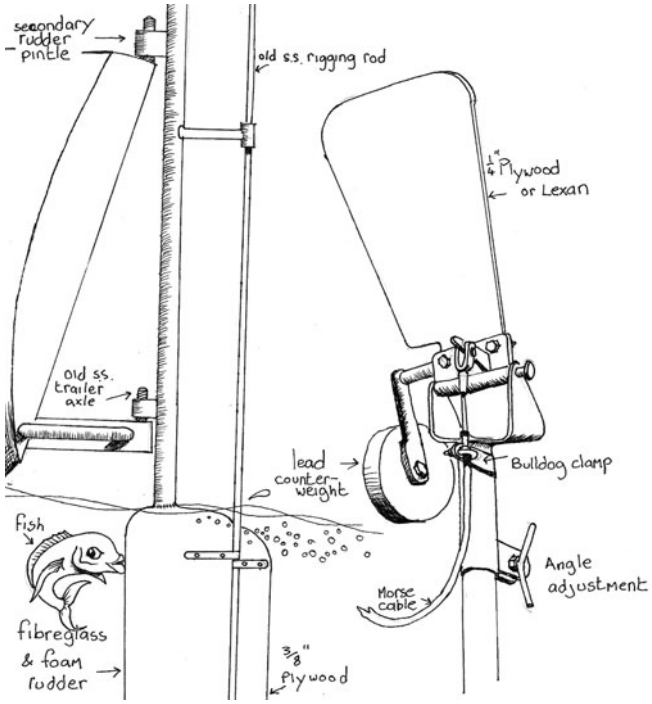


Custom Self-Steering, Caribbean Style

by Dudley Campling



'Since arriving in the Caribbean 27 years ago, the author has often found it necessary to make do and improvise: 'I decided to build my own self-steering system'



I don't know how many miles I have steered my various yachts but I do know that steering a boat, with either a tiller or a wheel, is a very tiring occupation.

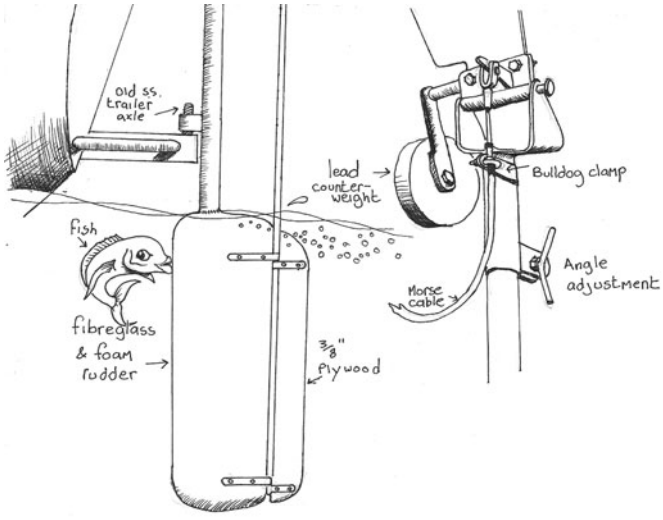
Cap Horn was a 1933 Brittany cutter, six-and-a-half metres (21 feet four inches) long and one metre thirty (four feet three inches) across the beam. She was built with a Marconi rig, featuring a very high mast that needed a boomkin to hold the backstay owing to the length of the boom. Because of this, it was well-nigh impossible to fit any kind of self-steering device on the stern. It was also impractical to fit an electrical autopilot, since there was no engine to charge the batteries. When I bought the boat, she had no bowsprit — though, if I had had a little more experience, I would have realized that the little slot cut into the front of the Samson post, and the inverted U-shaped bracket on the stem, were intended for the support of that particular spar.

She came equipped with a gigantic red genoa that swept the deck and reached back to the middle of the cabintop. Tacking without winches was interesting: if you didn't pull fast enough, it was necessary to luff up to get more sail in.

The first trip my partner Flo and I took was from St. Tropez to Majorca. An amazing amount of weather helm was produced by that giant red genny that ought to have been about three feet farther forward, but alas, there was no stick to put it out there. It was expedient to loop one leg over the tiller and firmly grip the ankle in order to keep from diving into the wind. "Fool," you say, and yes it's true, but then, isn't anyone who leaves their nice cozy life something of a fool?

It took us seven days to complete that trip, and we had to steer the whole way, two hours on, two off. Needless to say, we were very tired by the time we made landfall.

It took a few more trips like that until we discovered that a boat steers easier when the sails are balanced. Reading the Hiscocks' books did a lot for my knowledge of the



way to make a boat steer itself and as a consequence, I built a nice metre-long bowsprit out of Douglas fir and the results were spectacular. Flo hand-sewed a yankee and we already had a stays'l. We had to fit running backstays to cope with the stresses caused by the stays'l.

—Continued on next page

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

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

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

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

—Continued from previous page

Rigged like this, we were able to leave the Mediterranean and head for the Canary Islands. *Cap Horn* would steer herself on any course where the wind was forward of the mast, just by balancing the sails (lots of messing around with the various strings involved). We found that if the wind was abeam or on the quarter, it was necessary to get a bit more involved in the string and elastic. We would slightly back the stays'l, and run the sheet to windward via a block and thence to the tiller. To leeward, we attached a bungee cord between the tiller and the cockpit coaming.



At this point, we could navigate after a fashion and managed to discover the Canary Islands using dead reckoning and rumour. During the six months we spent in Tenerife, I learned celestial navigation from a real sailor and built two poles for our downwind trip to the Caribbean. In principle, the downwind rig performed miraculously. It involved two high-

Above: 'Popeye' at work underway
Near right: 'I used a Morse control cable to transfer the power from the wind vane to the trim tab'
Far right: Lead for the counterweight was melted over a fire on the beach and molded in an old tuna can

cut jibs, flying from the base of the mast with a two-foot space between them at the foot. The two poles were rigged horizontally with uphauls. The sheets for the two jibs went through rings on the outer ends of the poles, then back to the tiller via snatch blocks on the rail. The poles were allowed to go forward until they were at about 45 degrees to each other before being attached to the tiller.

It was very satisfying to see the tiller twitch when one of those giant Atlantic rollers pushed the stern over as she started to surf, and put her back on course for the palm trees, hummingbirds and iguanas.

The same rig allowed us to steer a little off the wind if we changed the angle of the poles in relation to the hull by lengthening the appropriate sheet. Unfortunately, our two sails were too large and not high cut enough. The consequence of this was that, on one particularly large roll, we dipped the starboard sail in the water. This had the effect of wiping out two stanchions and snapping the pole in two.

In the end, we flew the yankee (spitfire jib) to port and the stays'l to starboard, utilising the two halves of the broken pole. If I were to build a rig like that again, I would carry several twins without hanks and of differing sizes. We found that, even with unmatched sails, the boat steered perfectly in all kinds of wave and wind conditions.

By the time we reached Antigua we had pretty much mastered the foibles and nuances of using sails to steer *Cap Horn*. Even so, I was pretty nervous as we entered English Harbour under sail and anchored just behind the windjammer *Mandalay*.

Two years in Antigua was a whole new form of life for us and it was difficult to break away from there in order to continue our rambles. Sailing south to Bequia, we stopped in every island and spent at least one night at anchor in each. *Cap Horn's* sails steered us most of the time since it seemed as if the wind was always on the nose in every direction and that was always the best for easy sail balancing.

Cap Horn was great, but not very big to live in, so, it was time for a bigger boat. I will never forget the sight of *Cap Horn* beating up from Canouan to Bequia as her new owner put her through her paces. As he sailed past us, he sat on the cabintop playing his trumpet and not a hand for the tiller.

Our most recent yacht, *Folkloric*, is a whole different story. She is made of steel, is 46 feet on deck and grosses 28 tons, and is a cutter-headed ketch with a full-length keel. We have plenty of space to put some kind of wind-powered self-steering device since she has a wide transom.

Now, I am only writing this for those cruisers whose budget is limited and who rely on skills to solve problems, rather than reaching into that often-empty pocket. If you have a steel boat, it seems to me to be a pretty good idea to learn to weld. This acquired skill, plus a welding machine, saves you 50 bucks or so an hour.

Folkloric came equipped with a powerful Neco electronic autopilot. This had to go since it consumed enough electricity to power a small town while it worked, though for me, it never really did.

I decided to build my own system. There are several good solutions on the market, each one being perfect for a certain type of vessel. However, since I have a full-keeled ketch, my problems of designing an efficient steering system were greatly reduced. The long keel gives directional stability and the ketch rig is easy to balance by playing with the various bits of string.

After studying various types of wind-powered autopilots, I decided that it would be best to add a secondary rudder to the transom. The primary rudder is very large and placed a fair way forward. I figured that a secondary rudder, at the transom, could be a lot smaller and have almost the same effect as the primary. If I added a trim tab to the back of the second rudder, I wouldn't need much force from a wind vane to turn the boat. In other words, as the trim tab is very slim, it is easier to turn in the water, and then hydraulic action turns the secondary rudder in the desired direc-





tion. All this time, the primary rudder is used to give a little bit of weather helm, after the sails are pulling well and balanced. This allows the self-steering to do as little work as possible; i.e. the boat should be almost steering herself.

The device itself went through many modifications over several years of tinkering. Lots of mistakes were made in the earliest versions, most of them related to sloppy bearings and over-complicated linkages. By the time the message from the wind vane reached the rudder, it was too late and the boat was doing something else.

The breakthrough finally came when I used a Morse control cable to transfer the power from the wind vane to the trim tab. This has proved to be very sensitive and direct, since the only bearings involved are at each cable end.

There are several advantages to this system. The secondary rudder allows the boat to be manually steered via a short tiller attached to the rudderpost, and the Morse cable linkage allows the wind vane to be mounted in an optimum position.

Popeye, my self-steerer, is made of scraps of stainless steel and discarded parts. For instance, the rudder came from an old wind pilot with a bent rudderpost that I straightened and sleeved over with a bit of galvanized pipe. The pintles on the transom are from an old boat trailer's axles. The lead for the counterweight of the horizontally pivoted wind vane originated in an old battery that some stupid person had dumped in the sea. I rescued it, melted the lead over a fire on the beach and molded it in an old tuna can. This marvel of technology was bolted to a sawn-off, long stainless swage fitting from an old stay and welded to the wind vane assembly.

I have found that it is often necessary, while in the Caribbean, to make do and improvise things that would normally be bought from a store, though more recently, it is possible to get things sent to anywhere in the world, thanks to the internet. I guess I have a hangover from the time we arrived here in 1983. The roads in St. Johns, Antigua were mud tracks, populated by chickens, goats and very few cars. Bequia had even fewer paved roads back then and workshops were mostly like blacksmith's shops. It was necessary to be very inventive to keep a boat running.

Those same workshops are still in the Caribbean; some of them are a bit more sophisticated than others, having lathes and milling machines, etcetera, and if you cannot weld it is possible to get jobs done in most of the islands for very reasonable prices. Bequia in the Grenadines is a very surprising place in that you can get virtually anything made there that is related to boats. Bequia has a long history of boatbuilding and many of its inhabitants have a working knowledge of seamanship.

One way or another, it is feasible to construct a working steering device in the islands, without a huge layout of cash.

SVG AIR
Fly Charter it's Smarter.
Celebrating 20 Years in Business.
Scheduled Flights to the Grenadines from: St. Vincent, Barbados and Grenada
To/From BARBADOS • BEQUIA • CANOUAN • CARRIACOU • MUSTIQUE
To/From GRENADA • BEQUIA • CANOUAN • UNION • CARRIACOU
To/From ST. VINCENT • MUSTIQUE • CANOUAN • UNION
PRIVATE JET HANDLING SERVICES
Private Jet Charters available to and from all points within the CARIBBEAN & SOUTH AMERICA
www.svgair.com info@svgair.com t: 784.457.5124 | f: 784.457.5077
NEW JET ADDED TO THE FLEET!
New Services:
AIR AMBULANCE
FLIGHTS TO & FROM ST. LUCIA



DECEMBER 2010

♈ **ARIES (21 Mar - 20 Apr)**
While boat business is in irons, pass the time with holiday projects or creative onboard repairs. This will free you up for a romantic blip on your radar.

♉ **TAURUS (21 Apr - 21 May)**
Romance could be a rough beat for the next five weeks while Venus is opposite you in Scorpio. Keep a good lookout and you won't get stung.

♊ **GEMINI (22 May - 21 Jun)**
Spend time at the helm of your business or financial affairs, but sail on past creative projects as any attempts there will only foul your bottom and could ruin your holiday mood.

CANCER ♋ (22 Jun - 23 Jul)
Ho, ho, ho! A harbor romance will take up most of your mental energies over the holidays.

♌ **LEO (24 Jul - 23 Aug)**
Bah, humbug! This month will be a good one for Leos to take a solo sail or concentrate on projects aboard that can be done alone.

♍ **VIRGO (24 Aug - 23 Sep)**
Might as well turn off the radio, as you will feel unable to express yourself clearly until month's end. Just hum a few Christmas carols and no one will notice you're not talking.

♎ **LIBRA (24 Sep - 23 Oct)**
Steer a course for boat business in the coming New Year and don't let outside influences blow you off it.

♏ **SCORPIO (24 Oct - 22 Nov)**
Hello, sailor! Love and lust fill you with passion for the next five weeks. Enjoy.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Concentrate on projects aboard until the 20th, when you run out of steam and enthusiasm. Don't worry; by then it will be time to get into the holiday spirit!

♑ **CAPRICORN (22 Dec - 20 Jan)**
Communications will be garbled until month's end, so if you're 'breaking up', remember that propagation will improve in the New Year. Meanwhile, it wouldn't hurt to just listen, as you might learn something new.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Steady as she goes. Keep one hand on the business helm while weathering minor squalls in your love life.

♓ **PISCES (20 Feb - 20 Mar)**
Don't worry about a few setbacks in the creative areas of your sailing life. Santa might be bringing you a new love interest.

THE NIGHT BEFORE CHRISTMAS

Island Poets

'Twas the night before Christmas, I swung on the hook
Flaked out on the settee, asleep with my book
When up on the deck I heard footsteps and stuff
"I've been boarded!" I thought, and I tried to be tough.

Then down the companionway hatch came a dude;
He was dressed like a nut and I thought, "I'm so screwed,"
But he laughed and he hummed as he surveyed my junk
So I figured he must be the resident drunk.

His eyes were lit up like a junkie on speed
But he gave me a whole bunch of stuff that I need,
Like rum and cigars and new charts and a dinghy
And some kind of fancy electrical thingy.

I thought it was stolen but I wasn't telling,
I hoped he was giving and wasn't just selling
And I poured him a grog which he downed with a wink
Then I poured one for me (I sure needed a drink!).

Then he staggered above to the dark tropic night;
As I peeked I beheld an incredible sight —
Eight tiny dolphins and a beautiful sleigh
And the dude hopped aboard and prepared to make way.

The dolphins were ready to power the sled
But the guy raised a genny and mains'l instead.
With a burp and a chuckle he gathered the breeze
And called to the dolphins, now swimming with ease:

"On Fatty and Foxy and Old Barracuda!
On Teva and Mountgay, Antigua, Barbuda!
Or whatever your names are, you cute little fishes,
Here's to every last sailor, my best Christmas wishes!"

As he sailed away leaving a wobbly wake
I hoped he had not many stops left to make.
He got close to shore and he soon was aground
But the dolphins proceeded to pull him around

And I heard him exclaim as he sailed out of sight
"Merry Christmas to all, and to all a goodnight!"

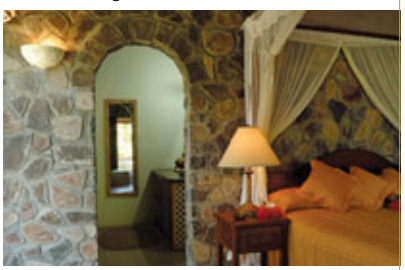


— *Cruiser Claus*

Editor's note: We don't know who originally wrote this poem that's been doing the rounds anonymously for a while, but we've published it a couple of times by popular demand and it's become a tradition!

DIESEL OUTFITTERS N.V.
Marine Engineers
St. Maarten
Perkins Powerpart
John Deere
AUTHORISED DEALERSHIP
AND WARRANTY WORK
Parts, Sales and Service
Overhauls, Repairs and Service to all Diesel Engines,
Marine and Industrial Generators
Hurth & Borg-Warner Gearboxes
Fuel Injectors Service
Suppliers of Donaldson Filters
Cel: +599 552 7645
Phone/fax:- +599 544 2320

the frangipani
hotel, bar & restaurant, bequia
Warm & friendly atmosphere
Spectacular views • Quality accommodation
Fine dining • Excellent selection of wines


Don't miss our Thursday BBQ & Jump up
P.O. Box 1 BQ, Bequia, St.Vincent & the Grenadines, W.I.
Tel: (784) 458-3255 • Fax: (784) 458-3824
reservations@frangipanibequia.com • www.frangipanibequia.com

THE CARIBBEAN CHRISTMAS TREE

by Lee Kessell

The Christmas season had arrived. The sun shone down with a yellow brightness on the small island in the Caribbean where little Petal lived with her old grandmother. Petal's grandmother was too poor to buy Christmas presents and Petal understood that. But in her heart she longed for a Christmas tree like the one that Mistress Jones, who owned the big store on the main road of the village, assembled every Christmas season where it stood just inside the door. It was a plastic tree with branches that fitted together but it looked so real that all the children loved it, and they loved the decorations that went on it.

Petal's grandmother was so bone weary that she didn't go out much, so Petal had to amuse herself. She loved to wander about and poke her nose into strange places, and that is how she stumbled upon the old estate house. The "Great House" wasn't exactly a ruin but because it had been up for sale for a very long time the tiled floors were cracked and broken and everywhere was dust, dirt and thick cobwebs. It took a long time for Petal to screw up enough courage to push her way through the weeds and bushes in the garden and climb through a broken kitchen window. It was so dark and spooky that Petal almost turned back when something green caught her eye.

Petal hurried over and, sure enough, it was an old plastic Christmas tree! Dirty, bent, covered in cobwebs, it was a very sorry sight. Petal dragged it to the middle of the floor and gazed down upon her heart's dream. In her mind's eye she saw a wonderful new tree, fully decorated, and she determined that this is how it would be.

But first the tree had to be cleaned, and that was no small job for such a little girl. Petal ran home and the next day she returned with a bag of old rags, a small piece of kitchen soap and a bottle of water. Every day Petal crept through the broken kitchen window of the old house and cleaned and cleaned until the old plastic tree glowed like a fresh pine tree.

After that, Petal dragged the Christmas tree to the centre of the big sitting room and using all her might, pulled it upright until it stood on it own red-painted stand. The next day, Petal looked about for the decorations that must be somewhere and sure enough, under some old bundles of moldy aprons and caps, she found the decorations in a box. Petal took them out one by one. They were so dirty she couldn't tell what they were but when she had carefully cleaned each one, she sat back open mouthed with wonder. Petal's eyes saw how the crystal ice drops caught the light and danced like rainbows; real glass balls shone forest green, dark blue, crimson and yellow; six-pointed stars of silver twinkled like the stars in the night sky; porcelain figures of little children were delicately hand painted; songbirds with fine glass tails and shimmering wings looked ready for flight. Although Petal had never seen animals like these on her tropical island, she thought that little brown deer with white spots, shy hedgehogs, and brushy-tailed foxes looked ready to leap and play. As well as all this there were crystal hearts, glass bows like silk ribbons, little lanterns you could light with a match, and the Christmas Angel dressed in white silk with a red velvet shawl around her shoulders and wings of pink and blue feathers. Petal managed to hang these pretty decorations on the branches of the tree and, by standing on a box, she put the Christmas Angel right on the top where the holy lady could smile down upon all the animals, birds and porcelain children. Petal wanted to sit forever and look at her tree, but as the tropical twilight rapidly faded she had to go home.

> *It was a plastic tree*
> *but it looked so real*
> *that all the children loved it*

The next day was Christmas and after Petal and her grandmother had eaten a Christmas lunch of good things that the neighbours had delivered, Petal left the old lady to rest while she ran off to see her Christmas tree. Petal was almost too frightened to climb through the broken kitchen window in case it had all been a dream, but the Christmas tree was where she had left it. The little girl hurried towards it and then she saw, hanging on a branch, a package with her name written on it: PETAL. She quickly ripped off the gold paper and inside a box was an amethyst heart attached to a thin gold chain. Petal clipped the gold chain around her small neck and ran home to show her grandma.

"Look Grandma!" she cried, "The Christmas Angel has given me a present for Christmas!"

At first, Petal's grandmother was doubtful, but Petal told her all about finding the Christmas tree and how hard she'd worked to make it beautiful again. Then her grandmother said, "Christmas is a time of miracles, child. You found your heart's desire, and it looks like the Christmas Angel found you."

THE END

What's a Parrot Head? Parrot Head is a commonly used nickname for a fan of sailing singer/songwriter Jimmy Buffett. Parrot Head clubs often hold 'parties with a purpose', raising funds for various causes.
In honor of Parrot Heads, Pauline Dolinski has created this puzzle.

PARROT HEAD WORD SEARCH PUZZLE

R	C	R	U	I	S	E	T	S	K	R	A	H	S	M
O	H	T	R	E	C	N	O	C	I	T	B	O	A	T
M	E	S	I	D	A	R	A	P	O	N	N	R	I	A
U	E	E	Y	Y	O	N	U	S	O	N	G	S	L	T
B	S	W	T	M	N	E	S	M	P	A	R	R	O	T
L	E	Y	R	M	A	F	R	N	R	T	O	O	R	I
A	B	E	A	I	C	D	A	I	I	E	R	U	O	T
D	U	K	P	J	L	O	T	N	T	F	E	L	O	U
U	R	E	L	L	O	A	R	E	E	F	E	R	G	D
H	G	I	H	L	V	E	O	A	S	U	D	D	U	E
E	E	R	N	I	I	C	P	E	L	B	N	W	I	S
A	R	O	L	K	I	H	I	V	R	A	E	S	T	A
D	S	L	A	S	S	I	C	I	B	R	O	E	A	L
S	E	D	U	T	I	T	A	L	T	H	G	I	R	T
R	O	M	U	H	T	E	L	T	T	O	B	A	Y	Y

ALBUM
ATTITUDES

BAND
BAY
BEER
BOAT
BOTTLE
BUFFET

CD
CHEESE
-BURGER
CHILL
CONCERT
CORAL
CRUISE

DRINKS
FAN
FINS

GUITAR
HEADS
HUMOR
JIMMY
KEY WEST
LATITUDES
LEFT
LIVE

MARGARITA
-VILLE
MUSIC
PARADISE

PARROT
PARTY
REEFER
RIGHT
RUM

SAILOR
SALTY
SHARKS
SING
SON
SONGS

TOUR
TROPICAL

VOLCANO

WHEN U-BOATS ATTACKED CARIBBEAN PORTS

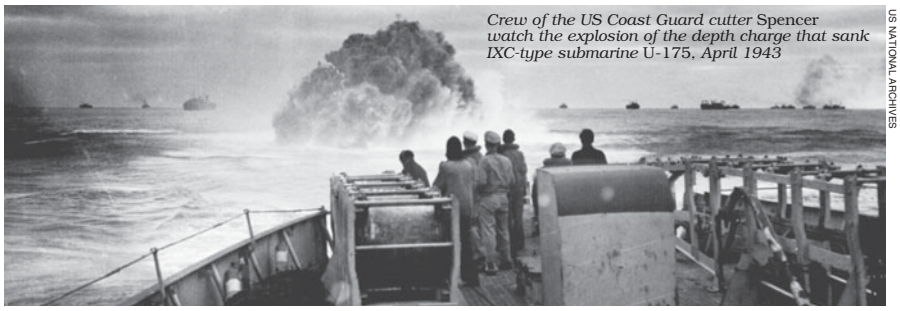
by Norman Faria

During World War II, in January 1942, the High Command of the German Navy sent a group of U-boats (submarines) to the Caribbean-rim area and off the Guianas and northeastern Brazil to start a front there. The aim was mainly to sink Allied ships bringing vital oil and aluminum ore from Venezuela, Trinidad and the Guianas (then British, Dutch and French Guiana).

By the middle of February, five subs were in the area. Others were to follow. In the first two months of Operation Neuland, dozens of Allied freighters and tankers were sent to the bottom. Hundreds of merchant mariners, including some from the Caribbean area, lost their lives. This was in the shipping lanes where the subs had better chance of getting away, perhaps by diving deep, from the attacking planes and patrol vessels that were stationed on Allied bases such as those in Puerto Rico, Antigua and Trinidad.

Four spectacular attacks on Caribbean harbours nevertheless took place. They were daring actions. The submarine commanders took their vessels into confined harbours or within range of coastal guns and patrol craft. There, they torpedoed moored ships.

The first two actions were in the Dutch islands of Aruba and Curaçao, which had important oil refineries. On the night of February 15th, 1942, the skipper of *U-156*, Werner Hartenstein, manoeuvered his vessel on the surface inside a reef in front of San Nicolas Harbour in Aruba. The town was brilliantly lit, aiding the attacker. The tankers *Pedernales, Orangestad* and *Arkansas* were sitting ducks. Oil flowed out of their punctured sides. There was chaos and consternation ashore. Nobody expected a German submarine to be in the area, far less in the harbour.



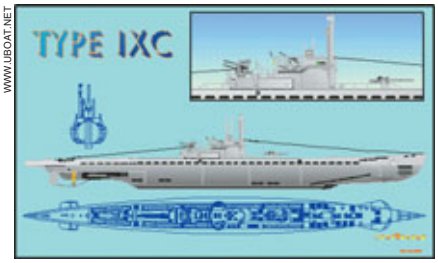
US NATIONAL ARCHIVES

Crew of the US Coast Guard cutter Spencer *watch the explosion of the depth charge that sank IXC-type submarine* U-175, *April 1943*

Hartenstein cleverly hid near the fires' smoke. He seized the opportunity to shell the refinery ashore with the sub's 105mm deck gun. However, in the excitement, as reported in Gaylord Kelshall's useful book *The U-Boat War in the Caribbean* (to which I am grateful for most of the information for this article), the gun crew forgot to remove the tampon plug in the muzzle. The resulting explosion killed two crewmembers and left the barrel splayed out at its front. Unperturbed, Hartenstein ordered his engineer to hacksaw off 40 centimetres of the damaged muzzle. He managed to get off two rounds into the refinery compound before escaping with rounds whizzing over the conning tower from the shore batteries.

In neighbouring Curaçao, Captain Gunther Muller-Stockheim in *U-67* sank the 3,100-tonne tanker *Rafaela* in Willemstad Harbour before heading out to sea — fast. Following the attack in Aruba a couple hours earlier, the defenders in Curaçao were more ready.

One of the more important attacks took place in Port of Spain harbour, Trinidad. This was on the night of February 18th. Albrecht Achilles, one of the German Navy's most wily and skilful submarine skippers, quietly steered *U-161* through the Bocas channel.



WWW.UBOAT.NET

It was a daring raid. Achilles came in during the day — but submerged. He had to pass within sight, on his left, of the biggest Allied anti-submarine base in the Caribbean. This was Chaguaramas.

Achilles sneaked the sub into shallow water and let her sit on the mud bottom in 30 fathoms. This was midday. Then he waited until nightfall. Above, planes and surface craft were out searching for him after a detection device at the Bocas had indicated an unfriendly vessel. In the confined interior of the 1,200-tonne IXC-type *U-161*, the air was foul when it was backed off the mud. It surfaced and the hatches were opened. Achilles then eased up to the anchorage off Port of Spain at about midnight. Two torpedoes sped out and the 7,400-tonne American-registered *Mokihama* and the tanker *British Consul* settled on the harbour bottom. (Both were later patched up.)

Achilles knew the area well. He had, like many German submarine commanders, served aboard German cruise ships visiting Caribbean ports before the war started in 1939. This intimate knowledge was to help in an attack a few days later in another Caribbean port.

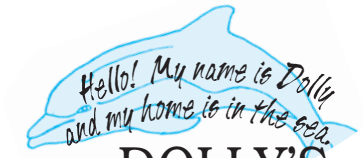
The Allies had big 155mm guns at the Bocas entrance. They waited for the sub to exit. However, in the darkness and heavy boat traffic trying to locate him, Achilles boldly turned on his navigation lights and trimmed the sub so that only the conning tower was above the surface. The idea was to pretend that the sub was one of the searching craft. It worked. Then he exited so close to the island of Chacachacare, on which the 155mm battery stood, that the watchers didn't see him.

Achilles was nearing the end of his patrol two weeks later. Fuel and torpedoes were running low. He had three torpedoes left. Why take them back to Germany?

He was passing Castries Harbour on the island of St. Lucia. He decided to do the unthinkable: enter the harbour and sink what he could. This was more difficult than Trinidad.

—Continued on next page

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Do you remember where mangroves live? Mangroves live along the shoreline with different species of mangrove in different 'zones': white mangroves nearest to land, black mangroves in shallow water and red mangroves in deeper water. All grow in salt water where the tide washes in and out. Mangrove swamps are also found at stream and river mouths where fresh water meets salt. **How do the mangrove trees cope with the varying saltiness (salinity) in the water in which they grow?**

Mangroves, like other plants, need water for photosynthesis and for maintenance of healthy cells. They take water in at the root through a process called **active transport** and, from there, the water can travel to all parts of the plant. If the water contains too much salt, it will upset the balance of chemicals in the plant and eventually kill it. So the plant needs some mechanism that will control the amount of water and salt passing in and out.

Mangroves have two different ways of managing their salt content. Red mangroves are **salt excluders**. Their root membranes allow only a tiny percentage of salt to enter the plant but they allow water to pass through easily. Any salt which does enter can be stored in cell vacuoles (empty spaces in the plant cells) or it accumulates in old leaves which eventually drop off the plant.

Black and white mangroves are **salt excreters**. Salt enters the plant but the amount is controlled by salt glands at the base of each leaf. The glands excrete salt on to the surface of the leaf so that, if you look carefully, you can see white salt crystals on the leaf. Rain will wash the salt away.

Can mangroves grow in fresh water too? Yes, they can. They can even be grown in pots in the garden, although they do best when the leaves are sprayed with water every day. Many species of mangrove have specially adapted leaves to control the amount of water lost from the plant through transpiration. Some have thick waxy surfaces that help to hold in water. Some can control the opening of the stomata (tiny holes on the underside of the leaves where water vapour can exit) while others can turn the leaves to face away from the hot rays of the sun.

By means of all these adaptations, mangroves have successfully made a place for themselves where no other plants can grow.

EXPERIMENT

Try this experiment to show how salt can affect cell structure.

Cut two equal strips of raw potato. Rest one in a cup of fresh water and one in a cup of salt water. Leave them for an hour or so. Now observe them carefully.

The strip in fresh water will be hard where water has entered and filled out the potato cells. The strip in salt water will be bendy where water has been drawn out of the potato cells because of the salt.

ELAINE OLLIVIERRE 2010 ©

—Continued from previous page

He had to enter the winding entrance to the harbour and could only turn when he got right in. Though he didn't know the harbour well, his First Lt. Werner Bender did. Like Achilles, he had served on Hamburg-America liners.

In Castries that night, the Canadian cruise liner *Lady Nelson* and the 8,000-tonne tanker *Umtata* settled on the shallow harbour bottom with big holes in their sides. (Both were later salvaged. The latter was finally sunk by another submarine in July. The *Lady Nelson* cruised the islands with tourists after the war, until the 1950s I believe, before it was scrapped.)

Castries was ablaze with lights. Before the torpedoes had hit, Achilles ordered Fast Ahead on the sub's two diesels. Travelling at high speed on the surface through the entrance, the sub's superstructure was hit by tracer bullets from shore but apparently no serious damage was done.

The other attack on a Caribbean port was on the Bridgetown Harbour in Barbados on September 11th, 1942. This was done by Hans-Jurgen Auffermann on *U-514*, a type IXC model like the others.



STEELE

An old photo of the port of Castries, much as it was when the Lady Nelson *(see photo in sidebar) was torpedoed at the wharf*

Allied authorities, beefing up their security measures, had now installed anti-submarine nets across harbour entrances. The bay outside the Bridgetown port, Carlisle Bay, had one. There are conflicting accounts of what happened. One is that Auffermann blew a big hole in the net with four torpedoes (unlikely because of such a waste). Another is that he sent a spread of four torpedoes, not knowing the net was there. The fifth and last torpedo struck the Canadian freighter *Cornwallis*. It settled on the seabed and was later repaired.

Some internet sites report that the attack in Bridgetown took place at 2230 hours but when I spoke during the 1980s with eyewitnesses including the late Laurie Hassell, who was a member of the Home Guard, they reported that it happened around 1630 hours. Hassell himself went out in patrol craft looking for the sub. Hassell was the skipper of an inter-island schooner, the *Mona Marie*, when it was shelled by a sub on June 28th, 1942. He and the crew were able to launch a lifeboat before the shelling, in which they managed to reach the Grenadine island of Mustique.

The attacks on Caribbean ports had both psychological/propaganda value and military value. They helped in the overall plan of destruction of shipping and the tying up of valuable Allied men (there were more than 30,000 US servicemen stationed in Trinidad at one time) and equipment in the area that would have been put to better use in Europe. Exactly 400 Allied ships were sunk and 56 damaged during Operation Neuland.

But the submarine operation was to fail. Once the United States opened a front with other Allied nations in Europe and joined the mighty Soviet Union in the Allied cause against the German and Italian fascism and Japanese militarism, the plan was doomed. By July 1944, Operation Neuland was over. Overall, the German submarine service took appalling casualties. Of the total 40,000 sailors who served in 1,162 U-boats of various types during the war, 32,000 lost their lives. Ninety-seven subs carried out 145 patrols in the Caribbean theatre. Seventeen were sunk. When the war ended in 1945, only ten of the 97 were still afloat. Achilles, Auffermann and Muller-Stockheim went down with their vessels.

The subs' early offensive took the Allies by surprise. But defences soon increased. More effective anti-submarine measures were put in place. Credit must go to the courageous Allied servicemen and women manning the planes, surface vessels and shore installations and doing maintenance. This contributed to the Allied victory. They were assisted by Caribbean citizens including those in the South Caribbean Forces, among whose members was my Guyanese-born father stationed in Trinidad. Members of the Home Guard in the various islands also helped.

The late Norman Faria was a former merchant seaman on the Geest Line, and served as Honorary Guyanese Consul in Barbados.

Giles Hall Survived the Torpedoing of *Lady Nelson*



It is the 10th of March, 1942. At about a quarter to midnight, the stevedores on the docks of Castries Harbour, St. Lucia are still busy offloading much needed cargo from the Canadian steam passenger ship *Lady Nelson*. Down below, 18-year-old Barbadian crewmember Giles Hall was just about to climb a ladder with a pillow to get back on the aft deck to catch the cool breeze.

Suddenly, he was knocked off his feet by an ear-splitting explosion. The 7,800-tonne liner shuddered as if hit by a giant hammer. Hall knew what it was: a torpedo from a German submarine that had somehow penetrated the defences of the harbour. A torpedo had slammed into the port quarter of the British-made steel vessel. Water was already gushing in. Fires had started in the engine room.

He had to get out. And fast!

Scrambling onto the deck, he heard the night watchman, a Barbadian named "Bizzy" Gall, shouting down the ladders, "Who down below, come up!" Hall saw that the force of the explosion had somehow shoved the stern away from the dock. Only the bow lines were holding. The ship was settling by the stern onto the shallow harbour bottom. Things looked desperate.

"We had to jump for our lives. Crewmembers, and these included a mix of Canadian seamen and those from several Caribbean islands and British Guiana, decided to jump over the side away from the docks," related a still sprightly and unforgetful Hall in an interview at his St. Michael parish Barbadian home last year.

Trouble was, Mr. Hall, despite growing up within walking distance of Carlisle Bay in the Barbadian capital, Bridgetown, couldn't swim a stroke.

Fortunately, ropes and lifebuoys were tossed into the water near the side of the ship. Hall jumped in. He distinctly remembers one of the Canadian gunners (manning the two four-inch anti-submarine guns installed on the ship that year) hollering to him, "Swim, young Hall! Swim! And hang onto this lifebuoy!" He made it. He was pulled from the water with the rest.

Mr. Hall, now 85 and still a handsome, articulate man looking 20 years younger, said he did not know how many people died in the attacks. One internet site says 14 passengers and three crewmembers died. Achilles and all hands on *U-161* later perished when the sub was sunk off Brazil in September of the following year.

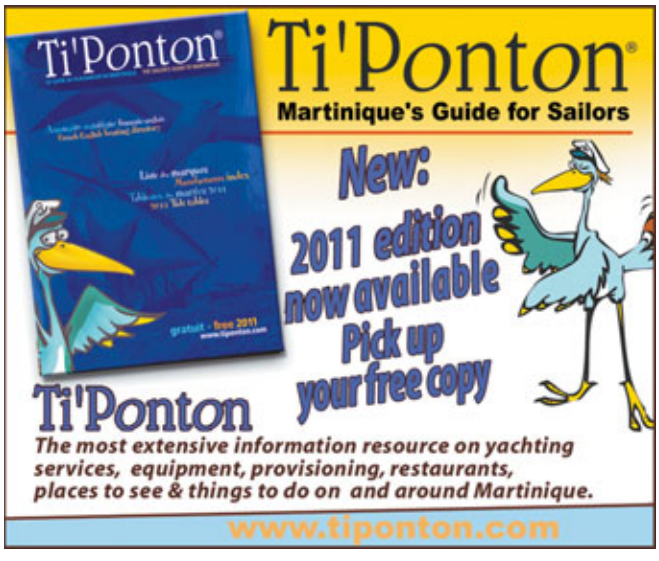
Two weeks after the Castries Harbour attack, Hall and the rest of the Barbadian crew were taken by schooner back to Barbados. Among them was his father-in-law, Gordon Hall, who worked in the pantry area with him.

The *Lady Nelson* was later salvaged. In 1943, it was back in service as a hospital ship. In 1953, after returning to the cruise liner business in the islands, it was sold to Egyptian owners and scrapped in 1968. During the war years (WWII ended in August 1945), Hall signed onto other cargo boats. He served on such Harrison Line ships as the *Governor*, *Comedian* and *Planter*.

Many times while in convoy with ships in the Atlantic he feared his vessel would be torpedoed. He saw several being sunk that way. He witnessed the rescue of many merchant seamen. He and his comrades felt sorry for those, including from the then British colonies in the Caribbean and British Guiana, who lost their lives.

Of their sacrifice, he had this to say: "On the occasion of Remembrance Day (November 11th) once again, we must always remember the sacrifice of those in the Allied armed forces who gave their lives. But we must also remember, and I am not speaking about myself particularly but for all my comrades, the contribution of merchant marine seamen, those on the cargo boats. They assisted in the war effort immensely in the sense that they manned the ships that brought the necessary war materials, food and other necessities."





THE SKY IN DECEMBER

by Scott Welty

The Planets in December

MERCURY - Slight chance of viewing during the first few days. Setting at about 1800 hours but moving west toward the sun.



FIGURE 1

VENUS - Rising between 0400 and 0430 hours all month. Highest toward the end of the month.

EARTH - Waiting in line for Super Bowl tickets.

MARS - Setting in the early evening at about 1800 hours. May be too light to see.

JUPITER - Up already after dark. Setting around 2300 hours.

SATURN - Rising after midnight all month.

Sky Events This Month

5th - New Moon

6th - Moon occults Mars

13th - Mercury and Mars set together 1800 hours

14th - Peak time for the Geminids meteor shower. Look for up to 100 meteors per hour radiating out from Gemini (see Figure 1).

21st - Full Moon, Winter Solstice, AND a lunar eclipse... WHAT? (See below.)

Lunar Eclipse

What a coincidence — an eclipse on the Winter Solstice! A lunar eclipse is when the moon passes through the Earth's shadow. It HAS to happen during a full moon, as that's when the moon is 'behind' the Earth, but it doesn't happen *every* full moon due to the tilt of the moon's orbit. To watch this lunar eclipse you're either going to have to close the tiki bar and then stay up, or hit the bunk early and set your alarm. The eclipse will start around 0130 hours and go into daybreak. Lunar eclipses are slowly evolving events compared to their shiny counterparts. The moon will set around 0600 so you should be able to see the totality just fine.

Penumbral Eclipse Begins:	01:29:17 AST
Partial Eclipse Begins:	02:32:37 AST
Total Eclipse Begins:	03:40:47 AST
Greatest Eclipse:	04:16:57 AST
Total Eclipse Ends:	04:53:08 AST
Partial Eclipse Ends:	06:01:20 AST
Penumbral Eclipse Ends:	07:04:31 AST

Penumbral eclipse means the moon is going to be only a little dim because it has moved into the penumbral part of the shadow. As Figures 2 and 3 show, the sun is not a point source of light so the earth casts a 'fuzzy' shadow. The fuzzy part is called the penumbra where there is some light from the sun, while the true shadow or umbra is where there is almost no light from the sun. When the total eclipse begins you'll see a bite being taken out of the moon. That's the shadow of the Earth! Wave! See your hand? This is how observant people way before Columbus knew the Earth was a sphere as only a sphere casts a circular shadow from all angles.

Perhaps surprisingly, during total lunar eclipse the moon doesn't completely disappear and instead will look a dark red. This is because the Earth has an atmosphere. Blue light tends to scatter in our atmosphere, which is why the sky is blue, while red light tends to bend and leak through the atmosphere, which is why the sunset is red.

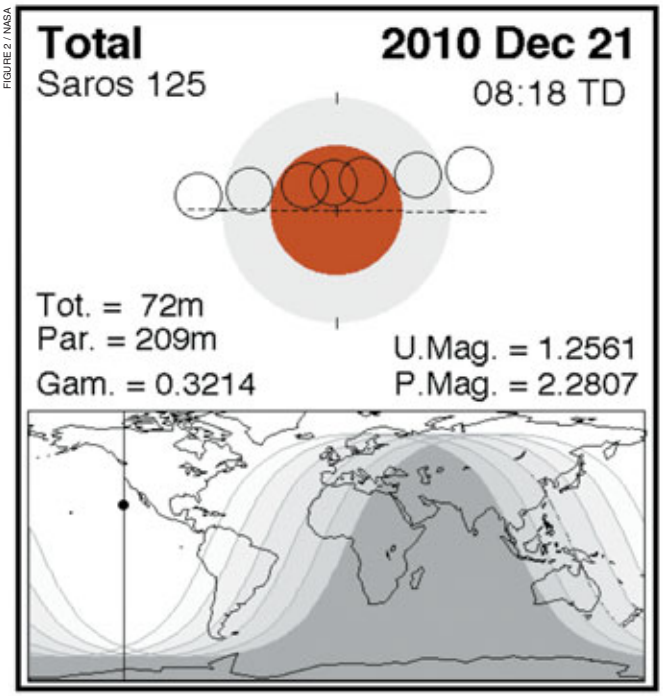


FIGURE 2 / NASA

Figure 1: Looking east on December 14th at 2200 hours. Meteors will streak across the sky east to west as if they were coming out of Gemini

Figure 2: Showing the moon passing through penumbra (grey) and umbra (red)

Figure 3: Top view of Earth's shadow — penumbra and umbra

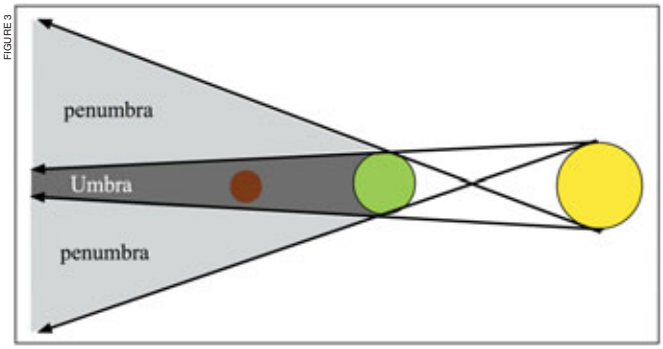


FIGURE 3

So the refracted red light passing through the atmosphere bends into the umbra region and offers a little red light to the moon. If we had no atmosphere the moon would totally 'disappear' during the eclipse.

Winter Solstice

The 21st is also the Winter Solstice. That's the day of the sun's most southerly passage through our skies and makes for the day with the least daytime. If you want to stand in the shade of your own sombrero on this day you'd have to be standing on the tropic of Capricorn. At the time of the creation of the Julian calendar the solstice occurred on December 25th. That early calendar had 365.25 days in a year and that's close but not perfect. Since that time, the solstice has shifted to the 21st but the party still happens on the 25th. This time of year has always been a time of celebration in most civilizations — celebrating the return of the sun!

To Contemplate While Having a Glass of Wine on Deck

Time to celebrate indeed — solstice *and* eclipse! We've decided to have a party, decorate a tree somehow, and give each other presents. Hey, that kind of thing could catch on. Happy solstice everybody!

Scott Welty is the author of The Why Book of Sailing, *Burford Books, ©2007*
Got a question for "Captain Science"? E-mail Scott at weltysail@gmail.com.

A1 ISLAND MARINE SUPPLIES INC
Mercury Authorised Dealers in St. Lucia



Specialists in Service and Repairs of Marine Engines
For further information:
Tel: (758) 719-1152 Fax: (758) 458-0660
Cell: (758) 720-3131 francisp@candw.lc

A Caribbean Holiday Feast

by Shirley Hall

The Caribbean is known for beautiful weather, beaches with warm clear waters, friendly people — and an abundance of holidays. The end of a year has almost endless reasons to celebrate: Muslim Eid, Hindu Divali, Christian Christmas, Boxing Day, Old Year's Eve, New Year's Day, and my birthday. Individually different, most of these holidays celebrate time off from work, when government offices, businesses, and banks are closed to business, and encourage good will and positive thoughts for the upcoming year. Each celebration also signifies quality time spent with family and friends, with most of the day devoted to enjoying excellent food.



Although every island, ethnic culture, and religion has identifiable cuisine there is one universal Caribbean island holiday meal: chicken, macaroni pie, and beans 'n' rice. Most international travelers are familiar with more elaborate celebration cuisine, usually surrounding an expensive ham or turkey. Macaroni pie at first seems out of place, since the evolution of inexpensive boxed mixes with orange-ish powdered cheese, but throughout the islands mac pie becomes an art form.



It's not difficult to transform the simple ingredients above into a traditional island holiday meal like the one below

My first taste of a real island holiday meal came in Trinidad from an East Indian fellow, Roy, who did some intricate welding for us. Every day he regaled my husband and me with stories of the food his mother and sister prepared. After sampling a few of the lunches he carried, it was impossible to refuse an invitation to a family gathering at Christmas.

We went south to the village of Felicity. Cricket on TV backed three generations of family sipping such local favorites as sorrel drink and nose-tingling ginger beer. We adults added rum for a kick, but were warned to time the drinks not to overpower the arrival of a later-than-usual lunch. Roy's father and mother, the grandparents, we referred to as "mamoo" (uncle) and "mousa" or "tanty". The youngest generation of children played in the yard while mothers and teenaged daughters crowded the kitchen, readying the wares and chatting the local gossip. The oven's aroma had everyone's attention and it was one of the rare times when curry wasn't represented. After seconds of all the dishes and a third helping of some, I sorted out the delicious recipes.

Baked Chicken
1 large roasting chicken (five to six pounds)
Lemon or lime juice
1 Tablespoon all-purpose seasoning salt
2 Tablespoons melted butter
1 cube chicken stock dissolved in 1 Cup of water

Wash chicken thoroughly with lemon or lime juice. Let dry before rubbing inside and out with seasoning salt. Place in a roasting pan breast up; add chicken stock to the pan. Brush chicken with melted butter. If no cover is available, seal the roasting pan with aluminum foil. Bake for 75 minutes at 325°F. Uncover and continue to bake for 15 more minutes. Let sit for ten minutes before serving.

West Indies Macaroni Pie
1 pack (12 ounces) long elbow macaroni
4 Tablespoons butter or margarine
1 Cup milk
1/4 pound Cheddar cheese
1 teaspoon salt

Grate the cheese, and separate out a quarter of it to hold back for topping. Boil a large pot of salted water. Add the macaroni without stopping the boil and cook for five minutes. Drain, rinse in cold water and set aside. Melt butter in a small saucepan and slowly stir in the milk. Keep stirring and mix in the grated cheese. Cook for about two minutes or until cheese is fully melted and sauce is smooth. Combine sauce and macaroni in a suitable ovenproof dish. Sprinkle top with remaining cheese. Bake at 350°F for half an hour.

Island Beans 'n' Rice
1 Cup dried kidney beans
1 medium onion, chopped small
1 large carrot, chopped
1 medium sweet green pepper, chopped small
1 Cup uncooked long grain rice
1 teaspoon salt

Sort and rinse beans, place in a large pot, cover with water and soak overnight. Drain, rinse, cover with fresh water and bring to a boil. Then lower heat and simmer for one to two hours, or until beans are tender. Drain beans, saving the liquid. In a three-quart pot with a lid, place two cups of the bean water, chopped onion, carrot, pepper, rice, beans and salt. Bring to a boil, stirring occasionally. Cover tightly, with a piece of aluminum foil under the lid to get a good seal. Reduce heat to low and cook for 15 to 20 minutes. Remove from heat and fluff rice with a fork, cover and let stand for five minutes.

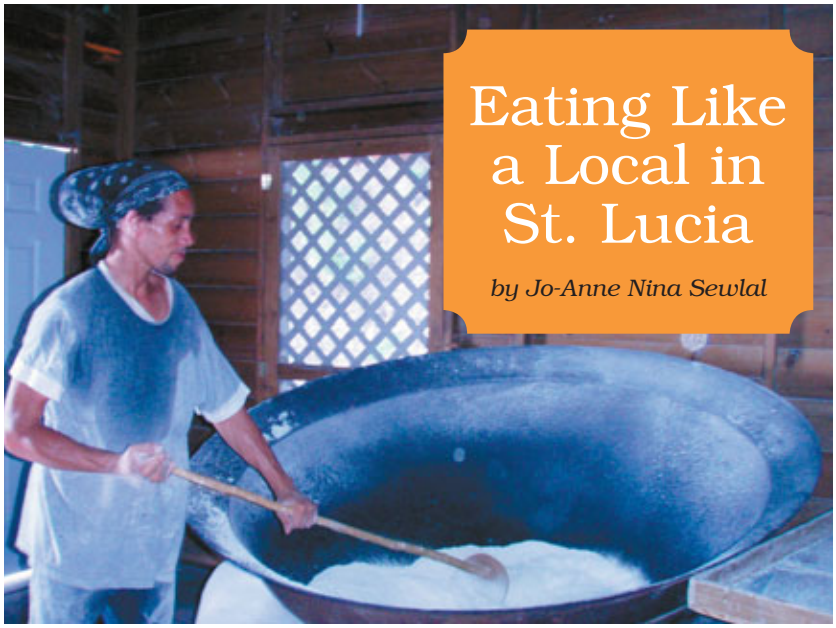
Holiday Slaw
3 Tablespoons vegetable oil
3 Tablespoons vinegar
1 Tablespoon sugar
1 teaspoon salt
1 teaspoon freshly ground black pepper
1/2 medium cabbage, shredded
1 large carrot, grated

In a small frying pan heat oil and vinegar to a boil. Remove from heat and stir in sugar, salt, and pepper. Pour over shredded cabbage and grated carrot in a bowl. Cover and let sit for at least 15 minutes. Serve warm or cold.

Blanchard's
CUSTOMS SERVICES
Efficient handling of all your import and export brokerage services and Yacht Provisioning
P.O. Box 1952, Unit 11 Valco Building,
Cadet Street, Castries, St. Lucia
Tel: (758) 458-1504
Fax: (758) 458-1505
Cell: (758) 484-3170


e-mail: blanchardscustoms@yahoo.com
Website: www.blanchardscustomservices.cbt.cc





Eating Like a Local in St. Lucia

by Jo-Anne Nina Sewlal



Above: A scrumptious roti at the Castries Market
Left: Roasting cassava flour at Plas Kassav

Below: Cooking cassava bread with banana leaves



One of the things I love to do when I visit a new island is to sample the cuisine, because you cannot be a local until you have eaten like a local. Here are some of the foods and dining places I enjoyed during my stay in St. Lucia.

Getting true local food is a challenge in some islands that cater to tourists. This is especially true when it comes to getting the first meal of the day. On some islands, when you order breakfast you get a continental breakfast. But St. Lucia has made great efforts in maintaining the local cuisine, for example at the Villa des Pitons in Soufriere, where I stayed. A traditional St. Lucian breakfast is delicious, consisting of stewed saltfish (usually salted codfish), bakes, cucumber salad and cocoa tea.

St. Lucia may be known for its bananas but this island also produces cocoa and coffee. "Cocoa tea" is just the local slang for hot cocoa. The cocoa beans are dried, the shells removed and the pulp is pounded with spices to make a paste and formed into the desired shape and left to dry and harden. The different shapes in which cocoa paste is dried is one of the little details that make each island unique. For instance, in my homeland, Trinidad, the cocoa is traditionally shaped into an oval cake (like a small elongated football); however, when commercial production started, it changed to small bars. In St. Lucia you can get it rolled into thick logs or in some larger supermarkets already grated and ready for use. To brew cocoa tea, you grate the desired amount from the bar or log and boil with a stick of cinnamon and a bay leaf. This mixture is strained and then you add sugar and milk to your preference.

One thing St. Lucia prides itself on when it comes to food is stewed meats. In the West Indies we stew our meat by first burning sugar until it caramelizes; this is used to coat the meat. Water is added and the meat is left to simmer until cooked. However, while in St. Lucia I enjoyed some authentic Jamaican cuisine. It was at the P&G Real Jamaican Restaurant at Marigot Bay.

—Continued on next page



'De Kornah' Bar & Restaurant in Gros Islet is a great place to chill out!
De Kornah serves up a great lunch and dinner menu six days a week with perfectly mixed drinks at great prices.
Be at the heart of all the action all week, but especially on Friday nights.
For reservations and takeaways call: (758) 450-8056



—*Continued from previous page*

This eye-catching restaurant had only been in business for three weeks. The special of the day when I visited was stewed oxtail, so I got to taste stewed meat from another island. It is served family style, side dishes like rice and salad are made, and you take as much as you want. They bring your meat according to your order, that is, a small or large portion.

One of the places I made sure to visit during my trip to St. Lucia was the Castries Market. Established 115 years ago, this structure is one of the natural attractions of St. Lucia when it comes to food, because here you can get all sorts of local fruits and vegetables. It is also where I had my first "Lucian" roti. It consists of a thin, baked bread, like a flour tortilla, filled with your choice of fish or stewed meat, such as chicken, beef or goat.

If restaurant dining is more your thing, then the Hummingbird Beach Resort is the place for you. Located at the end of the Soufriere waterfront, it has great ambiance with intricate wooden sculptures and a small batik studio where you can browse and buy items. La Haut Plantation is another great place to dine. It is here I had my very first taste of flying fish in a succulent tartar sauce.

Another great location for local food in Soufriere is Feddoe's, known to serve a good roti. They usually run out long before lunchtime so you have to get there early, usually before noon. They are also known for their Creole-style cuisine. But the best roti I tasted was at Angel's Restaurant. This little establishment came highly recommended. If you ask anyone in Soufriere where is a good place to get a meal, they will direct you to Angel's, named after one of the owners. [*Editor's note: the town of Soufriere received damage from the passage of Hurricane Tomas on October 30th. By the time you read this, businesses should be back in operation, but it might be wise to phone ahead first and confirm.]*

Another unique place you must stop at is Plas Kassav in Anse-La-Verdure in Canaries. The specialty of this establishment is cassava bread. First the cassava is ground and dry-roasted in a large metal pot to make cassava flour, which is used to make cassava bread. Plas Kassav also makes *farine*, which is cassava flour ground to a finer texture. The cassava bread here comes in 12 flavours that were developed by owner Rosario Wilson's mother. The flavours include coconut, ginger, cinnamon, peanut, chocolate and smoked herring. Some are big sellers like chocolate, which often "finishes" by early afternoon. Some flavours are also not made every day so you have to keep checking in if you want to sample them all. After buying you can sit and enjoy, or browse their small collection of souvenirs on sale.

As on most if not all islands in the Caribbean, barbecue is a staple on the weekends and from as early as 4:00PM, you can see people setting up their stalls and pits around the town square or in one of the side streets in an effort to catch the people as they head to the square. Another big food here is pizza. St. Lucians love pizza, evident by the many food trucks that sell this. However, it seems that it is a popular nighttime snack, as you would find these trucks parked at the side of the road vacant and lifeless during the day but coming alive at dusk. But if you want a quick snack during the day there are numerous bakeries and, with tasty pastries ranging from 50¢ to EC$1.00, they are an affordable treat.

While I was in St. Lucia I was fortunate enough to visit the Sea Food Friday at Anse La Raye. You cannot miss this. It starts at around 6:00PM and goes on until 4:00AM and even longer, as some bars might be open all night. The main road passes through the town of Anse La Raye (you literally cannot miss it if you're driving). Basically a Sea Food Friday is a big street party. People set up stalls along the waterfront and sell various seafood and drinks, both alcoholic and non-alcoholic. Some of the items on sale include curried lobster, octopus, whelks, steamed snapper, johnnycakes and fish cakes, just to name a few. You get healthy portions, so bring your appetite. During my visit I tried whelks for the first time. A portion usually consists of six whelks (like big snails) and a wedge of lime. You tease the whelk out of its shell



Small bakeries offer a variety of tempting St. Lucian pastries

with a toothpick and squeeze the limejuice all over it. All parts are edible except the shell and the hard part at the end (called the operculum), which is what the animal uses as a trap door to seal itself in its shell. Unfortunately I did not get a chance to sample octopus, but it is a good excuse to visit the island again.

There are also some snacks on sale at Anse La Raye, such as fish cakes (dough mixed with salted fish and fried to form fritters). Another type of cake at the party is johnnycakes, which are small, round, thick breads around the size of a saucer, baked on a hot griddle. These are usually ordered as a side dish, which you break and use to soak up the delicious sauce that comes with your fish.

Other towns have their own version of Sea Food Fridays, such as Gros Islet, near Rodney Bay, whose Jump Up is also held on Friday nights. The town of Dennery on the east coast has its festival on a Saturday night.

One thing I found very difficult to find was local homemade sweets. But when I did find them, they were unique. While at the fish festival, a lady with a wooden tray came around and one of her sweets was a nut brittle made from sea almonds. Another time I visited a small shop and a type of sweet on sale was shaved coconut that had been coated in sugar syrup and dried. So if you have a sweet tooth for the unusual and local, look for these at festivals and little shops.

All in all, St. Lucia is an island that will keep you and your taste buds busy. If you are looking for a new island to taste, I encourage you to check it out!



If you're really POWER HUNGRY, come and get it.

- 3.0L TDCi engine
- 154 horsepower
- 280 lb.-ft. torque capacity
- Dual front and dual side airbags*
- Four-wheel Anti-Lock Brake System with electronic brakeforce distribution
- AM/FM stereo/six-disc in-dash CD changer with MP3 capability and six speakers
- Factory-installed alarm and immobilizer
- Five-year/100,000-km warranty**



*Always wear your safety belt and secure children in the rear seat. **See dealer for limited-warranty details.

BUILT Ford TOUGH

2010 Ford Ranger

Aruba: R.E. Yrausquin & Sons, L.G. Smith Blvd. #112, Oranjestad 297-524-4444

Curaçao: Prestige Ford, B.V. Jan Noorduynweg z/n, Willemstad 599-9-888-8080

St. Marteen: Caribbean Auto Sales, 153 Union Road, Cole Bay, Phillipsburg 599-544-5211



Dear *Compass* Readers,

Having read various outpourings from Ron Llewellyn in the *Compass* and other places such as Facebook and the Trinidad Cruisers' Forum, I feel it is time to put the record straight.

He has done more harm to the yachting industry in Trinidad than any person alive and seems to think that he is the answer to all security issues with an ego that promotes himself as a self-styled Rambo willing to offer his services to any country he is in at the time to sort out their problems (you only have to read his own blog). All he does is to stir up as much trouble as he can and he has the audacity to try to inform the authorities how to do their job, a good way to get people's backs up.

His latest rantings in the November *Compass*'s Readers' Forum are full of inaccuracies and before he puts the proverbial cyber pen to paper he really should check his facts, rather than listen to alcoholic chit-chat. Even his mathematics do not compute. His letter is full of exaggerations and twisted interpretations. For a true and accurate version of events, see Niels Lund's response in the same issue.

I would be the first to say that Trinidad is not perfect, but we do like it here. The Trinis we have met have been really fabulous, friendly, welcoming and helpful. If Mr. Llewellyn would get out of his insular berth and get out into Trinidad he would see the island from a different angle and maybe, just maybe, he might just see why we and many others like us really want to help out when we can.

Yes, there has been a spate of thefts here, but the risk here is probably no worse than any other island in the Caribbean, and when you consider the volume of yachts here for the hurricane season then the percentage starts to look no worse than any other civilized country. Don't get me wrong, one theft is one too many, but when you also consider the poverty there is here, then the flaunting of wealth performed by some yachties is always going to be tempting to those who have little. There would be little attraction to travel in these places if they were all totally civilized and sterile.

Llewellyn's comments about the security patrols are a real twist. The patrols were instigated by the Chaguaramas Business Community to try to stem the spate of robberies that occurred in July and it was soon apparent that these were not isolated incidents but well organized: specific sized outboards were being targeted. With the business people themselves manning the patrol and needing to work the next day, the patrol system was never going to be sustainable and it was obvious that they were going to need help. Fellow cruiser Alan and I volunteered to assist and we patrolled with one of the CBC members. From then we patrolled by ourselves one night a week but it was clear they still needed a hand. I personally announced on the Cruisers' Net that they needed volunteers. Many male cruisers responded and 'got off their backsides' to help out, and yes, women too.

As far as calling us "vigilantes" is concerned, well, I can only take this as an insult as we were far from that sort of category. We were indeed unarmed but we had a fast boat and, despite the contrary claim from Mr. Llewellyn, we were always equipped with a VHF radio and were in hourly contact with the Coast Guard. Our remit was to watch for suspicious boats, approach them at a distance and let them know that we had seen them. That always seemed to be deterrent enough. There was to be no confrontation. As far as I am aware the only dinghy that was successfully taken while the patrol was active was from a schooner whose skipper had been warned by the patrol to lift his dinghy but he declined, saying he was going to sleep in the cockpit. The boat was anchored near some working boats whose decks were brightly lit, and shining towards the rest of the anchorage, it would have been very difficult to see any sort of activity around that vessel without leaving the designated anchorage.

Before the patrols started, many cruisers stayed up through the night to watch over their boats in the anchorage and a good few of these maintained the habit when the patrols got going. Mr. Llewellyn states that not all were in favour of the patrols, especially being manned by foreigners. Well, I can positively inform *Compass* readers that those in the anchorage were unanimously in favour (with the exception of Mr. Llewellyn, of course) and it was satisfying to hear cruisers saying, "Thank you, guys!" as we slowly crept by their boats, even in the small hours of the morning.

I am proud to have been able to help stem this spate of burglaries and I am also proud of the cruisers who also 'got off their backsides' and volunteered. I also wish that the patrols were not necessary but in the event, we did what all GENUINE cruisers do: stick together and help out. Ron Llewellyn sat on his backside and poured out his inaccurate rantings, which have had a negative effect on the situation and upset just about every cruiser in Trinidad as well as the authorities with whom the CBC are trying to negotiate to establish some form of policing here. He is a loose cannon firing off uncoordinated shots wherever he chooses and leaving the CBC to clear up his mess. From his claimed military career, he should understand that even a well-organized campaign can be scuppered by one loose cannon.

Trinidad has a new Government now. The old one was voted out for a number of reasons but the corruption here was well known. They have brought in a new chief of police from Canada. He immediately increased the police force's pay by a substantial margin and hopefully also their morale. It will take time to establish a new regime here especially with the culture that has evolved over generations. There is no Harbour Master here and as such no one in authority who can control the port or to whom we as visitors can go to for assistance. Once that is established, then Chaguaramas may be able to maintain its status as one of the major yachting centres of the Caribbean.

Mr. Llewellyn has insulted Ruth Lund in a previous edition of *Compass*, he also insulted Anne Dunlop on Facebook and intimated that the Cruisers' Net Controllers were conspiring to withhold information about the security situation, also not true. I speak for a majority of cruisers here when I say that the sooner he leaves Trinidad the happier we all shall be. Perhaps he should make Venezuela, Jamaica or Cuba his next port of call and tell them how sort out their security problems!

Mike Perrin
S/V El Lobo

Dear *Compass*,

Reference to Ron Llewellyn's letter in November's *Compass*: A vigilante is someone who illegally punishes someone for actual or perceived offenses, or participates in a group that metes out extralegal punishment to such a person. Often the victims are criminals in the legal sense; however a vigilante may follow a different definition of criminal than the local law. A person who takes the law into his own hands is not a vigilante, he is a criminal.

"Vigilante cowboy"! What a kick in the teeth to those of us who volunteered to go out at night to help prevent crime in the Chaguaramas anchorage. That comment comes from a fellow yachtie, who over the last few months while staying in Trinidad has done nothing but bitch, moan, groan and insult just about everybody in Trinidad.

When I heard of the problem of manning the patrol boat, I volunteered my services. Why? It gave me an opportunity to put something back into the local yachting community; a community that, over the years I have been coming to Trinidad, has shown me nothing but help, kindness, and lots of smiles.

On the appointed night of our first patrol, myself and fellow volunteer found ourselves being given a well-found boat with big powerful engines, VHF, nav lights, cell phone and a very well-defined remit. Both of us are highly competent and experienced yachties, in addition to our own personal and professional skills. We had to patrol the anchorage and in the event of observing a potential crime, we were to report to the Coastguard, but in no way to interfere. If we could identify and track the perpetrators, well and good, but we were not to put ourselves at risk. We manned the patrol boat on several nights when the local business community was unable to find crew. To all of those who manned the patrol boat, you did a great job and thefts were down; to those of you who moaned and groaned and remained in your snug little beds, don't ever ask me for help.

But what of our resident, self-imposed yachtie security expert? When asked to volunteer his reply was along the lines of "if they pay me, I'll do it". I think the term "mercenary" comes to mind here. So what were we, honest volunteers helping the community, or vigilante cowboys?

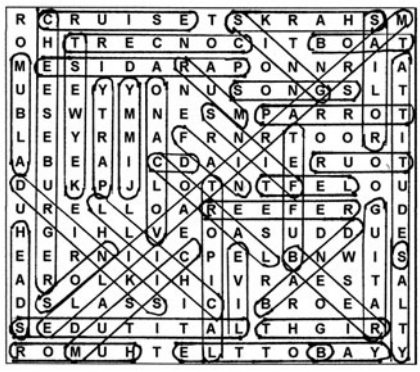
Alan Dunlop
Freya of Clyde

—*Continued on next page*





PARROT HEAD WORD SEARCH SOLUTION



Year-round insurance coverage



Admiral Boat Insurance have been operating in the Caribbean for more than 25 years.

Our network of locally appointed surveyors and our knowledge of the area and facilities make us the sailor's choice for Caribbean marine insurance.

Call the Admiral team now on **+44 (0)1722 416106** or visit **www.admiralyacht.com** for an online quotation and free laying-up guide.



Admiral · BOAT INSURANCE ·

Admiral Marine Ltd, 4 Barnack Centre, Blakey Rd, Salisbury, SP1 2LP, UK
E-mail: quotes@admiralyacht.com Web: www.admiralyacht.com
Tel: +44 (0)1722 416106 Fax: +44 (0)1722 324455
Admiral Marine Limited is authorised & regulated by the Financial Services Authority

TREASURE ISLAND CASINO

Located at the Tamarind Beach Hotel on Canouan Island

COME AND JOIN THE FUN WITH US
WE HAVE AMERICAN ROULETTE, BLACKJACK AND 25CENTS SLOTS.

Open daily from 6.00pm

For further information call 784.458.8044 (ext. 431 after 6.00pm)

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

—*Continued from previous page*

Dear *Compass*,

In reply to Mr. Llewellyn's continual Trini-bashing in previous issues of *Compass*:

Mr. Llewellyn, oh Mr. Llewellyn,
you doesn't like Trinis, I fear.
Your pressure gets higher when Mr. Stollmeyer
comes into the picture, it's clear!
You don't like our sea and you don't like to be
on our roads, in our towns or our bays.
You moan and you groan and perhaps not alone,
for there's many don't take to our ways.
Don't quarrel or fuss, for we do like us,
and your problem is easily solved:
Hoist your sails, sail away, and you'll find by the way,
all your difficulties have been resolved!

Nan Hatch
Trinidad

Dear *Compass*,

Over the last few months there has been a lot written about Trinidad and the problems with crime around Chaguaramas in *Compass*, in sailing forums and in the local Trinidad & Tobago media. While there is no denying there is a problem with Trinidad, it's important to distinguish between there and Tobago. Tobago experiences none of these problems. Crime at the anchorage at Store Bay simply doesn't happen. I've been sailing to Tobago for the last ten years and have never had a problem. You read about sailors frantically locking up their dinghies and outboards at night in Trinidad, sailors coming together to carry out night patrols — you simply don't have to do that in Tobago. It is important, as T&T is a two-island state, that Tobago doesn't get tarred with the same brush.

Tobago is, I think, one of the last few unspoilt islands of the Caribbean. It is an ideal location — out of the hurricane belt, quiet and peaceful, with plenty of out-of-the-way anchorages which sailors crave. The people here are friendly and welcoming. While in the past it's not had much to offer the cruising sailor, I was, on my last visit, amazed to discover that there is now a company next to the anchorage at Store Bay which offers everything you could want — WiFi to the anchorage, laundry and a team of engineers to sort out any problems you might have. To all the cruisers who are thinking of heading to Trinidad I would say go to Tobago instead. To those in Trinidad I would say go to Tobago; it has so much to offer and none of the headaches of Chaguaramas.

Louisa Winter
Yacht Susan

Dear *Compass*,

I've been reading in bemusement the lengthening Trinidad debate, in which brevity seems not an object. I am reminded that half of humanity now lives in the cities, and that many would rather swim in a swimming pool than in the anchorage — in a *Compass* article some years back, kids rated Chaguaramas, Trinidad as one of their favorite anchorages because of the swimming pool. Also brought to mind is an old Sufi teaching story in which god said the waters would be changed and the new waters would make you insane. Only a few hoarded the old waters. Some of us still hoard the old waters. Sounds like Llewellyn is one of them. Stollmeyer sounds like a politician/PR man, or a salesman with a product flaw. But then, I'm skeptical about YSATT-type operations paying much attention to issues of those who don't standardize to their vision.

It does show that oil is still king.

Jerry Stewart (October's Forum) breathed what I thought was a breath of fresh air in questioning whether more regulations full of expensive infrastructure, restrictions, enforcement, and fees is the way to protect Carriacou's marine environment. He thinks fisheries management is. I agree. And it largely comes down to education — both the locals and the visitors.

But educating people away from old habits isn't easy. Witness the world's lack of response to global warming.

Stewart also mentions the ponds behind the mangroves, which are *not* protected, and the threat to them by development ashore. In my mind, the biggest threat to marine ecologies on most of these islands is nutrient and other pollution runoff from development ashore. (And the real threat to turtles is development at nesting beaches.)

Jim Hutchinson
Yacht Ambia

An Open Letter to Davon Baker, Chairman, SIOBMPA, Carriacou
Dear Mr. Baker,

In the August edition of the *Compass*, your Marine Park was written up by Neil Ladell. The *Caribbean Compass* offering a forum for debate, I wrote in the October issue covering points raised by Mr. Ladell.

I have not written against the actions of SIOBMPA in its formation process and fail to see where I have been disingenuous, as you claim in your response to Chris Doyle's open letter in the November issue's Readers' Forum. If you could point out where I have been disingenuous, then I will be happy to apologize in a letter to yourself and the *Caribbean Compass*.

Jerry Stewart
Carriacou

An Open Letter to Davon Baker, Chairman, SIOBMPA, Carriacou
Dear Mr. Baker,

I found your response to the concerns raised by Jerry Stewart regarding the Sandy Island Oyster Bed Marine Protected Area inappropriate. Disagreeing with what he wrote does not give you the right to impugn his character or to suggest that he was not sincere (although the comments you attributed to Mr. Stewart when you called him disingenuous were actually made by another letter writer in the same issue of the *Caribbean Compass*). Your diatribe against Mr. Stewart was extremely out of line and I am sure that it does not represent the attitude of the good people of Carriacou.

Rather than listening to and considering what was offered, you went off on a tangent and attempted to destroy anything said against what you want to believe. You say that Mr. Stewart's accusations lack accuracy, but do not elaborate. Which of these are inaccurate?

- The biggest threat to Sandy Island is nature.
- The mangroves are as healthy as they were ten years ago.
- The biggest threat to the (mangroves) is the development on the land side.
- Current water-based use seems to damage nothing.
- Moorings and their fees are not for the environment; they are a means to raise a half a million dollars to operate Grenada's marine parks, and the (yacht) tourist must pay.
- Yachtspeople spend more per day than cruise ship passengers; these dollars go directly into the local economy.
- Yacht tourists will leave; the local economy will suffer.
- SIOBMPA moorings will not encourage visitors.
- Is there an argument in favor of banning anchoring on white sand (at Sandy Island, or in broken dead coral in Tyrrel Bay — my addition)?
- The need for revitalization of the fish population is the result of overfishing.

You go on to say that the Tyrrel Bay marina was selected to represent all local marinas and by extension the yachting community. Who are the other local marinas in Carriacou? How and why was Tyrrel Bay marina selected? The marina has yet to be completed and has no customer base or customer knowledge to represent the yachting community. Surely they were not selected because of their concern for the environment. In your response you do not reveal that when SIOBMPA was originally proposed, the area now occupied by the marina was within the boundaries of SIOBMPA. The marina developer was given an exception to dredge that part of the Bay and certainly that has done much more damage than all the yacht anchoring could ever do.

You are correct in saying that the yachting community in Carriacou is not formally organized. However, there are a number of yacht tourists who have been coming to Carriacou for ten years or more. Although you misattributed the comment that SIOBMPA neglected to initiate discussions with the yachting community, it is true. The yachting community was never consulted.

No one from SIOBMPA made any effort to contact any of the yachts, so your statement that an effort was made in the earlier years to capture the input of the yachting community is bogus and not supported by any of us who were in Carriacou in the earlier years. Yacht tourists were excluded from all discussions and planning until a series of town meetings was held in July 2009.

Along with 12 other yachtsmen, I attended the meeting held in Harvey Vale; I do not know if you were in attendance. In total, excluding the presenters and SIOBMPA committee members, as well as the Minister of Carriacou and Petite Martinique Affairs, 25 concerned individuals were present. Half of the attendees were yacht tourists. The meeting was informative and, for the first time, the people not associated with SIOBMPA were able to see and hear what had been done by the SIOBMPA committee.

The presentation was skewed against yachts and, through the use of slides, implied that the anchoring by visiting yachts was destroying the reefs. When asked if these slides were from Carriacou, the answer was, "No, they were found on the Internet to illustrate the damage done by anchoring in coral". In fact, what the slides showed were anchors used by small fishing boats and commercial vessels. This was pointed out to the presenters and to the audience, but since no yachtsmen were at the other two town meetings to rebut the claim that yachts were damaging the reefs, those presentations were probably successful in the attempt to mislead some of the people of Carriacou. The presentation on the damage done by anchoring was inflammatory and anti-yacht.

If you were present, you saw as we did that the implementation plan for SIOBMPA was a *fait accompli*. You say that SIOBMPA "values frank discussions and factual criticisms". Based upon the response and actions to the suggestions and criticisms made by the yacht tourists at the presentation, your statement is not true.

After the meeting, one of the yachtsmen made arrangements with one of the presenters to take a dinghy tour to see first-hand what the concerns were. This person (the presenter) did not show up for the tour. After three more unsuccessful attempts to reschedule, the yachtsman gave up in frustration.

—*Continued on next page*

—Continued from previous page

With all due respect, Mr. Baker, your implementation is flawed and needs immediate attention and adjustments. Before any more damage is done to the economy of Carriacou, it is time to seriously listen to those who have something to say. An attitude of "my mind is made up; don't confuse me with facts" will only hurt the people of the island.

If you are honestly looking forward to establishing an open line of communication, please include your customers, i.e. the yachting community of Tyrrel Bay. We have collectively hundreds of years of experience from around the world and are sensitive to environmental issues. We want to help.

And please, in the future when you do respond to comments with which you do not agree, use facts and not rhetoric and personal attacks to make your point.

John Pompa
S/V Second Millennium

Dear Mr. John Pompa and others who have written on Carriacou's SIOB MPA,

Thank you all for your comments and mostly for your concern for the Sandy Island Oyster Bed Marine Protected Area (SIOB MPA). I would like to use this heightened concern to restart the consultative process concerning the SIOB MPA. As is evident by letters from the yachting community and issues raised by the fishermen, there have been some gaps in our consultative process. We are aware that MPAs need to be set up via a consultative process, and during the years of planning for SIOB MPA the parties involved have done our best to use a consultative process that was open to all stakeholders. I was the main facilitator for the establishment of the SIOB MPA for the last six years, and on behalf of Mr. Davon Baker I would like to respond to your letters and I would like to propose some steps to help resolve the issues and concerns that have arisen since the launch of Grenada's first co-managed marine protected area.

As it stands now the fishing and yachting communities are the two sectors most affected, both positively and negatively, by the establishment of the SIOB MPA. I would like to invite these two sectors to join with the present Board of SIOB MPA in discussions to resolve the present impasse and come up with some win-win situations for the most effective conservation practices for the SIOB MPA. The Board and the agencies involved in management are committed to continuing to balance the multiple uses in the MPA while protecting the resources we all rely upon. In MPA management there should be ongoing stakeholder participation as the Board seeks to adaptively manage the park. We recognize that the management plan and policies related to the SIOB MPA are not cast in stone and that they should be regularly reviewed to fit current circumstances. Threats to our marine and coastal environment can and do change over time, so the current management and zoning plan are not necessarily static. Yachters do have the chance to weigh in on issues of importance to them, and there will be formal rounds of consultation that they can contribute to, as well as continuing informal dialogue to inform management planning.

I would like to propose that the yachting community, the SIOB MPA Board and various resource persons come together where presentations and discussions from both sides on the status of the resources and the best ways to protect them can be facilitated. The present organization I am working with, the Sustainable Grenadines Inc. (SusGren), would be willing to assist with such a process. May I suggest that we hold a meeting in Harvey Vale, Carriacou in early December?

Since 2005 the process to establish SIOB MPA was very fortunate to have The Nature Conservancy on board who assisted in conducting various researches on the bio-physical and socio-economic aspects of the SIOB MPA. These results could be presented at the meeting I propose, which will give a better appreciation for the status of the resources. SIOB MPA resources are not as healthy as many believe them to be and the continued protection of the health of the habitats found in the area will need our concerted efforts. For example, the Tyrrel Bay mangroves ecosystem, with the presence of species such as numerous 'upside down' jelly fish and a proliferation of algae on the roots of the mangroves give an indication that this area is not as healthy as it first appears. Actions are required in order to resolve this situation and ensure that the important fish nursery functions of the mangroves are maintained. I believe all stakeholders are in agreement that we want to see the marine environment in Carriacou continue to have clean blue unpolluted waters and abundant coral and other species for many, many years to come.

The present SIOB MPA Board has already started using best practices from other countries, both in the Caribbean and internationally. The SIOB MPA Wardens and Board members have visited and received training from Bonaire and St. Lucia's SMMA. MPA science internationally is well-evolved and we are taking advantage of every opportunity to learn more about MPA science by attending meetings, workshops and conferences, and by learning from other well-established MPAs through the Caribbean Marine Protected Areas Managers Network and Forum (CaMPAM) on MPA management in the region. Best practices are shared in the region and there is ongoing professional training for park managers and staff with involvement of high-level agencies such as UNEP's Caribbean Environment Program which the SIOB MPA will be involved in.

Resources for effective management MPAs are notoriously tight - finding funds for staff, patrol boats, education and outreach, monitoring, and scientific research is challenging, but SIOB MPA has many supporters and we are committed to success. The yachting community has valuable resources and experience that the SIOB MPA needs. We want yachters to be able to weigh in on issues of importance to them and sincerely hope that anyone with interest will contribute with suggestions and provide constructive assistance in the MPA's management. At the same time we hope to build understanding and respect for the importance of MPAs, the science behind them and the benefits they can bring.

SusGren is willing to help organize and facilitate a meeting in early December with the yachting community and the SIOB MPA Board and relevant government agencies as a first step to improving the SIOB MPA for yachting. I am hopeful that interested parties will contact my office in Union Island (susgrenpm@vincysurf.com) to discuss this further and set up a time for such an event. I can provide all the various documents and more, which I mentioned above. I look forward to participating further in this process with you.

Martin Barriteau, Project Manager
Sustainable Grenadines Project

Dear *Compass*,

With the notice of the change in status of the Netherlands Antilles as posted in the October issue of *Compass*, I thought it timely to submit this.

I needed a courtesy flag when we arrived unexpectedly in South Caicos, and the following process worked well for us there and in subsequent anchorages where no flags could be purchased. I have shown the method many times to friends who have complained of not having the proper courtesy flag to fly upon arriving in a new harbour.

Most boaters with computers aboard also have a printer that will print a serviceable courtesy flag that will last for a few weeks, even in the worst of the seasons. All that is needed is a piece of white sailcloth 8.5 by 17 inches, and a cheap can of hairspray or fixer spray for charcoal drawings. Go on line and "Google" the flag needed and copy it into Photoshop or any of the picture-processing software. Reduce or expand the photo to the required dimensions. Here I selected 8.5 inches wide and the length to constraint proportions — this way the flag will be printed to the nation's correct dimensions. Insert a piece of paper cut to the same size as the sailcloth you wish to print on. Set your printer to "banner" mode and do a test print on the paper. Here your printer might inform you that "image is larger than the printable area and some clipping may occur". You are probably printing beyond preset borders. Select "proceed" and continue. Your printer will now print to the edges of the paper. If the results are acceptable, insert the piece of sailcloth into the printer, making sure the settings are still on "banner", and print.

You will only need to print on one side since the sailcloth is porous and the ink will soak through to the other side.

This is an optional step used by charcoal artists to fix drawings: lightly spray the sailcloth with the hairspray or artist's fixative spray. This will waterproof the sailcloth and fix the ink so it won't run in the rain.

Sew a string to the side and hoist away.

Kathy and Ernie Martin
Stonecutter II

Dear *Compass*,

From the October 2010 *Caribbean Compass*:

Tom and Harriet Linskey report: Here's how Hands Across the Sea is fighting low literacy in the Caribbean: We ask school teachers, principals, and Peace Corps volunteers in the Caribbean to assemble a Wish List of books and materials they need and then we get what they need, and then we ship it to them. This October, as part of our Caribbean Literacy and School Support program Hands will ship approximately 43,000 books and 92 boxes of teaching materials to 47 schools, 10,000 students, and eight community libraries/reading projects. Perhaps you're thinking, "This seems like a worthy cause, but what can I do?" Here's some awesome news: we've just received a US$25,000 "challenge grant" commitment from two generous Hands supporters. Which means that the way you can help children in the Caribbean right now is to make a cash donation to Hands Across the Sea, with the aim of matching the $25,000 grant and realizing our $50,000 goal, so Hands can fulfill all of the 2010 Wish Lists and bring positive change to thousands of Caribbean children. To make a donation, visit www.handsacrossthesea.net/Donate.htm.

—Continued on next page

SPARKLE LAUNDRY
St. Lucia • Rodney Bay



A well organized service awaits you. We pick up and deliver your laundry from the docks at the Rodney Bay Marina and out in The Bay (Pigeon Island).

Call us at VHF Ch. 16 or Tel: 1-758-287-8957 or 1-758-724-9805

McIntyre Bros. Ltd.
TRUE BLUE, ST. GEORGE'S, GRENADA W.I.

YAMAHA
Parts - Repairs - Service
Outboard Engines 2HP-250HP
Duty-Free Engines for Yachts

TOURS & CRUISES - CAR & JEEP RENTAL

Caribbean HORIZONS
PHONE: (473) 444 3944/1555
FAX: (473) 444 2899
email: macford@caribsurf.com

Jones Maritime Co.
Your Sail Training Headquarters in the Caribbean...



US Sailing Certified School
Basic Keelboat
Basic Cruising
Bareboat Charter
Coastal Passagemaking
Costal Navigation
Jones Maritime Co.
1215 King Cross Street
Christiansted, St. Croix
U.S. Virgin Islands
Toll Free 866-609-2939
340-773-4709
www.JonesMaritime.com
United States Sailing Association
National Governing Body of the Sport of Sailing

Yacht Brokerage
Visit us at www.caribbean-yachts.com for complete list of boats for sale
For a fast sale to European buyers, list your boat with us in US$
Caribbean YACHTS .com
Us and European Markets
SAINT-MARTIN
Marina Marigot
+ 590 590 294 845
MARTINIQUE
Port du Marin
+ 596 596 741 670
info@caribbean-yachts.com
www.caribbean-yachts.com

GOOD GUIDES ARE TIMELESS
Rocks don't move — or if they do they are shown on up-to-date Imray charts. Regarding marine infrastructure, virtually every island puts out a free marine trade guide every year, which is much more up-to-date than any guide; similarly, the tourist departments put out a free annual guide for bars, restaurants and hotels.
With all these updates readily available, Street's guides are timeless.



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.

NEW! Street's videos, first made in 1985, are now back as DVDs.

- "Transatlantic with Street" documents a sailing passage from Ireland to Antigua via the Cape Verdes. 2 hours
- "Antigua Week '85" is the story of the engineless yawl Iolaire racing round the buoys to celebrate her 80th birthday. 1 hour
- "Street on Knots" demonstrates the essential knots and line-handling skills every sailor should know. 1 hour
- "Streetwise 1 and 2" give tips that appeared in the popular video Sailing Quarterly, plus cruises in the Grenadines, Venezuela and southwest coast of Ireland

DVDs available at Imray, Kelvin Hughes, Armchair Sailor/ Bluewater Books, and www.street-iolaire.com.
Full information on DVDs at www.street-iolaire.com
HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking and securing for a storm.

Street's Guides and DVDs are available at all Island Waterworld stores and at Johnson's Hardware, or from www.iUniverse.com and www.seabooks.com

Read in Next Month's *Compass*:

2011 Annual Calendar of Caribbean Events

Selected Shortwave Weather Reports

Destination Rio Dulce

...and much more!

—Continued from previous page

Regarding the claim of raising literacy in the Caribbean: I said it three years ago when the Global Literacy Project dumped 30,000 books on St. Vincent and then claimed that examination scores jumped by ten points that year and I'll say it again: giving kids books is WONDERFUL. All kids should have good books to read (if they can), be read to (if their parents can), looked through and enjoy the pictures and find words (if they can), be read to (read along) by a skilled teacher to talk about title, author, purpose, outcome, beginning middle and end, etcetera, etcetera. Don't get me wrong: I support 100 percent the primary goal of most literacy groups. Getting books to kids is an important piece of the puzzle, but it is NOT the piece that helps kids to read. Reading is a learned skill, and to learn it well good instruction must take place.

Suggesting that shipping 43,000 books to the schools in these islands will increase literacy is bogus; at best, it is naïve, and, at worst, it is defrauding the donors of the books, supplies and money. Based on my 40 years of experience as a teacher of primary grades and a consultant in reading programs, a good teacher can teach reading without ANY books, while a poor teacher cannot teach reading with all the books in the world.

Paul Fulton

Editor's note: We asked Harriet Linskey for her response, which follows.

Dear Paul Fulton,

Thank you for your thoughts. We are not able to comment on what the Global Literacy Project did and claimed. We know well that getting good books into the hands of kids is only a piece of the overall literacy challenge, that it's a community effort involving good parenting, trained teachers, dedicated school principals and community organizations that promote reading. That's why we choose the schools that receive books and wish-list items carefully. Partnering with learning support advisors within the island Ministries of Education, school principals whose strong leadership is making a difference, teachers who want to improve their classroom environments with exciting classroom libraries and reading corners, and US Peace Corps volunteers who are working hand-in-hand with community reading groups is a big team effort. As a former English teacher in charge of the library at a rural secondary school in New Zealand, I witnessed the effect of getting interesting books into the hands of Maori children who were reluctant readers.

We have worked hard over the summer to choose our purchased, gently used books carefully from book sales in the USA. We also purchase books from Scholastic and our goal next year is to increase the amount of books with Caribbean content.

Since you are an experienced educator would you like to help us with a hands-on project? Last year we worked with a retired British master teacher and a first grade teacher in Dominica to plan a unit using *The Very Hungry Caterpillar*. The teacher saw improvement in her teaching methods and the students were more interested in learning and stayed in their seats. The next time we visited the class, the first graders rushed to give us a group hug and show off the books they had read.

Now that secondary education is compulsory across the Caribbean and governments are requiring only trained teachers in the classroom, Hands Across the Sea is helping to improve literacy and learning by giving students access to good reading books and teacher-requested school resources. To see what we have shipped to the Caribbean this November, check out the Hands 2010 Wish Lists (www.handsacrossthesea.net/HandsWishLists.htm); these are the books and teaching resources specifically requested by school principals and teachers, US Peace Corps Volunteers, and local librarians. You clearly have an interest in this topic, so please let us know if you'd like to help this winter season in the Eastern Caribbean.

Harriet Linskey
Hands Across the Sea, Inc.

Dear *Compass*,

We all know that there are many cruisers who spend a high proportion of their time in marinas. For them, a marina is a natural destination at the end of a day's sailing. Many other cruisers regard riding at anchor as the natural state when not on passage — and long may they be free to do it, in spite of a creeping plague of mooring buoys.

Observations made during another summer in Grenada have raised what is to me an interesting question. At the time of writing (early September) there are approximately 230 boats anchored around this island, with a further hundred or so in marinas. The numbers may have varied during the last three months but the proportions have remained almost the same. With one small exception, the marinas are at least half empty. They attract less than a third of the potential market, and my question is: what are they doing to attract the boats swinging at anchor in adjacent bays? Indeed, some charge exorbitant rates, apparently to make sure potential customers stay away!

Two examples illustrate my point. On another island (this problem isn't limited to Grenada), we wanted to go alongside for a couple of hours for a rig inspection last winter. We were told that the full day rate would be charged because "we don't have a half-day rate". I suggested they devise one immediately, but they held out for the full rate — and so got nothing. We made alternative arrangements, as did a number of other boatowners last winter. Throughout the period the marina was never more than a third full and, where they could have earned goodwill and some income, all they did was create negative attitudes.

In another marina recently, after taking on fuel, I was misled into staying a few hours longer and was then charged for 24 hours dockage — because the dockmaster did not know about the "full day only" charging structure. When I protested, I was told that the policy was "in line with standard practice". Looking at the marina — less than half full — words like 'desperation' came to mind.

These may seem like petty quibbles, but I think they illustrate an attitude that cannot even see a market, let alone work out how to sell to it.

Moreover, some marina advertising is prone to preposterous hyperbole, which has led to the spread of stories of disillusionment; no one likes to be taken for a fool. Also, claims that Grenada is "outside the hurricane belt" (meaning that yachts can be left afloat safely throughout the summer) are, at best, economical with the truth. Many cruisers have clear memories of what Hurricane Ivan did to Grenada in 2004, and feel such claims do not have boatowners' best interests in mind.

Not all marinas are open to the same criticisms. Some recognize that even the most dedicated anchorage users need shore-based facilities from time to time and take a favorable view of short-term visitors. Jolly Harbour in Antigua comes to mind, and during Grenada's Carnival week Port Louis offered some imaginative packages to get cruisers out of their anchorages. Clearly they were successful and deserve congratulations for their efforts.

Christopher Price
Yacht Hummingbird

Dear *Compass*,

World Cruising Club was concerned to hear of the damage that Hurricane Tomas caused when it struck Saint Lucia on October 30th. The considerable damage appears to have been restricted to the south of the island, and it is reported it will take time for the island to recover.

Rodney Bay Marina, which is in the north of the island, is not damaged.

Crews taking part in this year's ARC are being asked to carry extra supplies on their Atlantic crossing, or to donate spare items on their arrival. La Vaughn Francis of Saint Lucia Tourist Board says: "Supplies would be most useful at this time, and I have spoken to the Red Cross and NEMO teams who have indicated that canned foods and dry goods are most needed."

The Saint Lucian Red Cross has asked for donations of everyday items such as canned foods (especially evaporated milk), dry foodstuffs, water containers, batteries, flasks, small transistor radios, lanterns or flashlights/torches, cleaning supplies, sanitary wipes/ hand sanitizers, blankets, bed sheets, sleeping bags, children's disposable diapers/nappies and wipes, infant food and formula, female sanitary products, adult disposable diapers/nappies and toiletries such as toothbrushes, toothpaste and soaps.

If you are visiting Saint Lucia and have spare provisions, or space onboard to take extra tinned and dried foods, then please take as much as you can. The Red Cross in Saint Lucia will collect the food and arrange for it to be distributed to the most needy.

In addition to yachts taking excess food supplies to offer on arrival, World Cruising Club will also organize a cash collection at the final ARC prizegiving in Saint Lucia.

It is important that we continue to visit Saint Lucia. Tourism is vital to the Saint Lucian economy, and by visiting the island and spending money locally, we will be supporting local jobs and enterprises. Yachts visiting and spending money in the local economy will also help sustain the island through what must be an extremely difficult time.

If you are not sailing to Saint Lucia, you can still help. The Saint Lucia High Commission in London has established a disaster relief fund and would welcome donations. All of the money will be used directly in the rebuilding of people's lives in Saint Lucia. All donations are appreciated; see details on the Saint Lucia High Commission website: www.stluciahcuk.org.

Your support of this initiative is much appreciated, and our thoughts are with the people of Saint Lucia.

Andrew Bishop, Managing Director
World Cruising Club

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



Letter of the Month

Dear *Compass*,

I read with interest the *Compass* readers' letters about Caribbean tides vis-à-vis the meridian passage of the moon (see current table on page 29 of this month's issue), and the explanation thereof by 'Captain Science' in the November issue.

I am not very scientific but I have sailed for 70 of my 80 years and since November 1956 have sailed the Caribbean in the engineless 46-foot *Iolaire* and the 28-foot engineless *Li'l Iolaire*. Since both boats were engineless I have spent a lot of time figuring out how to make the tides help me rather than hinder me.

My first piece of advice on the subject of tides is to not always trust what you read and to be wary about what you believe. For instance, the modern tide tables say there is only one high tide a day in the Virgin Islands. In 1959 or '60 my father found in Foyles in London a copy of the *Sailing Directions to the West Indies* published by Norie and Wilson in 1867. In that book I found that Robert Schombergk, a Danish naturalist who lived in St. Croix, had worked out a complete analysis of the tides in the US and British Virgin Islands. He pointed out that there are two tides a day in the VI, with a major high tide and a minor high tide. At one point of the year the major high tide is during the day, at another other time of the year it's during the night. Today, both the BA and NOAA claim there is only one high tide a day. The Road Town, Tortola harbor pilot, sailor, and shipmate George Forster examined carefully the tidal gauge that was temporarily installed in Road Town Harbour and confirmed Schombergk's findings that there are, in fact, two high tides there each day.

In about 1983 I found in the US Library of Congress a 1913 Bowditch that had a table giving high tide in relation to the meridian passage of the moon in probably 800 different locations. (The table for the Caribbean and Atlantic is reproduced on page 233 of the my *Transatlantic Crossing Guide*.) High water occurs approximately 50 minutes later each day, but it can vary by as much as 20 minutes plus or minus. If once in a while one discovers an anomaly in the Meridian Passage of the Moon table in the *Compass*, I probably made a few mistakes when transferring the info from the British Admiralty's *Nautical Almanac* to the table I sent on to *Compass*.

In the Caribbean, the tidal current starts running east about one or two hours after moonrise and ceases to do so about the time of the meridian passage of the moon. So, basically, it's running — or trying to run — east for four hours of the 12-hour tidal cycle. The east-running flood tide is always fighting against the westerly Equatorial Current, but this current is affected by the strength of the wind so, if the wind is light and it is spring tides a few days *after* new or full moon, you can get a strong easterly flowing tide.

Continually observing the current, I realized in the middle 1990s that within the Virgin Islands the westerly flow of the Equatorial Current is not particularly strong, as the islands block it. Thus, within the USVI and BVI the current runs six hours to windward and six hours to leeward, whereas between the islands the current (if it overcomes the westerly Equatorial Current) runs four hours to windward and eight hours to leeward.

One year I sailed on a different boat every day in the Antigua Classic Yacht Regatta and Antigua Sailing Week. After sailing on *Titan*, we were having lunch on *Titan's* mother ship when Campbell Field, a young but very experienced hotshot navigator, came on board and said to Peter Isler, "I have sailed ASW about eight times and today for the first time I found an easterly current of one knot instead of the one knot or more westerly current." Peter replied that he had sailed ASW more than a dozen times and he had also discovered an easterly current for the first time.

I pointed out that, with no instruments, I had figured out that morning over my coffee that there would be an easterly current! They were very interested when I explained:

The rule of thumb I follow in the Eastern Caribbean is that high water comes about one and a half hours after the moon passes overhead (or underneath), i.e., the upper (and lower) passages of the moon as listed in the Nautical Almanac. An oversimplification that helps give a clearer view is that the tidal current tries to flow toward the moon, i.e., when the moon is east of you after rising, the current turns to the east (floods); after the moon has passed overhead and moves to the west, the tidal flow also changes and also runs to the west (ebbs).

On the day I sailed on *Titan*, it was a couple of days after new moon, the tradewinds had been light for almost a week, and moonrise was about two hours before our start. So, given that the strongest tides are three to five days after new and full moon, everything lined up for an eastward-flowing current.

They were amazed at my explanation as to how to try to predict the easterly set of the current. Note I say "try". If I have been sailing every day, I figure I can predict with 75 to 80 percent accuracy whether or not there will be an easterly current and approximately how strong the flow will be. If I have not been sailing for a couple of weeks, my batting average goes down to 50 percent. Anyone who claims to be able to accurately predict the ebb and flow of the current in the Caribbean is either a liar or a fool.

> *In the Eastern Caribbean, high water comes about one and a half hours after the moon passes overhead*

Once observations have been made of the times of high and low tide at a location, it is possible to predict these times well into the future. Over the course of centuries, mariners have made observations for hundreds, if not thousands, of places worldwide. One of the most important data points, to use an in-vogue term, is the time of high water at full (full moon) and change (new moon).

At full moon, the moon crosses the local meridian at approximately midnight and at new moon at noon. The interval between meridian passage of the full moon or the new moon and the time of the next high tide is called the time of high water on full and change days (HWF&C) for that location.

In the 1986 *Street's Transatlantic Crossing Guide* (a complete rewrite of this guide is in the process), I printed the table of HWF&C that I copied from a 1912 edition of Bowditch I found in the Library of Congress. But the information in it for the Eastern Caribbean really does not make sense. From Martinique south, the time of high water (HW) varies from 2 hours and 30 minutes to 3 hours and 50 minutes after the meridian passage of the moon. Going from my description above in relation to the moon, which does work, this means the current is turning west well before high water. In the northern islands, HW is 7 hours 30 minutes to 9 hours after meridian passage, but the old rule of current running toward the moon still holds.

I stand by the information that is found on the back of the Imray Iolaire charts. I have never heard from any experienced sailor who has sailed in the Caribbean for 15 or 20 years that felt the tidal information on the back of the Imray Iolaire charts was wrong.

Don Street
Ireland

PICK UP!

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

ST JOHN'S
Epicurean, Friars Hill Road,
Customer Service Desk
Island Motors Gas Station,
Queen Elizabeth Highway

JOLLY HARBOUR
Anjo Insurance
Budget Marine
Epicurean
Marina Office

FALMOUTH
Antigua Yacht Services
Bailey's Supermarket
Cat Club Marina Office
Falmouth Harbour Marina
Jane's Yacht Services
Antigua Yacht Club
AYC Marina Office
Mad Mongoose
Lord Jim's Locker
Skullduggery & Sea Breeze
Slipway Chandlery

DOCKYARD/
ENGLISH HARBOUR
Antigua Slipway Chandlery
HotHotHotSpot Coffee Shop
Copper & Lumber Hotel
Galley Bar
Sunsail Reception Office
The Anchorage



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

Basil's Bar Mustique

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek and today lives up to that tradition. Recently renovated, the new face of Basil's Bar in Mustique is all that and more: offering fresh seafood, lobster in season, steaks and the best beefburger in the Caribbean. Now equipped with WIFI, you can enjoy sunset cocktails and catch up on the web. Breakfast service begins at 8:00am. Lunch 11:00am - 6pm, and Dinner 7:30 until late. Come to Basil's for cocktails anytime and plan to attend the Wednesday Night Jump Up and BBQ. Basil's Bar is home of the only Blues Festival in the Caribbean. The Mustique Blues Festival takes place from January 26 - February 9, 2011. Call (784) 488-8350 or VHF 68.

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

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

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

Visitors to St Vincent are invited to:

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

AT BASIL'S: Newly opened full service SPA located in Villa across from Young Island. Also At Basil's is a collection of beautiful bamboo furniture, contemporary pieces from Asia and beyond, and more. Opening of a new coffee shop by the sea.
Call (784) 456-2602

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

WE SHIP AROUND THE WORLD!

Ron Cooper
Catamarans
THE MONEYMAKERS

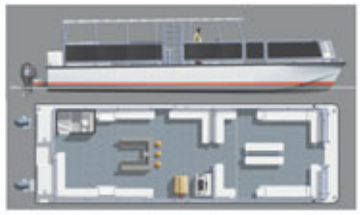
WE BUILD ONE OF THE MOST FUEL EFFICIENT PASSENGER VESSELS IN THE WORLD



63' x 24' Catamaran, base price $349,000 plus power, stability test for 240



The perfect vessels for:
- Day/Snorkel Trips
- Sightseeing
- Booze Cruises
- Cruise Ship Tenders
- Over 130 Built



All new 47' x 15.5' catamaran
- USCG Stability test for up to 70 passengers
- Introductory base price $129,000 plus power
- Economical and very stable
- Glass bottom available
- Set up for beach loading
- Fast delivery

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

WHAT'S ON MY MIND

Cruising Couples — Which One Are You?

by Nanette Eldridge



It is one thing to be a weekend cruiser and quite another to live 24/7 on a 42-foot boat with your mate. Let's face it — most working couples see each other for a couple of hours at night and on weekends. Cruising couples are forced to learn lessons on how to get along for prolonged periods of time in small spaces. The couples that learn these lessons cruise for years and don't split up. Luckily, most couples that take the long-term cruising plunge have already sailed and lived together for quite some time — that helps in most cases. But there are still many adjustments that come with cruising that even the closest couples have to make.

As an active cruiser, I would like to share my insights on two of the many cruising couples my boyfriend, Bruno, and I have known and how they cope. Read the following observations and decide if you fit into either category.

Nervous Nelly: We have close friends from the US who dream of cruising the Caribbean. The husband is a retired airline pilot and busting at the seams to sail as far as the boat will take him. The wife, on the other hand, is anxious to sail the Caribbean — as long as there will be no circumstances under which land is out of her sight. The couple is very happily married, but they seem to have different expectations on how and where they will cruise together. The wife is perfectly happy on the boat in a marina, while the husband dreams of adventures at sea. Well, to say the least, this turned into some heated discussions when the couple was scheduled to sail from Florida to St. Croix. What happened in their case probably happens to many cruising couples: the reluctant partner came up with numerous excuses as to why they could not leave the marina in Florida. This went on for months, to the great consternation of the other partner. The bottom line is this — both partners need to be on the same page when planning to cruise. If not, there will be disappointments on both sides. By the way, Nervous Nelly got as far as the Bahamas and left the boat there until next winter. Hopefully, by next year they will cruise a bit farther south. They are taking baby steps, so to speak, but at least they are still together.

The Bickersons: We all know this couple and we all *are* this couple at some point — especially when we women over 40 do not get our hormone medications! But here is a telltale sign of the Bickersons — you will hear the following on boarding their boat: "My spouse had to promise me a (full size refrigerator, AIS system, you fill in the blank) or else I refused to live with him/her on a boat." There is your first sign that there was bribery involved in choosing the cruising lifestyle. One partner has promised the other that he/she will have every convenience of modern life while they are cruising. How does it usually work out? Unfortunately, some couples don't make it... and it's not always the wife who abandons ship. Take Kitty in Grenada, who is a lovely Texan on the Cruiser Net from Clarks Court Bay Marina. She married her longtime boyfriend and sailed to the Caribbean — only to find out that HE was not happy living on the boat. Apparently, it may have been more her dream than his. She is now living happily single on her boat, but I think there is a lesson to be learned here. Don't take for granted that your partner will stay with you — he or she may have other ideas.

As for me, I have learned to cruise happily with my partner of eight years. We have our ups and downs, like any other couple, but as long as I meet him half way at least 50 percent of the time, I figure we are ahead of the game. And it is a small price to pay for having the privilege of visiting all of the Caribbean islands and living a lifestyle that others only dream about.

Nanette Eldridge and Bruno Bruchhof are cruising the Caribbean aboard Geronimo, *a 42-foot custom-built Denchomar, Peterson-designed ocean racer.* Geronimo *is a classic two-ton racer that was never lived on until Nanette and Bruno bought her. Nanette says, "Believe me, there have been a lot of adjustments made so that we can live onboard, although I have never quite adjusted to not having much in the way of a galley."*

WALLILABOU ANCHORAGE
WALLILABOU BAY HOTEL

VHF Ch 16 & 68
(range limited by the hills)

P.O. Box 851, St. Vincent & the Grenadines, West Indies.
Tel: (784) 458-7270 Fax: (784) 457-9917
E-mail: wallanch@vincysurf.com

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

CALENDAR

DECEMBER 2010

2 – 5 Carlos Aguilar Memorial Match Race, St. Thomas, USVI. St. Thomas Yacht Club (STYC), tel (340) 775-6320, fax (340) 775-3600, info@styc.net, www.styc.net
3 – 5 Gustav Wilmerding 20th Annual Memorial Challenge, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, mvh@surfbvi.com, www.jollyrogerbvi.com
6 – 11 48th Antigua Charter Yacht Show. www.antiguayachtshow.com
7 – 8 Yacht Industry Security Conference, St. Thomas, USVI. www.maritimesecurity.org
11 Rescuers' Regatta, St. Maarten. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
11 – 13 Sir John Compton Memorial Trophy & 'Diamond Dash' Races from St. Lucia to Martinique and back. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com
12 SLYC Fun Day. SLYC
12 – 21 Havana International Jazz Festival, Cuba. www.jazzcuba.com
13 – 17 Christmas Camp Youth Sailing, St. Lucia. SLYC
19 Carols Afloat in the Bay, Rodney Bay, St. Lucia. SLYC
21 FULL MOON
21 Winter Solstice and Lunar Eclipse
25 Christmas Day. Public holiday in many places
26 Boxing Day. Public holiday in many places
27 Public holiday in many places because Boxing Day falls on Sunday
31 Nelson's Pursuit Race, Antigua. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com

JANUARY 2011

1 New Year's Day. Public holiday or "recovery day" in many places. Junkanoo parade in Abaco, Bahamas; Grand Carnival Parade in St. Kitts
2 Public holidays in Cuba (Victory of Armed Forces Day), Haiti (Founding Fathers Day), and St. Lucia and Grenada (Second New Year's Day)
3 Carnival Last Lap, St Kitts. www.stkittsneviscarnival.com
6 Three Kings Day. Public holiday in many places
7 – 8 Crucian Christmas Festival Parades, St. Croix. www.stxfestival.com
10 Eugenio María de Hostos Day. Public holiday in Puerto Rico
10 – 16 18th Annual Barbados Jazz Festival. www.barbadosjazzfestival.com
11 – 12 Yacht Industry Security Conference, St. Thomas, USVI. www.maritimesecurity.org
17 Martin Luther King Day. Public holiday in Puerto Rico and USVI
19 FULL MOON
21 Mount Gay Rum Round Barbados Race. ***See ad on page 16***
21 Errol Barrow Day; public holiday in Barbados. Our Lady of Altagracia; public holiday in the Dominican Republic
23 – 27 42nd Spice Island Billfish Tournament, Grenada. www.sibtgrenada.com
23 – 29 Jamaica Jazz and Blues Festival, Montego Bay. http://jamaicajazzandblues.com
25 G.F. Croes Day; public holiday in Aruba
26 Duarte's Day; public holiday in the Dominican Republic
26 – 29 Antigua Superyacht Cup. AYC
26 – 9 Feb Mustique Blues Festival. www.basilsbar.com
27 – 30 Bequia Mount Gay Music Fest. ***See ad on page 53***
28 – 6 Feb Grenada Sailing Festival. ***See ad on page 18***
29 – 5 Feb Manhattan Sailing Club's BVI Cruise. www.myc.org
TBA St. Barts Music Festival. www.stbartsmusicfestival.org
TBA Carriacou Sailing Series. www.sailingcarriacou.com
TBA Budget Marine Women's Caribbean Championships, St. Maarten. SMYC

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

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



Tel: (340) 779-1660
Fax: (340) 779-2779
yachts@islands.vi



Southern Comfort
60' 1982 Nautical Ketch,
4 strms, excellent charter boat
$199,900

Plum Crazy
45' 2003 Silverton MY
3 strms, excellent condition
$260,000

Sail

36' 1980 Albin Stratus, daysail business separate	$45,000
38' 1967 Le Comte, Northeast 38, classic, excellent cond.	$80,000
41' 1980 Morgan O/I '04 Yanmar, A/C	$69,000
50' 1978 Nautor MSailer, refit, excellent cruiser	$325,000

Power

37' 1986 CML Trawler, Great liveaboard, needs engs.	$20,000
38' 1977 Chris-Craft Corinthian, roomy, cockpit	$30,000
40' 1997 Carver MY, Cockpit for diving, twin Crusaders	$89,900
58' 1974 Hatteras MY, Classic, DD's, 3 strms	$110,000

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

B.V.I. YACHT SALES
Est. 1981 Ltd

Visit our website for free advice on how to buy & sell yachts in & around the Caribbean! Visit us at Booth L10 in Annapolis!

MULTIHULLS:			
82' Dufour Nautitech '95, 10 cab/10 hd	795K	41' Beneteau 411,'01 Low Price	89K
58' Voyage 580 2005; Luxury Cat	990K	41' Bavaria 2003, Well Maintained	120K
56' Fountaine Pajot Marquises '99	750K	41' Formosa CT 41 '74; Many Updates	89K
44' Lagoon 440 2006 - 3 Avail. Start @	495K	40' Beneteau M-405 '94, Spacious	85K
41' Lagoon 410s2 '05/'06 2 Available	299K	40' Bavaria 2002; Great Price	99K
37' Maxim Yachts '99, Strong and Fast	160K	38' (2) Freedom '86/'88; Great Layout	79K
SAIL:		37' Nautor Swan 371 '85, Beautiful	119K
57' Abeking + Rasmussen '62, Classic	349K	36' Beneteau 361'00, Very Good Cond.	75K
54' (2) Hylas '99/'00; Luxury Ocean Crsr.	590K	36' Moody 36CC '97; Strong Cruiser	109K
52' Colvin Gaff Schooner. Major Refit	199K	36' Feeling 36 '07, Clean Late Model	149K
50' Beneteau Oceanis 50 '07; Nvr chrtd	299K	35' Camper Nicholson '78 Rebuilt Eng.	39K
49' Jeanneau 49DS '05/'06; 2 avail start:	349K	33' Nauticat '86, Spacious and Immac.	125K
46' Steel Ketch, Dutch Build, Strong	35K	32' Jeanneau Attalia '85, Budget Cruiser	39K
46' Spirit MKII 2005, Gorgeous	205GBP	32' (2) Bavaria '02/'03; Air Conditioning	45K
46' Hunter 466 2002, Very Well Kept	217K	POWER:	
44' Mason 1987. New Rig, Bristol	239K	63' Johnson Motor Yacht '91 Luxury	375K
44' CSY Walkover '79; 2 Available Start @	65K	52' Jefferson Trawler '89; 4 cab / 4 hd	120K
43' Gulfstar 43 MKII 1977; Spacious	69K	48' Sunseeker Manhattan '97, 3cb/2hd	289K
43' Beneteau Idylle '84; New Yanmar	89K	43' Marine Trading Intl. Tradewinds	69K
42' Contest Ketch 1982; Solid Cruiser	124K	36' Hatteras Convertible '83 Rebuilt Eng	69K
42' Endeavour '90; Great Liveaboard	99K	33' Pursuit 3070CC; Fast Center Console	99K
42' Albin Nimbus '81 Cutter	75K	29' Blackfin Flybridge Motoryacht 1996	95K
42' Beneteau First 42s7 '95, Fast	95K	www.bviyachtsales.com	

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

DYNAMITE
YACHT MANAGEMENT SERVICES
SKINNER'S YARD, CHAGUARAMAS, TRINIDAD, W.I.
TEL: (868) 634-4663 / 634-4868 FAX: (868) 634-4269
Contact Frances at dynamitemarine@gmail.com
www.yachtworld.com/dynamitebrokerage
www.dynamitemarine.com

Bay Island YACHTS

Large selection of Yachts & Power Boats
List available on request













Caribbean Compass Market Place

Antigua



JOLLY HARBOUR
Marina & Boatyard, Antigua
A Safe Haven for Yachtsmen

- Full service, sheltered marina
- Efficient boatyard with 24 hour security
- 3 sizes of cradles up to 70 feet
- Secure storage area on concrete
- Direct flights to Europe & North America
- Discounted long term superyacht marina rates

E: info@jhmarina.com W: www.jhmarina.com
T: +1 268 462 6042

ondeck
Maritime Training
RYA Training Centre

RYA/MCA Professional Certification
Sailing courses from Day Skipper to Yachtmaster Coastal, Offshore and Ocean
Powerboat Level 2, SRC, First Aid
STCW95 Coming Soon

antigua@ondeckoceanracing.com +1 (268) 562-6696

Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (15%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Bequia

• 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 •

Bequia

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!

KERRY'S MARINE SERVICES

Marine/Land Mechanical Service
• Diesel / Outboard repair
• Welding / Electrical
• Refrigeration
Moorings available
VHF 68 "KMS"
Tel: (784) 530-8123/570-7612
E-mail: vanessa_kerry_1@hotmail.com

KINGFISHER MARINE SERVICE

• FUEL
• WATER
• MOORINGS
• GARBAGE DISPOSAL
EMAIL: bequiaboy01@hotmail.com
PHONE: 1 (784) 532 8006
Quality Services & the Best Prices in the Caribbean

LULLEY'S TACKLE SHOP
1 CHOICE IN FISHING & SNORKELING & SCUBA DIVING GEAR
FRONT ST, BEQUIA ISLAND
McCOY ST, KINGSTOWN, ST. VINCENT
UNION ISLAND
TEL: (784) 458-3420 / (784) 485-6255
FAX: (784) 458-3797
E-mail: lulley@vincysurf.com

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

Bequia

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


MARANNE'S
Gourmet Ice Cream
Fresh Yogurt
Frozen Yogurt
Fresh Fruit Sorbets
Toppings
Sundaes
Qts. & Half Gal. Tubs
HOMEMADE
BEQUIA
Tel: (784) 593 7264
Located at Gingerbread Café

Gourmet Food
Tel: 458 3485 • VHF 68
Situated just below Coco's Restaurant
Specialising in chilled, frozen & canned foods
Great selection of Cold Meats, Salami, Turkey, Prosciutto, Cheese, Cream, Juices etc.
Seafood, Shrimp, Prawns, smoked & fresh Salmon, Fish, Lamb, Steaks, Baguettes baked freshly every day.
Enjoy our popular Baguette Sandwiches made to order on or off the premises or takeaway. Try our Smoothies!
Provisioning for Yacht Charters, large or small orders for Restaurants, Hotels, Villas or simply to enjoy at home.
Call us on VHF for our delivery service to your yacht
We are also situated in Calliaqua, St. Vincent 456 2987
Experience our friendly service as always!

Carriacou



continued on next page →

Caribbean Compass Market Place

Carriacou

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

Best price on Carriacou Island
Enthusiastic & professional team
Speak French and English
Teach Discover Scuba to Dive Master
PADI Master Instructor, MSDT Instructor,
Asst-Instructor and 2 Dive Masters to serve you
Boat with 2 engines for more safety

LUMBADIVE PADI Resort
Tyrell Bay, Hillsborough, Carriacou, Grenada West Indies
Ph. (473) 443-8566 – Cel. (473) 457-4539
Skype: lumbadive – VHF: 16
Email: dive@lumbadive.com www.lumbadive.com

Grenada

We are the one arty place with irresistible, cool fashion creations Made in Grenada

Art Fabrik BOUTIQUE

Are we quirky? Well, maybe...We love what we make: hand painted batik art, clothing, wraps, accessories, jewellery and gifts. Don't miss this magical place for shopping. Art Fabrik - Boutique - Studio Tours - Wholesale...
Young St. 473-440-0568 artfabrikgrenada.com

PJ'S LAUNDRY SERVICE

WE WASH, FOLD, IRON STEAM PRESS

OPENING HOURS
MON.-FRI.: 8:00AM-6:00PM
SAT.: 10:00AM- 6:00PM

416-7095

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

Grenada

SAILMAKING, RIGGING, ELECTRONICS

TURBULENCE LTD. GRENADA

Grenada Marine • Spice Island Marine
Tel/Fax (473) 439-4495
turbsail@spiceisle.com

Martinique

A&C Yacht Brokers

USED AND NEW BOATS FOR SALE

DUFOUR YACHTS
Fountaine Pajot CATAMARANS

Dominique AMICE
Port de Plaisance, 97290 Le Marin, Martinique, F.W.I.
Tel: + (596) 596 74 94 02 • Fax: + (596) 596 74 79 19
Mobile: + (596) 696 28 70 26 • acyb@mediaserv.net
www.acyachtbrokers.com • www.bateaux-antilles.fr

CLIPPERS SHIP
Shipchandler, Artimer
Le Marin, Martinique

SICOMIN SC EPOXY SYSTEMS
Onan

clippers-ship@wanadoo.fr
Tel: (0) 596 71 41 61 Fax: (0) 596 71 77

LOOKING FOR FLAGS?
Specializing in flags
since 15 years in the Caribbean.
Any country, any size, customized
wide stock, fast delivery.

W.I.N.D.

+ (596) 596 682 128
www.wind-flag.com

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

Martinique

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

RIGGING
araibe réement
SHIPCHANDLER
LE MARIN, MARTINIQUE • GRENADA
www.caraibe-greement.fr cgmar@wanadoo.fr
Phone: +(596) 596 74 8033 Cell: (596) 696 27 66 05

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

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

inboarddieselservice
Case Pilote - Martinique
Service: frank@inboarddiesel.com
Parts: beatrice.ids@wanadoo.fr
Tel:+596.596787196 GSM:+596.696459593
DIESEL ENGINES - GENERATORS - ORIGINAL PARTS
service throughout eastern caribbean
VOLVO PENTA mtu NORTHERN LIGHTS

Mango Bay!! Un Autre Esprit de Restauration
Marin, Martinique
• Bar
• Restaurant
• Deli
Opening Hours from 7AM - 11PM
Happy Hour Every Day from 6 - 7PM
Telephone: 0596 74 60 89
WIFI Connection for our Guests
www.restaurant-mangobay.com

St. Lucia

L'Essence Massage
"Try Karen's special Yacht Crew Massage"

Rodney Bay Marina, Tel: (758) 715 - 4661
E-Mail: Lessencemassage@spray.se
Karen O. Roberts
Diploma in Massage/SPA Therapy from Sweden

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

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

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

CHATEAU MYGO HOUSE OF SEAFOOD
Steaks • Seafood • Pizzas
Marigot Bay, St. Lucia
Third Generation locally owned & operated.
Happy Hour All Day & All Night on our cocktails & beer!
Free docking for yachts dining with us!
Free Water Taxi Pick Up from your yacht to our dock!
5 and more people & captain eats for free!
Phone: 758-451-4772 VHF 16

GOLDEN TASTE RESTAURANT & BAR

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

RYTE WELDING & MACHINE SHOP
(50 metres from Rodney Bay Marina)
All Types of Welding & Fabrication
Aluminium and Stainless Steel
Marine Repair Specialist
Tel: (758) 450-8019
ryteontopwelding@gmail.com

Palm Haven Hotel
Rodney Bay, St. Lucia
The Ultimate Haven for Rest, Relaxation & Business

100 metres from Rodney Bay Marina
Tel: (758) 456-8500
info@palmhavenhotel.com www.palmhavenhotel.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_gre@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 | EMAIL electromarine@tstt.net.tt

St. Maarten

CARIBE COMPOSITE
SICOMIN
RESINS • EPOXY • POLYESTER • FIBERGLASS
CARBON FIBER • STRUCTURAL FOAM
FILLER POWDER ETC. • PRIMERS & PAINTS
UNDERCOATING PAINTS ETC. ANTIFOULING • PLEXIGLASS.
CONTRACTOR
Marigot, 97150 Saint Martin
Tel: +590 690 674 270
Email: caribecomposite@yahoo.fr



CIRExpress
COURIER SERVICES
St. Maarten/ St. Martin, collect and deliver door to door
ST. MAARTEN
Packages Pick – up call:
Tel/Fax: + (599) 544-3276
Tel/Fax: +1(305) 515-8388
info@cirexpresslogistics.com
www.cirexpresslogistics.com

continued on next page →

Caribbean Compass Market Place

Trinidad

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

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

Sailmaking excellence in the caribbean
"...built tough!"
Barrow sails & canvas
www.barrowsails.com
Power Boats Compound, Western Mn Rd, Chaguaramas, Trinidad W.I.
Phone 868.634.4137 | Fax 634.2125 | VHF Ch68 | barrow@tstt.net.tt

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

THE ELECTRONICS EXPERTS!
ELECTROPICS
AUTHORISED DEALER & SERVICE CENTER FOR
H2OLights FURUNO B&G
SIMRAD MASTERVOLT SkyMate
ACR
and too many more to be named here
Tropical Marine, Chaguaramas
868.634.2232 info@electropics.com

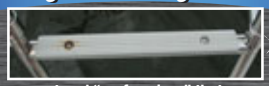
· OVER 20 YEARS EXPERIENCE ·
THE SHIP'S CARPENTER
· Major Refits · Yacht Joinery & Repairs
· Teak Decks · Fridge & Freezer · Varnish Work
Power Boats, Chaguaramas, Trinidad & Tobago
Tel/Fax 1.868.634.2205 | Email ships_carpenter@yahoo.com

Caribbean-wide

BOATBUILDERS WANTED
WOODSTOCK BOATBUILDERS Est. 1990
Woodstock Boatbuilders, Antigua are recruiting for the upcoming winter season. Seasonal and longer term positions are available for:
Boatbuilders
Joiners
Composite specialist-glass & carbon
Machinist/Welder/Fabricator
Marine Engineer
Hvac/Refrigeration Technician
For more information please send an application & CV to: office@woodstockboats.com
www.woodstockboats.com

CRUISERS YACHTS 3075

2002, Fresh water-cooled
5-liter EFI Bravo 3 x 2 Mercury engines.
Generator, Air-conditioning, 190 engine hours.
Boat is in perfect condition • Needs nothing.
US$ 59,000.00
Lying in St. Maarten • Will deliver to neighboring islands.
Contact: Don Robertson • E-mail: cookielee4u@cox.net
Phones: (599) 552- 9078 / US (619) 368-9078

SPOTLESS STAINLESS
MAKES STAINLESS STEEL SPARKLE
No Rubbing. No Scrubbing. No Polishing.

Removes rust and "surface iron" that causes rust
Great for hard to reach places
Protects Stainless Steel
Less Time, Less Effort, Super Results!
Available at Island Water World or
www.spotlessstainless.com

BOOK YOUR MARKET PLACE AD NOW:
tom@caribbeancompass.com or contact your local island agent

The Bequia Tourism Association presents
January 27 - January 30, 2011
8TH BEQUIA MOUNT GAY RUM SINCE 1703 BARBADOS MUSIC FEST
Basil's Bar Mustique
DE REEF Bequia
ST. VINCENT & THE GRENADINES
KARIB CABLE KELCOM INTERNATIONAL
Thurs 27th, 9pm: 13-piece Elite Steel Orchestra @ Frangipani Hotel
Fri 28th, 8.30pm: The Mustique Blues Festival comes to Bequia for 1 night @ De Reef
Sat 29th, 1.00pm: Afternoon Jazz 'n' Blues Jam @ Bequia Beach Hotel, Friendship
Sat 29th, 8.30pm: ARTURO TAPPIN • NEXCYX • TOBY ARMSTRONG • LOOK HOOZ LEFT & Guest Artistes @ De Reef
Sun 30th, 1.00pm: Country Relatives • Denzil Bacchus Blues Band • Honky Tonics • Grand Mount Gay Finale @ De Reef
www.begos.com/bequiamusicfest musicfest@begos.com Tel: (784) 458 3286
Hairoun Hold Your Own
KEEGAN'S BEACH RESORT
LIME
BEQUIA EXPRESS COMPANY
ADMIRALTY TRANSPORT
the frangipani
Quik-Print
Caribbean COMPASS Publishing Ltd.
CRS music & media
BEQUIA BEACH HOTEL & BLUE TROPIC RESTAURANT
SVG AIR

CLASSIFIEDS

BOATS FOR SALE



1982 CATALINA 32 19.000 US
1986 OYSTER 435 35.000 GBP
1987 IRWIN 44 119.500 US
1999 BAVARIA 38 Caribic 55.000 US, 2006 BAHIA 46 Exclusive 435.000 US, 2009 HUNTER 45DS 239.000 US
E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531



YOUNG SUN 46ft VENUS 1984 KETCH fiberglass, vgc, new engine 2007, excellent live aboard and cruiser. GPS, RADAR, VHF, Auto Pilot, EPIRB, SSB, Water Maker, Air-Con, Solar Panels, Wind Generator & more. Full specs at www.freewebs.com/venus46forsale US$179,000 or MAKE US AN OFFER!! Lying St Lucia.
Email venus46@live.com or Tel: (596) 696 90 74 29

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



46' PETERSON PERFORMANCE CRUISER 1988 Center cockpit, single owner, lovingly maintained. Sailed throughout the Caribbean and now located in Trinidad. Ready for you to start cruising tomorrow. USD 189,999 E-mail SailingOnFree@aol.com



OPEN 45 BUILT 2000, wood/West system,Twin rudders, Hydro auto pilot, Profurl furlers, Dyform rigging, Kevlar code 0. Fast cruiser with accommodations, electric toilet, double bed, stove, fridge, computer. Tel (473) 415-8271 E-mail Richard.turbulence@spiceisle.com



CARRIACOU SLOOP 'PIPEDREAM' 1984. 39' overall. New cockpit, deck etc. Re-planked & re-fastened in bronze. Quick boat. Lying Antigua. Become part of W.Indian sail. A non-profit heritage rebuild. US$29,000.00 Offers. E-mail raylinnington@hotmail.com



35FT CARRIACOU SLOOP 'SWEETHEART', 30hp Yanmar, lots of extras. US$45,000 Lying Antigua E-mail phillipworsley@hotmail.com

GIBSEA 33, Price negotiable, needs work, well equipped & documented located at Grenada Marine Tel: (473) 405-3947 E-mail arthurbain@gmail.com



BAYLINER 300 2007 Model but first launched 19/3/2010. 30 hours on twin engines (2x260HP). All factory options (inc.Bimini top) and guarantee. On boat lift. US$95,000. Contact Frank Tel: (599) 5231619 E-mail frankdreis@yahoo.com



1996 HUNTER 29.5, good condition, lying in Barbados. Kiss wind generator, Caribe dinghy with 2 HP Honda outboard. Sailaway. Must Sell, asking US$30K E-mail nick@silvermoonbarbados.com

Your Classified is on the Internet



46' POWER BOAT/FISHING TRAWLER. Hallelujah, floating bar in Carriacou. 2 Detroit 371 diesel engines. Sleeps five with amenities. Tel: (473) 538-4346



50FT WOODEN VESSEL anchored in Carriacou. Tel: (473) 443-8730/ 457-5088/ 459-3316



DYNAMIQUE 63' 1985 sloop. Excellent condition throughout. 5 cabins, 4 electric heads, new rigging '08, new teak decks '08, 2 x chartplotters/GPS, auto pilot, watermaker, generator, air-con, EPIRB, VHF & lots more. 415,000GBP offers considered. Lying Bequia. for full details/photos E-mail pauldakin1978@hotmail.com



"ECSTASY" TRADITIONAL WOODEN YAWL, 54ft, Built in Barbados 1957, 2 x Leyland 120hp diesels. US$100,000 or nearest offer. E-mail julie.reece@thegelgroup.com or martin.pritchard@thegelgroup.com



BERTRAM 37 1987 2x6v71ta @ 435h, 500 gals fuel, 100 water, 8kw gen, Sub Zero fridge and freezer and cockpit freezer, flat screen TV/DVD, fighting chair, fish box, recent interior redecorate, US$135,000, Barbados Tel (246) 243-6111



1986 CT54 US$150,000. Ford Lehman 135Hp, Northern Lights 9kW. Needs work. E-mail amdsurveys@gmail.com



BRUCE ROBERTS 53, Steel. This safe cruising (Singapore to Caribbean) and elegant live aboard yacht was painted Nov.2010 and is ready for future passages. More photos on www.apolloduck.com or by the owners. Lying Trinidad. E-mail johnstretch46@hotmail.co.uk.

MISC. FOR SALE

MARINA SLIP SAPPHIRE BEACH St. Thomas, USVI, 65 ft Marina Slip (N-6) with full title. East End, St. Thomas facing St.John and the BVI's. Adjacent to a beautiful beach and pool facilities. Safe, secure and just a 20 minutes boat ride to Tortola, BVI. US$125,000. OBO Tel: 787-366-3536 E-mail lvc99@aol.com

SPINNAKER POLE, 16ft, good condition, EC$2000/offers considered. LIFERAFT, 8 person SOLAS rated with paperwork. Test due October 2010, EC$4800/offers considered. CLUTCH PUMP, brand new with fittings, EC$2300/offers considered. Bequia Tel: (784) 432-5201

Tohatsu 30HP long shaft US 2000, Sail boat props 3 blade 13" to 22" from US200, Winches, Barlow, Barient, Lewmar from US 250, Yanmar 3HM35F best offer, 10ft Valliant RIB US890, Aries Circumnavigator wind vane best offer E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531

CUMMINS DIESEL 300HP MODEL 6CTA8.3-M1 6 cylinders 225 KW Located Martinique, Le Marin. Price negotiable. Tel: (596) 696 227113, E-mail paduso90@gmail.com

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

TACKTICK WIRELESS/SOLAR INSTRUMENTS. Discount prices: www.northernrockiesassociates.com

WANTED

MARINE TECHNICIAN Marine Engineering Co. in Grenada is seeking technicians with working experience in marine diesel engines, AC and refrigeration, electrical, electronics, watermakers & wind generators. Ideal for cruiser or independent tech. Please E-mail CV to enzamarine@spiceisle.com

SENIOR COUPLE WANTS CARETAKER POSITION. American 61. Wife, 55, Trinidadian cook, home/health care provider, all areas of interest. Contract required, excellent documents upon request. E-mail montclair100@hotmail.com

CREW POSITIONS

DECKHAND/MATE available. Chapman School of Seamanship graduate. STCW-5, First Aid/CPR, SVG 50T Masters License, also a good cook! Photos/experience/references available. SVG/Bequia national. E-mail kellee_435@hotmail.com

PROPERTY FOR SALE

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

RENTALS

ST. MAARTEN COMMERCIAL SPACE Lagoon Marina Cole Bay 50 m2 ground floor + 24 m2 entresol $ 1450/per month. Office space 40 m2 first floor $ 970/per month Roadside unit with apartment upstairs, ideal for shop/living combo $ 1550/per month. Water access, security and parking included. Tel: (599) 5442611 www.lagoon-marina.com info@lagoon-marina.com

SAPPHIRE VILLAGE St. Thomas, USVI. One bedroom/studio units, short/long term available. Starting at $125 Daily/$875 Weekly Tel: (787) 366-3536 or E-mail lvc99@aol.com

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

BUSINESS FOR SALE

SAIL-LOFT, UPHOLSTERY 100m2, established since 2002 located Carenantilles Dockyard, Le Marin, Martinique. New sewing machines (less than 4 years) Price 120 000 Euros Tel: (596) 596 74 88 32 E-mail didier-et-maria@wandoo.fr

SERVICES

RYA SAILING AND POWERBOAT training available now in Antigua by recognized company ONDECK. Competent Crew to Yachtmaster Ocean available. Please call (268) 562 6696 E mail eb@ondeck-oceanracing.com or visit us in Antigua Yacht Club Marina, Falmouth Harbour, Antigua.

HOMESTAYS GRENADA
Would you like to spend some time on shore? We offer rooms and apartments in local homes all over Grenada at affordable rates. US$30-120 per night. Come and be part of the family!
Tel: 473 444 5845, 473 456 9378, 473 533 4281
www.homestaysgrenada.com

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

CLASSIFIEDS

US 50¢ PER WORD

Include name, address and numbers in count.

Line drawings/photos accompanying classifieds are US$10.

Pre-paid by the 15th of the month.

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#
A&C Yacht Brokers	Martinique	MP
A1 Island Marine Supplies	St. Lucia	38
ABC Marine	Curacao	9
Admiral Yacht Insurance	UK	44
Anjo Insurance	Antigua	26
Antigua Classic Regatta	Antigua	19
ARC Dynamic	St. Lucia	MP
Art & Design	Antigua	MP
Art Fabrik	Grenada	MP
B & C Fuel Dock	Petite Martinique	28
Barefoot Yacht Charters	St. Vincent	32
Barrow Sails & Canvas	Trinidad	MP
Basil's Bar	Mustique	48
Bay Island Yachts	Trinidad	49
Bequia Music Fest	Bequia	53
Bequia Venture	Bequia	MP
Blanchards Customs Services	St. Lucia	39
Budget Marine	Sint Maarten	2
Business Development Co.	Trinidad	20
BVI Yacht Sales	Tortola	49
Camper & Nicholsons	Grenada	55
Captain Gourmet	Union Island	43
Caraibe Greement	Martinique	12
Caraibe Greement	Martinique	MP
Caribbean Yachts	Guadeloupe	46
Caribbean Marine Electrical	Trinidad	MP
Caribbean Propellers Ltd.	Trinidad	MP
Caribbean Sailing Association	C/W	19
Caribe Composite	St. Maarten	MP
Carriacou Silver Diving	Carriacou	MP
Chateau Mygo Restaurant	St. Lucia	MP
CIRExpress	St. Maarten	MP
Clippers Ship	Martinique	MP
Club Nautico Regatta	Puerto Rico	19
Cooper Marine	USA	48
Curaçao Marine	Curaçao	9
De Kornah Ba	St. Lucia	40
Diesel Outfitters	St. Maarten	34
Dockwise Yacht Transport	Martinique	11
Dominica Marine Center	Dominica	26
Down Island Real Estate	Carriacou	MP
Doyle Offshore Sails	Tortola	4
Doyle's Guides	USA	37
Echo Marine - Jotun Special	Trinidad	5
Ed Willaims Insurance	C/W	44
Electropics	Trinidad	MP
Fernando's Hideaway	Bequia	MP
Food Fair	Grenada	43
Ford Motors	Trinidad	42
Frangipani Hotel	Bequia	34
Free Cruising Guides	C/W	29
Gittens Engines	Trinidad	MP
Golden Taste	St. Lucia	MP
Gourmet Foods	Bequia	MP
Grenada Marine	Grenada	8
Grenada Sailing Festival	Grenada	18
Grenadines Sails	Bequia	31
Inboard Diesel Service	Martinique	MP
Iolaire Enterprises	UK	46
Island Water World	Sint Maarten	56
Johnson Hardware	St. Lucia	15
Jolly Harbour	Antigua	MP
Jones Maritime	St. Croix	45
Kerry's Marine Services	Bequia	MP
Kingfisher Marine Services	Bequia	MP
Lagoon Marina	St. Maarten	14
Laurena Hotel	Carriacou	24
Le Phare Bleu Regatta	Grenada	18
LEssence Massage	St. Lucia	MP
Lulley's Tackle	Bequia	MP
LumbaDive	Carriacou	MP
Mango Bay	Martinique	MP
Maranne's Ice Cream	Bequia	MP
Marc One Marine	Trinidad	MP
Marigot Beach Club	St. Lucia	39
Marina Zar-Par	Dominican Rep	30
McIntyre Bros. Ltd	Grenada	45
Mercury Marine	Caribbean Wide	10
Mid Atlantic Yacht Services	Azores	MP
Mount Gay Regatta	Barbados	16
Northern Lights Generators	Tortola	7
Off Shore Risk Management	Tortola	5
On Deck	Antigua	MP
Palm Haven Hotel	St. Lucia	MP
Perkins Engines	Tortola	13
Petit St. Vincent	PSV	36
Piper Marine	Bequia	MP
PJ's Laundry Service	Grenada	MP
Porthole Restaurant	Bequia	MP
Power Boats	Trinidad	MP
Quantum Sails	Tortola	30
Renaissance Marina	Aruba	23
Roger's Outboard Service	St. Lucia	MP
Rodney Bay Sails	St. Lucia	MP
Ryte Welding	St. Lucia	MP
Sea Hawk Paints	USA	17
Sea Services	Martinique	MP
Ship's Carpenter	Trinidad	MP
Sparkle Laundry	St. Lucia	45
Spice Island Marine	Grenada	25
SpotlessStainless	C/W	MP
St. Maarten Sails	St. Maarten	31
St. Thomas Yacht Sales	St. Thomas	49
SVG Air	St. Vincent	33
SVG Tourism	St. Vincent	21
Technick	Grenada	MP
Ti Manje	St. Lucia	41
Ti' Ponton	Martinique	37
Tikal Arts & Crafts	Grenada	MP
Trade Winds Cruising	Bequia	47
Trans Caraibes Rallies	St. Maarten	MP
Treasure Island Casino	Canouan	44
Turbulence Sails	Grenada	8
Turbulence Sails	Grenada	MP
Tyrrel Bay Yacht Haulout	Carriacou	28
Vemasca	Venezuela	27
Virgin Gorda Yacht Harbour	Virgin Gorda	22
Voiles Assistance	Martinique	MP
Volvo	Martinique	6
Wallilabou Anchorage	St. Vincent	48
WIND	Martinique	MP
Woodstock Boatbuilders	Antigua	MP
Xanadu Marine	Venezuela	27
YES	Martinique	MP

CW = Caribbean wide
MP = Market Place pages 43 to 45

Port Louis Marina, Grenada – beautiful, welcoming, affordable

port louis
GRENADA
WEST INDIES







Port Louis Marina is justifiably known as one of the best appointed, full-service marinas in the Caribbean. With its spectacular location adjacent to the island's capital, it's the perfect base for cruising the unspoilt Grenadines.

Now, with our new rates for the forthcoming season, a berth at Port Louis Marina is even more affordable.

You'll enjoy all the convenience and luxury the marina has to offer, including exemplary dockside facilities, 24-hour security, marina-wide broadband and more.

The island also benefits from its own international airport, with direct flights to Miami, New York and London.

Port Louis Marina is owned and operated by Camper & Nicholsons Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome you.

For more information about securing a berth at Port Louis Marina, please contact Danny Donelan on +1 (473) 415 0837 or email danny@cnportlouismarina.com

New Season Rates – 1 December to 31 May

LOA in feet	Daily $/ft	Monthly $/ft/day	6 mths $/ft/day
up to 32	$0.80	$0.68	$0.56
up to 40	$1.00	$0.85	$0.70
up to 50	$1.10	$0.94	$0.77
up to 60	$1.20	$1.02	$0.84
up to 65	$1.35	$1.15	$0.95
up to 75	$1.40	$1.19	$0.98
up to 80	$1.70	$1.45	$1.19
up to 100	$1.75	$1.49	$1.23

For yachts above 100 feet LOA, and for bookings of longer periods, please contact us for a personalised quote.

Camper & Nicholsons
YACHTING SINCE 1782
MARINAS

www.cnmarinas.com/plm

EGYPT | ITALY | MALTA | TURKEY | **WEST INDIES**

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 December only.
Prices in Curacao may be 10% higher.

15% OFF



ALL LEATHERMAN AND GERBER TOOLS

Legendary brands and great gifts for the holidays! A wide assortment of quality, stainless steel pocket tools and knives to choose from - always appreciated by the sailor in your life.

Knives from as low as $26.20, Multi-tools from as low as $37.80

WHAT'S ON SALE IN STORE?



ALL MAGMA BARBECUES

15% OFF

Mirror-polished stainless steel Gas and Charcoal BBQ's designed, tested and manufactured by boaters for boaters in an environmentally compatible way. Magma is setting the highest standards of excellence in quality, performance and customer service.

Charcoal from $140.25, Propane from $196.35

20% OFF

ALL FEND-AIR INFLATABLE FENDERS

Light weight and easy to deploy. Manufactured of heavy-duty urethane and vinyl-coated nylon fabric for high strength, puncture and abrasion resistance and resistance to petro-chemicals. From 12" x 24" up to 48" x 72".



Starting as low as $90.70

WHAT'S NEW?



SPRECO "SILENT WIND"

Equipped with hand-laid blue carbon blades wind tested to 122kph, and an external hybrid controller with integrated multifunction-LCD-display for wind and solar power. Integrated electronic/manual stop switch; extremely quiet with 400 watts output; very good start-up performance at 2,2m/s wind speed.

Priced at $1,597.50



CARIBBEAN GOLD ANTIFOULING

TBT Copolymer - 45% Copper, 15% TBT. Developed for the harshest marine environments, Caribbean Gold is a high performance, export only, multi-season self-polishing antifouling that contains a high load of both copper & tin. Perfect for sailboats, super yachts and sport fisherman. A high performance antifouling at a great price.

Priced at $240.00 per Gallon



CRESSI-SUB DIVE GEAR

Cressi is a leader in the innovation and development of dive gear. At Island Water World, we carry a great range of value driven products geared toward first-time and recreational divers: from Buoyancy Compensators to Regulators, Gauges and Fins.

Fins from $69.95, Regulators from $118.00, BCD's from $300.00

Island Water World

keeps you sailing!

St. Maarten, Cole Bay: + 599.544.5310 • Bobby's Marina: + 599.543.7119

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