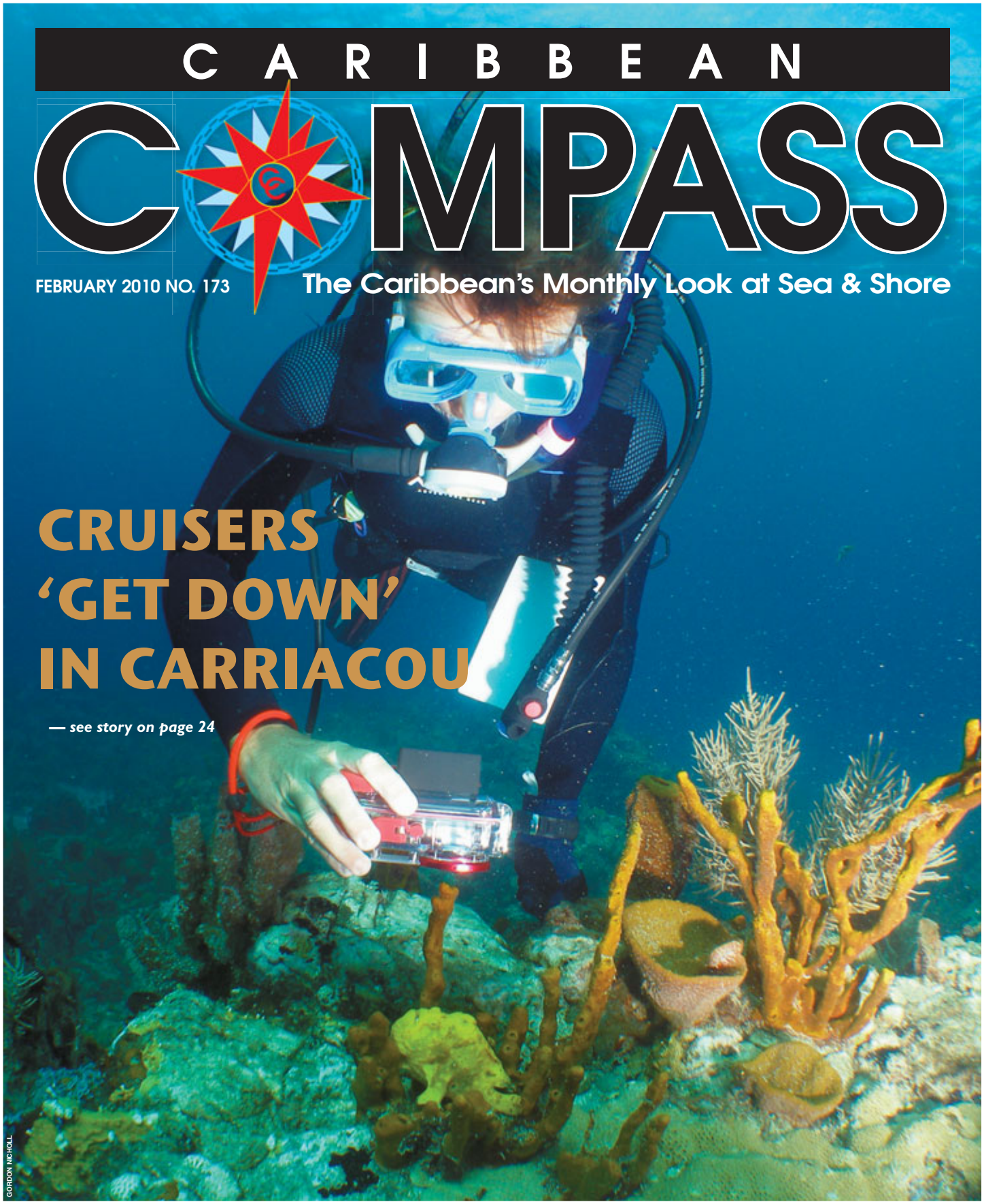
CARIBBEAN
# COMPASS
FEBRUARY 2010 NO. 173
The Caribbean's Monthly Look at Sea & Shore



## CRUISERS 'GET DOWN' IN CARRIACOU

— see story on page 24

GORDON NICHOLL




# GEAR UP

for the race

Marlow

**D2 RACING DYNEEMA**

MRL/DR0023

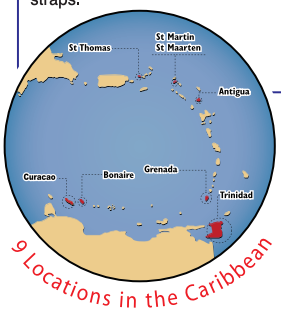
*D2 Racing 75 10mm*
*BLd:5360Kg Lime*



This rope is designed to give excellent abrasion resistance and combine light weight, high strength and very low stretch.

By replacing wire a 70% weight saving may be obtained.

Ideal for halyards, sheets, guys, runners, control lines, kicking straps.




tacktick

**ENTRY LEVEL WIND SYSTEM**

TCK/T033





The new T033 wind system is the ideal solution for cruising boats. The system comes with an accurate, and highly responsive wind transmitter that sends data from the top of your mast wirelessly to the display.

Power for the mast top transmitter is solar, there are no wires down the mast.

The large clear LCD display is powered by the boats 12 volt supply.

spinlock

**POWERCLUTCH XAS**

SPI/XAS0612/1



Effortless multi-role clutch. Successor to the famous XA series.

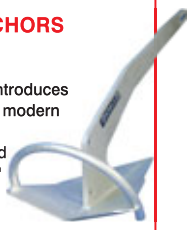
It now has a handle with side-grip access for even quicker release. Handles can be color coded (optional).

They have the same mounting hole spacings as XA, but the XAS can also be side mounted (kit required).

ROCNA ANCHORS

**ROCNA ANCHORS**

ANR/ROC020



Budget Marine introduces the very latest in modern anchor design Rocna developed "new generation" marine anchor.

Its features include instant setting and superior holding power on most seabeds, addressing the issues which plague more traditional types.

The fluke is designed and tested to provide a quick and proper set in all seabeds from soft mud to hard sand.

CARIBBEAN CHANDLERIES

# BUDGET MARINE

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

The Caribbean's Leading Chandlery

www.budgetmarine.com

# For those who demand the very best, Doyle Caribbean's 5/50 Construction.

DOYLE SAILMAKERS

## 5 years - 50,000 miles GUARANTEED*

*Dacron and Hydra Net only

**Y-Not,** Farr 80

14,000 miles on our Hydra Net sails
40,000 miles on our canvas
Still looking good, still working hard
That's Doyle value!



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

***Barbados***
Doyle Sailmakers
6 Crossroads
St. Philip
Tel: (246) 423 4600 Fax: (246) 423 4499
E-mail: andy@doylecaribbean.com

photo: www.yachtshotsbvi.com

***Antigua & Barbuda***
Star Marine
Jolly Harbour

***Bequia***
Withfield Sails and Model Boats
Port Elizabeth

***Curacao***
Kapiteinsweg #4
Netherland Antilles

***Dominica***
Dominica Marine Center
Roseau

***Grenada***
Turbulence Ltd.
Spice Island Boatyard

***Panama***
Regency Marine
Pedro Miguel Boat Club

***Puerto Rico***
Atlantic Sails and Canvas
Fajardo

***St. Croix, USVI***
Wilsons' Cruzan Canvas
Christiansted

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

***St. Vincent***
Barefoot Yacht Charters
Blue Lagoon

***Trinidad & Tobago***
Soca Sails, Ltd.
Chaguaramas

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

# CARIBBEAN COMPASS

*The Caribbean's Monthly Look at Sea & Shore*

www.caribbeancompass.com

**FEBRUARY 2010 • NUMBER 173**


## Don't Miss St. Kitts

Welcoming and interesting.... 18



BOSHOFF



CHRIS DOYLE

## Barbuda Boys

Seeing red in the sanctuary.. 26

## Montserrat Munchies

Eating, Emerald Isle style..... 3



## San Blas Bliss

So much, so little... 21

## Panama Canal

Tips from a recent transit ..... 22

## Grenadines Gripe

Can yacht entry be eased?.... 41

## DEPARTMENTS


| | |
|---|---|
| Business Briefs ..... 9 | Meridian Passage..... 35 |
| Regatta News..... 13 | Book Review ..... 35 |
| Destinations..... 18 | All Ashore ..... 36 |
| Off Track with Street ..... 23 | Readers' Forum..... 38 |
| Sailors' Hikes ..... 29 | Doyle's Deck View ..... 41 |
| Fun Pages.....30, 31 | Monthly Calendar ..... 42 |
| Cruising Kids' Corner..... 32 | Caribbean Marketplace..... 43 |
| Dolly's Deep Secrets ..... 32 | Classified Ads ..... 46 |
| The Caribbean Sky..... 33 | Advertisers' Index..... 46 |



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

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

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

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

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

**Accounting**.....**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@hotmail.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 Maurice Moffat Tel: (758) 452 0147 Cell: (758) 720 8432. mauricemoffat@hotmail.com Distribution - Lisa Kessell Tel: (758) 484-0555, kessellc@candw.lc

**St. Maarten/St. Barths/Guadeloupe:** Ad Sales - Stéphane Legendre Mob: + 590 (0) 6 90 49 45 90 stellegendre@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 - Jack Dausend Tel: (868) 621-0575, Cell: (868) 620-0978 Jack.Dausend@Gmail.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.

CMPA 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. Compass Publishing Ltd. accepts no liability for delayed distribution or printing quality as these services are supplied by other companies.


©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*

*Cover photo:* Louise Kupka diving in Carriacou / Photo Gordon Nicholl




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

**"If you really, really want to know what's going on throughout the Caribbean that matters to cruisers — whether it's port clearance costs, safety issues, community outreach projects, the latest in dining or rigging — this is your source. I am a devoted fan."**

***— Elaine Lembo, Deputy Editor Cruising World***

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

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

# Info & Updates

**Christmas Carols Afloat in St. Lucia**

Callum McArdells reports: "It is Christmas in the heart that puts Christmas in the air," said W.T. Ellis, and I don't think anyone who participated in St Lucia's inaugural Carols Afloat would argue with that. The boats that participated brought the joy that is Christmas spirit from their hearts to many boats around the Rodney Bay Area.

On December 22nd, 13 uniquely decorated vessels participated in what was hopefully the first of many Carols Afloat flotillas organized by the St. Lucia Yacht Club. Craft participating ranged from ocean-going yachts that had arrived on island with the ARC, to fishing boats, to the SLYC crew on board *Lucia*, an Impulse 21.

At dusk, the procession set off from the marina entrance for the anchorage at Pigeon Island, the crews singing along with our in-house DJ Mickey, who piped an eclectic mix of traditional carols and Caribbean vibes. The flotilla then headed back into Rodney Bay Lagoon for a fly-by on The Edge restaurant and the end of the parade.

After tying up back at the marina, all crews converged on H20 restaurant for the prizegiving and complimentary beer courtesy of Heineken. Prizes were given to the best-decorated boat, most improvisation and best crew uniform, as well as a host of others. All prizes were donated by local companies, including Fire Grill, Delirious, The Edge, Colombian Emeralds, Café Ole, Rain Forest Sky Rides, Steel Pan Band Harmonites and Spinnakers. Special thanks go to IGY Rodney Bay Marina, which provided free berths for the night for the participating boats, and to the participants themselves.

*For more information on SLYC activities visit www.stluciayachtclub.com*



DANIELLE DE ROUCK

*The first-ever Carols Afloat brought singin' and swingin' holiday cheer to Rodney Bay, St. Lucia*

***Compass's* Antigua Agent Wins 'Best Sailing Photo' Award**

The photo below taken by Lucy Tulloch, an artist, sailor, designer and *Compass's* agent in Antigua, was selected by the YachtPals website as one of its Best Sailing Photos of the Year 2009.

*—Continued on next page*



LUCY TULLOCH


**Simplicity.**
**Reliability.**
**Long life.**

NORTHERN LIGHTS

Marine Generators | www.northern-lights.com

**Antigua**
Marine Power Services
English Harbour
Ph: 268-460-1850
Fx: 268-460-1851
mps@candw.ag

Seagull Yacht Services
English Harbour
Ph: 268-460-3050
Fx: 268-460-1767
info@seagullyachtservices.com

**Bequia**
Caribbean Diesel
Port Elizabeth
Ph/Fx: 784-457-311

**Grenada**
Grenada Marine
St. David's
Ph: 473-443-1667
Fx: 473-443-1668
info@grenadamarine.com

**Martinique**
Inboard Diesel Service
Port of Case Pilote
Ph: 596-596-787-196
Fx: 596-596-788-075
info@inboarddiesel.com

**St Croix**
St. Croix Marine
Christiansted
Ph: 340-773-0289
Fx: 340-778-8974

**St. John**
Coral Bay Marine
Coral Bay
Ph: 340-776-6665
Fx: 340-776-6859
cbmarine@islands.vi

**St Lucia**
The Sail Loft
Rodney Bay Marina
Ph: 758-452-1222
Fx: 758-452-4333
iwwsl.ltd@candw.lc

**St Maarten**
Electec
Cole Bay
Ph: 599-544-2051
Fx: 599-544-3641
sales@electec.info

**St Thomas**
All Points Marine
Compass Point Marina
Ph: 340-775-9912
Fx: 340-779-2457

**Trinidad**
Diesel Technology Services
Siparta
Ph: 868-649-2487
Fx: 868-649-9091
dieseltec@hotmail.com

Dockyard Electrics
Chaguaramas
Ph: 868-634-4272
Fx: 868-634-4933
Richard@dockyardelectrics.com

**Tortola**
Cay Electronics
Road Town, Tortola
Ph: 284-494-2400
Fx: 284-494-5389
caybvi@candwbvi.net

Marine Maintenance Services
Road Town, Tortola
Ph: 284-494-3494
Fx: 284-494-8491
timdabbs@surfbvi.com

Parts & Power
Road Town, Tortola
Ph: 284-494-2830
Fx: 284-494-1584
partspwr@surfbvi.com

—*Continued from previous page*

YachtPals says, "Sometimes, you just need to be reminded what it's like to be sailing in paradise — particularly in the middle of winter. This shot was taken by Lucy Tulloch, and her accomplished eye has captured both the essence of what draws us to the Caribbean, and of these classic yachts that slip through its waters. It says 'wish you were here' in letters as tall as the sky itself, and we do."

*To view all the winning photos visit http://yachtpals.com/sailing-photos-7095*

**Yacht Burglar Jailed in St. Vincent**

Less than a month after the cover story of St. Vincent & the Grenadines' national newspaper, *The Vincentian,* lamented "Yacht Crimes Crippling SVG Tourism", the paper reported on the January 3rd arrest of Kenroy Grant, 28. After being spotted by



COURTESY THE VINCENTIAN

police nearby, Grant admitted entering a yacht at Canash Bay (Blue Lagoon), St. Vincent, and stealing cash and a cell phone. According to a report in another local newspaper, *The News,* Grant, who has a 12-year record of previous convictions, had been released from prison following a two-year sentence only three months before this arrest. Grant reportedly was also involved in a yacht break-in at the Grenadine island of Mayreau, and informed sources indicate that he is wanted for questioning about other yacht burglaries. *The Searchlight* newspaper quoted Prosecutor Inspector Nigel Butcher as saying, "We consider him a threat to the (tourism) industry." Grant was sentenced to three months in jail for this latest offence.

**Boating Community Helps Haiti**

After an earthquake measuring 7.0 on the Richter scale devastated the Haitian capital of Port-au-Prince on January 12th, individuals, groups and governments around the globe rushed to help, and the Caribbean boating community is doing its part.

First, cruisers John and Melodye Pompa offer this advice: "if people want to contribute money, they should only do it through established, reputable organizations like the Salvation Army or the Red Cross. Unfortunately, there will be frauds out on the Internet that sound sincere but are not."

An organization that comes well recommended by cruiser Ellen Sanpere, and one with which many sailors have been involved, is the USVI-based non-profit Haiti Community Support (www.haitisupport.org). The group, which primarily assists the village of Au Centre/Beaumont, is currently also providing assistance to the disaster victims; donors can earmark their contributions for earthquake relief.

The Pompas also note that visitors should currently stay away from the stricken area and "let the pros do their job". Meanwhile, keep in mind that only the Port-au-Prince area was directly affected by the earthquake and other parts of Haiti continue to welcome, in fact need, tourism dollars. The Caribbean Media Exchange on Sustainable Tourism's director Lelei LeLaulu states, "The region should look for ways of using tourism to feed resources not only to the devastated areas, but also to communities in other parts of Haiti. Effective recovery requires helping all parts of the country. Everybody should make future plans to travel to Haiti, not to get in the way of relief and reconstruction efforts, but to spend their tourist dollars in ways which help people and their communities ensure the recovery is a lasting one."

Ile-à-Vache, a small island off Haiti's southwest coast, has become a popular stop for yachts. It is 200 kilometres southwest of Port-au-Prince and accessible only by boat. Cruisers Bev and Bill Bate write: "Etoile Du Matin School is located in Ile-à-Vache. There are no rivers or springs here, and no roads or cars — people travel on horseback or on foot. With the pre-existing tremendous poverty in the country compounded by a natural disaster it is not difficult to imagine the extreme poverty of a rural island in Haiti. It is for this reason the Schools Beyond Borders Foundation (www.schoolsbeyondborders.com) has partnered with this school for support.

"This area receives little aid from outside agencies due to its remoteness, but keeping the school operating is critical for the community's future. The mainland of Haiti is fraught with corruption and very little makes its way to its intended recipients. Our school, however, has a secure donation line available through a reputable bank and Schools Beyond Borders takes no service costs from the donations. A donation can be made directly to the school and thereby benefit the entire community through the education of its children."

Following is an excerpt from an e-mail the Bates received from the school principal: "Because of the situation in the country, there is going to be a lot of hunger. If you could send financial aid for that or send food that would be great. We thank you greatly for desiring to help us. We have a lot of people who died in the earthquake: parents of students, family and friends who were in the capital at the time. We don't have anything to help the people in this area, but with your help that will be possible." If you wish to donate directly to the Etoile Du Matin School e-mail contact@schoolsbeyondborders.com for account information.

—*Continued on next page*



*—Continued from previous page*

As this issue of *Compass* goes to press we've received news that on January 23rd, Yacht Haven Grande marina in St. Thomas, USVI, will host a concert to benefit the victims of the earthquake in Haiti. In addition, a raffle will take place during the event with prizes including hotel stays, boat trips, gift certificates, and more. Each of the five bands performing is donating its performance for this fundraiser, and all proceeds from this benefit will be donated to the relief efforts of the American Red Cross.

The annual Transcaraibes yacht rally will again be stopping in Haiti during this year's Guadeloupe-to-Cuba sail, March 30th through April 22nd. The fleet will be carrying donated food and other supplies to Ile-à-Vache, and rally participants wanting to contribute financially are asked to donate to the island's St. François Orphanage (www.ileauxenfantsdhaiti.com).

**Cruisers' Site-ings**

One of our favorite yachting industry magazines, *The Triton*, has recently relaunched its website. Now you can read *The Triton* on line with digital page flipping, and while you're visiting the site, check out *The Triton Directory* (formerly *The Captain's Mate*) with information on some 3,000 yacht-related companies. Visit ***www.thetriton.com***

To accompany the release of her new book, *The Spice Necklace: A Food-Lover's Caribbean Adventure*, author, cruiser, and occasional *Compass* correspondent Ann Vanderhoof has launched a website. Designed by her husband, Steve Manley, the site allows you to follow the couple's cruising travels, share their adventures, see their photos, and get a taste of life aboard their boat, *Receta*.
Visit ***www.spicenecklace.com***

**15th Annual Mustique Blues Festival**

Once a year, Basil's Bar on Mustique becomes The House of Blues for two weeks. This year the event runs through February 10th. The Mustique Blues Festival takes place every evening at Basil's Bar, except for February 5th in St. Vincent at The Aquatic Club (there was a Bequia appearance in January). Sundays feature family sunset performances from 5:30 to 7:30PM. All other performances begin at 8:30PM.

The line-up includes Grammy Award nominees Billy Branch and Hans Theessink, and Blues Festival regulars Dana Gillespie and The London Blues Band.

All proceeds are donated to the Basil Charles Educational Foundation. The BCEF began in 1995 to raise money to help send needy children in St. Vincent & the Grenadines to secondary school. The BCEF currently has more than 69 students on scholarship or bursary, bringing the total number of children who have benefited from the program to more than 120.

*For more information visit www.basilsbar.com.*

**Calling All *Compass* Contributors!**

If you've had an article, photo or poem published in the *Compass* during the past 12 months, you are cordially invited to bring a guest and join us at this year's Compass Writers' Brunch at 10:00AM, Thursday, April 1st (no fooling!) at the ever-popular Mac's Pizzeria in Bequia. The annual Compass Writers' Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole weekend of fun. The Writers' Brunch is absolutely free — it's our way of saying a special thank-you to everyone who helps make the *Compass* special!

Space is limited so please RSVP by March 18th to sally@caribbeancompass.com or phone Sally at (784) 457-3409. We look forward to seeing you there.

**Errata**

Ooops — we got our multi-island regattas starting in St. Maarten confused in last month's Regatta News. Stéphane Legendre covered the Course de L'Alliance — see story on page 12. There's also a report on the Golden Rock Regatta in this month's Regatta News, pages 14 through 17.


ROBERT VAN DAM

The photo above of the green turtle that appeared on page 4 of last month's *Compass* was taken by Robert Van Dam, and the photo of the hawksbill turtle on page 36 was shot by Kevin Favreau.



CLEAR SKIES FORECASTED FOR THIS SAFE HARBOR

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

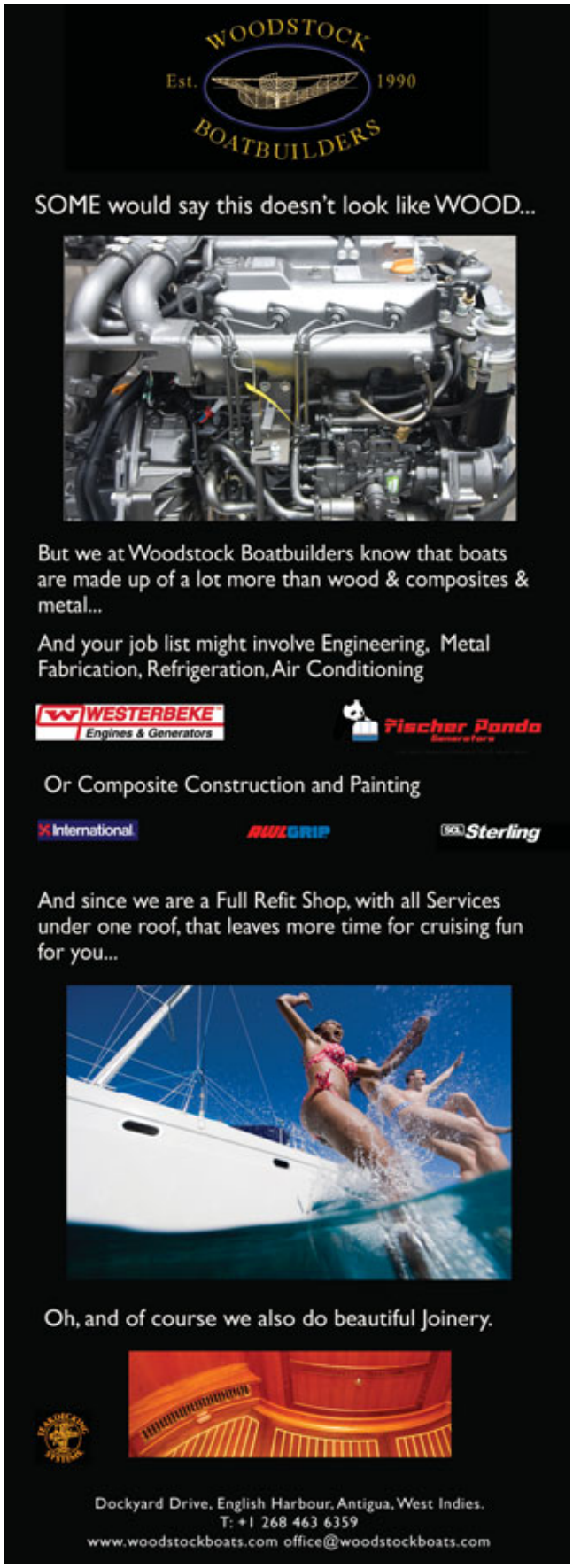
- The most advanced design on Curaçao.
- Floating docks engineered in Holland.
- Accommodation for 68 yachts up to 150 ft. / 15 ft. draft.
- Electrical power (127 and 220).
- Cable T.V. and potable water available.
- Marina staff monitors VHF radio channel 67 and are available to assist boaters in docking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

Seru Boca Marina

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

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

Santa Barbara Plantation
AT SPANISH WATER




# Robbery of Yacht Between Trinidad and Grenada Spurs International Security Measures

*by James Pascall for MAYAG*

On December 21st, 2009 the yacht *Triton*, a 56-foot Panamanian-registered sloop with three German nationals on board, was en route from Trinidad to Grenada. At around 12:00 noon, approximately 40 miles north of Trinidad (position 11°27'N 61°52'W), they were approached from the south by a pirogue-type motorboat whose occupants fired shots at the yacht and commanded its crew to stop.

The pirogue contained seven or eight Spanish-speaking men who appeared to be armed with rifles. Four or five of these men boarded *Triton*, tied up the captain, Robert Keinzle, and placed a towel over his head. The men then stripped the yacht of a wide range of items including electronics, cash, clothing, food and alcohol. During this time the yacht drifted with sails up while the pirogue circled. After at least 30 minutes on board, the men loaded the pirogue and departed in a southwesterly direction. The crew of *Triton* were unharmed.

*Triton* continued towards Grenada, arriving at 6:00 that evening. The crew then alerted the authorities, having been unable to do so before owing to the theft of the yacht's hand-held VHF and destruction of the installed VHF and single-sideband radios.

The Grenada Coastguard initially took statements from *Triton's* crew, followed by officers from Grenada's Criminal Investigation and Forensic Departments who took photographs and other evidence details. The crew were assisted by members of the yachting industry in Grenada to rehabilitate themselves after their ordeal. From the description of the perpetrators given, it is most likely that they are Venezuelan nationals.

The following actions are currently planned or already have been enacted by the Governments of Trinidad & Tobago and Grenada as well as the marine associations of each country: the Yacht Services Association of Trinidad & Tobago (YSATT) and the Marine and Yachting Association of Grenada (MAYAG) and individual members of the marine industry:

**Actions Taken**

• MAYAG alerted members of the Government of Grenada on the same day the incident occurred and communication of the incident was made to the Foreign Ministry of the Government of Venezuela. It is hoped such communications will continue and the Government of Venezuela will assist with eradicating the problem of piracy off its shores.

• YSATT is also meeting members of the Trinidad & Tobago Government through its Yacht Steering Committee, with the same intention of commencement of diplomatic efforts to improve security.

• MAYAG reported the incident to the Caribbean Safety & Security Net and YSATT and broadcast information on the daily Grenada VHF Cruisers' Net to alert the yachting community.

• YSATT initiated a meeting with the Trinidad & Tobago Coastguard, which conducts regular patrols along the north coast of Trinidad. These patrols will now extend farther offshore. Currently the Trinidad & Tobago Coastguard has three Fast Patrol Craft (FPC) to conduct operations. Three more are currently under construction and are due to be delivered later this year. A large Coastguard vessel with a helicopter is also under construction.

• As of this writing, the Commander of the Grenada Coastguard was expected to visit Trinidad to follow up on this particular incident and also discuss with his Trinidadian counterparts ways of strengthening existing operational arrangements and approaches for any future responses.

• A VHF radio security net system will be put in place between Trinidad and Grenada using both islands' radio resources: North Post Radio in Trinidad (with 70-mile transmission capability) and Island Water World yacht chandlery in Grenada (with a 70-mile transmitter located on one of highest points of the island, with service only available during shop opening hours).

• The oil rig that is stationed almost exactly midway and on the rhumb line between Grenada and Trinidad will also accept and relay security messages on VHF channel 16 twenty-four hours a day. A call sign for the rig is currently being sought.

**Actions Planned**

• The addition of a mobile phone repeater station on the abovementioned oil rig would allow continuous mobile phone coverage between Grenada and Trinidad. This proposal is under consideration.

• The development of a "float plan" for the Trinidad-to-Grenada passage wherein vessels give advance notice of arrival so that an alert can be issued in the case of non-arrival at the destination.

• The use of a powerful radar station located on the north coast of Trinidad to track boats transiting between the two islands. This station can also be used to track the small type of "cigarette" or pirogue boat commonly used in piracy and drug running.

• Upgrading of communications at the Grenada Coastguard including the addition of a more powerful VHF transmitter/receiver.

• Increase in the patrols performed by the Grenada Coastguard.

• Improving communication between the security forces of Trinidad & Tobago and Grenada. Trinidad & Tobago's security forces have helicopter capability and can reach a site 30 miles offshore in about 30 minutes.

• The possibility of yachts travelling in convoy between Trinidad and Grenada will be investigated.

• Development of a regional "anti-piracy" strategy by the Caribbean Marine Association to be accepted and initiated by government and private sector and adopted throughout the Caribbean.

Currently incidents of piracy are very small in number and limited to very specific areas such as the northern coast of Venezuela's Peninsula de Paria. It is hoped that the steps taken above will ensure that piracy levels do not increase or, better yet, reduce to zero — the only acceptable level.

*For more information contact MAYAG, Jennifer Ellard-Alexis, (473) 416 7135, james@sailgrenada.co.uk and YSATT, Gina Carvallo, (868) 634-4938, ysatt@tstt.net.tt.*

# BUSINESS BRIEFS

**Winners Announced in Island Water World's Draw**

The first winner of Island Water World's Online Game is Russell Morton, alias Sprout, from Antigua. He became the proud owner of a dinghy-outboard combo, worth US$3,200. Sprout, is the owner of Phoenix Custom Carpentry, at Falmouth Harbour, St. Paul's, Antigua.






*Lucky guys! At right is Sprout, the first lucky draw winner of a dinghy-outboard combo from Island Water World. At left is the second dinghy-outboard combo winner, Vasko (second from right), with the Island Water World E-commerce Team at the store entrance in Cole Bay, St. Maarten*

The second winner of Island Water World's Online Game prize of a dinghy-outboard combo is Vassil Kurtev from Bulgaria. He arrived in St. Maarten in December from Tenerife, after crossing the Atlantic on his 38-foot custom-designed *S/V Bizone*.

Vassil, nicknamed Vasko and 74 years young, built *Bizone* in the early 1990s in Bulgaria together with his son. Owing to the lack of well-stocked chandleries, Vasko fabricated many parts himself. He is an avid sailor and participated in 1984 in OSTAR (Observer Singlehanded Transatlantic Race from Plymouth, England to Newport, Rhode Island). Back then he sailed a 24-foot Folkboat and finished in 40 days.

Until the end of January, every online shopper at Island Water World's new e-commerce website — www.islandwaterworld.com — was automatically eligible to win the Walker Bay Air Floor Hypalon AF240 dinghy and five-horsepower Mercury outboard combo. "The draw was cumulative, meaning if you bought something in November or December you were still eligible for the draw in January. The more often you bought, the more chances you would have," says Sean Kennelly, Managing Director of Island Water World. "No matter how small or big the purchase was, every buyer had a chance to win".

Island Water World also took care of the freight headache, as the company shipped the prizes free of charge provided that the winner lived at a destination to which Island Water World ships.

*For more information on Island Water World see ad on page 48.*

**Woodstock Boatbuilders Refit *Longo Mai***

Andrew Robinson of Woodstock Boatbuilders in Antigua reports: We recently completed the most extensive yacht refit that the Caribbean has seen in a long time. After the 35-metre Cantieri Di Pisa *Longo Mai* caught fire while on the dock in Bonaire, the captain considered various options as to where to have her refitted. Antigua was chosen for many reasons, not least of which was the fact that it is home to the vast range of services required to complete such an involved refit. Captain Barnaby Dennen was quoted as saying, "My expectations have been surpassed, the staff at Woodstock put their heart and soul into the project, the quality and service was superior to many of the better-known large yards in Europe or the USA. They did an immense amount of work in a very short time, even working over Christmas to ensure we met our deadline."

*For more information on Woodstock Boatbuilders see ad on page 8.*

**Le Phare Bleu Marina Donates to Grenadian Charities**

Le Phare Bleu Marina and Boutique Hotel, located at Petit Calivigny Bay,




*"Thank you, Friendship Season!" Le Phare Bleu's Executive Chef, Mark Banthorpe, with Shelisha Bishop, Grenada's Child Welfare Authority Emergency Centre Manager*

Grenada, had a great "Friendship Season" 2009. This special season all came about because of the recession. With "bad news" stories everywhere, Dieter Burkhalter and Jana Caniga, the owners of Le Phare Bleu, decided to focus on bringing people together by making an evening out easier on the wallet while offering something new. For example, during August you could take your best friend to dinner at the Poolbar Restaurant and Le Phare Bleu would pay for their meal in return for your friendship story.

*—Continued on next page*

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 NEW!! 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
JOTUN

ZINGA®
Corrosion PROTECTION Corrosion PREVENTION
REDS CARIBBEAN LTD
REACH ENGINEERING AND DIVING SERVICES
Against all Steel
Liquid Anode Technology
Cold Applied Galvanising System
One Part System easy to apply
Protects longer than hot-dip galvanising
96% pure Zinc
Environmentally Friendly
Touch dry in 10 Min.
Resistant to mechanical abrasion
Unlimited Pot life & Shelf life
Certified for use with potable water
Can be applied in extreme temperatures
Non-flammable
Can be applied to damp surfaces
For more information Call our Caribbean Agent:
REDS CARIBBEAN LTD
(868) 634-2941 / 2943 or (868) 475-9081
Email: zinga@redscaribbean.com Web: www.zinga-uk.com

LULLEY'S TACKLE SHOP

# 1 CHOICE IN FISHING & SNORKELING & SCUBA DIVING GEAR

FRONT ST, BEQUIA ISLAND
MCOY ST, KINGSTOWN, ST. VINCENT
SERVING CARIBBEAN FISHERMEN
& YACHTSPEOPLE SINCE 1950



Rods & reels, hooks, angler's lures, leaders, fresh squid & fish bait, knives, foul weather gear, wire, floats, seine, cast nets, twines, ropes, life jackets, emergency flare kits, Igloo coolers

DUTY FREE

TEL: (784) 458-3420 / (784) 485-6255 FAX: (784) 458-3797
E-MAIL: LULLEY@VINCYSURF.COM
VISIT US AT EITHER BRANCH FOR ALL YOUR FISHING NEEDS

WALLACE & CO.
Fishing - Diving - Yacht Equipment

Icom VHF
Garmin GPS
Accessories
Leatherman



Penn Reels
Penn Parts
Penn Service
& Repair







We moved to former Salty Dog - next to Porthole

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

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

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

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

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

Phone: 784 458 3360 wallco@vincysurf.com
Hablamos Español Nous parlons Français Wir sprechen Deutsch
The ONLY Duty Free Chandlery in Bequia



Bequia Marina

Open Monday to Saturday 8:00 a.m. to 4:00 p.m.
Look for the Big Blue Building.
Water, Diesel, Ice, Bottled Water and Dockage available.

The Yacht Club, Bequia Marina, Port Elizabeth, Bequia,
St. Vincent & The Grenadines
VHF 68, Telephone 784-457-3361

—Continued from previous page

The most popular month proved to be October, when Musical Friendship evenings offered unique performances along with great menu offers. Another feature was the Friendship Table where diners could help themselves to tasty local dishes for EC$45, including service and tax. The Friendship Table proved so popular that it now takes place every Wednesday evening in the Poolbar Restaurant.

Also for the Friendship Season, Dieter and Jana set up the Friendship Fund and donated five percent of proceeds from their fine-dining restaurant on board the lighthouse ship *Vastra Banken*. Diners could choose which good cause they wanted to support: The Rotary Clubs of Grenada or the Ministry of Social Development.

Le Phare Bleu's Chef, Mark Banthorpe, presented a cheque for EC$2,300 to Lesley-Ann Seon of Grenada's Child Welfare Authority. The money will help finish the new Emergency Centre, which houses teenage girls who need a safe haven. Mrs. Seon said, "Thank you to all at Le Phare Bleu who made this donation possible."

The Rotary Clubs of Grenada were also presented with a cheque for $2,400 towards the Grenada Eye Care Project, which offers eye treatment to those in most need. Dieter presented the cheque to Leslie Ramdhanny, Keith Clarke and Nevlyn John from The Rotary Club East. Nevlyn John said, "How grateful we are to Le Phare Bleu for giving us this much needed donation. A big thank you to the owners and all the staff for running the Friendship Season and we wish you all great success in the future".

*For more information on Le Phare Bleu see ad on page 17.*

**Horizon Yacht Management at Port Louis Marina, Grenada**

Horizon Yacht Charters and Management has opened a new office and yacht-services location at the Camper and Nicholsons Port Louis Marina in St. George's, Grenada.

Horizon Yacht Charters Grenada has been established for ten years at True Blue Resort and Marina on the south coast of Grenada, offering yacht charter and management services. The company is very happy to announce the extension of management services at Port Louis Marina, a truly year-round, well-protected, in-water location.

The Horizon team will specialize in the maintenance of clients' yachts while they are away, arranging such jobs as installation of new equipment and electrical systems, refrigeration repairs, and the general boat-watch service as required. If the yacht is due to be hauled for annual bottom painting and other hull work, this can also be fully managed.

Horizon will also offer a full yacht-brokerage service at Port Louis Marina. Clients can list their yacht for sale, and have Horizon manage all aspects of the sale such as survey and sea trial. For new yacht sales, Horizon are proud to be agents for Bavaria Yachts and Fountaine Pajot catamarans and can handle the complete purchase process right through to delivery to the Caribbean and commissioning.

*For more information contact James Pascall, tel (473) 439-1000, mobile (473) 535-0328, Skype jamespascall, james@sailgrenada.co.uk*

*For more information on Port Louis Marina see ad on page 25.*

**New Jet for SVG Air**

Paul Gravel reports: SVG Air celebrates its 20th year in business with the addition to its fleet of a new Citation CJ3 jet aircraft. This is the first private commercially operated jet in the Eastern Caribbean.



*Let's go! SVG Air's new Citation CJ3 jet is at your service*

SVG Air also scored another first in the aviation industry by being the original and foremost aviation company in SVG to be fully re-certified, which gives SVG Air unrestricted expansion and commercial recognition to operate into North and South America.

The company was started with one aircraft to service the family's yacht charter company (Barefoot Yacht Charters). It soon found that there was other business to be had throughout the Grenadines, which needed additional airlift. Now, 20 years later, SVG Air is moving more than 100,000 people yearly throughout the Caribbean, in a combination of scheduled and private charter services. The business has evolved to include aircraft management, managing three aircraft for the island of Mustique, and two jet aircraft for the island of Canouan.

A further spin-off is that our customers who arrive in Grenada, Canouan and St. Vincent on their own private jets can enjoy jet-handling services (FBOs) on these islands. This expansion will include the sale of fuel, hangaring of visiting aircraft, and maintenance support.

SVG Air has become a Multifaceted Aviation support company as of January 2010. It currently flies 11 aircraft and expects a second jet to join the fleet in April.

*For more information see ad on page 39.*

**Blue Water Round the World Rally at Jolly Harbour**

Jolly Harbour Marina, Antigua welcomed the 8th Blue Water Round the World Cruising Rally to the marina in December and celebrated a safe Atlantic crossing for the 26 participating yachts. A party was held at the newly opened Al Porto restaurant in the harbour and the yachtsmen, women and children were entertained by a lively local jazz band. Gerry Daniels, the Yachting Officer from the Antigua Ministry of Tourism, gave the welcoming speech. The evening also saw a photographic competition, which included categories such as "We are a happy ship" and "The one that did NOT get away", with one of the youngest entrants, Eddie, aged seven, winning the main prize.

"It is lovely to see a group of like-minded people joining together and embarking on a challenge like this," Marina Manager Festus Isaac commented. "We always welcome both groups and individuals at Jolly Harbour and we particularly look forward to 2011 when the next Blue Water rally arrives."

—Continued on next page

—Continued from previous page

The Rally now travels on to the Panama Canal after free-sailing various routes around the Caribbean and meeting up at the San Blas Islands.



*Seven-year-old Eddie, at left, checks out his prize in the Blue Water Rally photo competition during prizegiving at Antigua's Jolly Harbour*

*For more information about the Blue Water Rallies visit www.yachtrallies.co.uk/index.php/blue-water-rally.*

*For more information on Jolly Harbour Marina see ad in Market Place section, pages 43 to 45.*

**Worldwide Routing/Weather Forecasting Company**

Weather Routing Inc. (WRI) is a weather routing and meteorological consulting firm based out of Glens Falls, New York. WRI prides itself in being the world leader in yacht weather forecasting, in business for nearly 50 years. WRI provides customized and individualized services for each yacht, providing detailed synopses of weather features in place, as well as a "go" or "delay" recommendation and recommended route (both based on a vessel's weather and loading limits and time constraints where applicable), and detailed weather forecasts/outlooks based on recommended departures and routes. Maps and charts can be included with text forecasts if desired.

To complement the aforementioned "traditional" services, WRI can also provide free instant severe weather alerts, as well as tropical weather surveillance. There is also a supplemental weather service, SeaWeather, where subscribers can gain access to real-time and forecast information (out to five days), in both graphical and text format, for any region of the world. Free trials of SeaWeather are offered to interested yacht captains, yacht race/regatta organizers, and marinas, and those who are interested are under no obligation to subscribe.

In addition to their forecast services, WRI provides long-range planning outlooks (typical weather patterns and winds/seas) for future voyages, weeks/months in advance, to help captains find the place areas for travel, optimal routing options, and best times of year for travel. Factors such as ice and currents are also considered when preparing these reports.

*For more information contact wri@wriwx.com*












# *Course de l'Alliance:* Motion and Promotion

*by Stéphane Legendre*

La Course de l'Alliance is an initiative of Marina Fort Louis and Yacht Club Fort Louis to cement the alliance between St. Martin-St. Maarten and neighboring St. Barths and Anguilla. For the sixth consecutive year, four yacht clubs — Yacht Club Fort Louis, Sint Maarten Yacht Club, St. Barth Yacht Club and Anguilla International Yacht Club — supported a regatta that starts and/or finishes at each of the destinations. The organizing authority was the Sint Maarten Yacht Club.

Registration at SMYC on Thursday, November 26th, 2009 was followed by a skippers' meeting run by SMYC's Robbie Ferron and Hervé Dorville from the Marina Fort Louis. Competition was held in Racing, Cruising, Racing/Cruising and Multihull Classes. Challenging courses took us to the three islands over the course of three days. The organizers kept in mind that crews wanted to enjoy their weekend, as well as race to win, and offered courses designed to provide both a challenge and fun. After each race participants were able to relax and plan their strategies for the next day.

The morning after registration, the first leg took us from Simpson Bay, St. Maarten to Gustavia, St. Barths. Little wind and much rain prevailed — rain so heavy that the coast was out of sight for a few hours. Didier Rouault's Melges 24, *French Connection*, topped a Racing Class that included two sister ships. In Cruising Class, Garth Steyn skippering a Catalina 36, *Buccaneer Beach Bar*, won the day on his way to an overall win, as did James Dobbs on the J/122 from Antigua, *Lost Horizon*, in Racer/Cruiser Class and Hervé Margolis on the Seacart 30, *Blanca*, in Multihulls. The evening's dinner was hosted at the Wall House restaurant.

Light airs on Saturday's race from St. Barths to Road Bay, Anguilla saw Frits Bus and Peter Houtzager on the Melges 24 *Team Coors Light* move to the top of Racing Class, and Colin Percy's Nonsuch 33, *Antares*, take Cruising Class, while *Lost Horizon* and *Blanca* positioned themselves for their eventual three bullets. The evening was memorable, spent first at Johnno's restaurant and then at the Pump House Pub. Sleep was very short for some participants!

The final day's race, with a ten to 15-knot breeze, started in Road Bay and finished at Marigot on French St. Martin. The only change in the winner's circle from the previous day was *Buccaneer Beach Bar* reclaiming Cruising Class. The prizegiving ceremony took place at the Plongeoir restaurant, and all boats in the regatta were offered free dockage at Marina Fort Louis for the night.

This regatta was also the occasion for the Tourism Office of Saint Martin to show a group of journalists from all over the world what this area has to offer. We writers found that there is a deep motivation on the part of everyone concerned to promote St. Martin during the current difficult economical context. I think all the assets are in the hands of the people of St. Martin to achieve their business goals. Boaters should come and enjoy both the French and the Dutch sides, to purchase reasonably priced equipment and meet the many professionals ready to give the service you are entitled to expect.

In conclusion, the 20 boats that joined this edition of the Course de l'Alliance had a wonderful time and are ready to enjoy it again next year.

*For full results visit www.coursedelalliance.com*

*Left: Light airs at the start of the St. Barths to Anguilla leg*
*Below: After the finish in St. Martin, all yachts were offered the night's dockage free at Marina Fort Louis*





# REGATTA NEWS

**Velasquez Takes Overall Prize in 5th Golden Rock Regatta**

Joe Russell reports: At a ceremony at Fort Oranje, St. Eustatius, on November 16th, 2009, Sir Robert (Bobby) Velasquez, representing the St. Maarten Yacht Club, was awarded the Governor's Trophy by Statia Governor Hyden Gittens. The Governor's Trophy is awarded to the boat with the best overall performance in all five races of the annual Golden Rock Regatta series, which takes competitors from St. Maarten to Anguilla and Statia (St. Eustatius).



*You rock! Golden Rock, that is. At the trophy presentation, many congratulations for a job well done*

This was Bobby Velasquez' first appearance in the regatta and in accepting the trophy, he praised the event and promised more St. Maarten support along with his participation in coming years. Velasquez also won his class in 2009's St. Maarten Heineken Regatta.

The annual event began with fresh breezes on November 13th for the 23-mile run from Great Bay, St. Maarten to Road Bay, Anguilla. Jan Vanden Eynde was not only first across the line in his Open 750, *Panic Attack*, but also first on the beach at Johnno's. Everyone finished in plenty of time for the barbecue.

For the next two days, races were scheduled from Road Bay to Grand Case, St. Martin (21 miles) and from Grand Case to Statia (42 miles). The second race, Road Bay to Grand Case, finished well, but owing to fading winds Sunday's race was shortened by moving the start from Grand Case to Great Bay. By that time a calm had arrived, causing several racers in the 15-boat fleet to motor to reach Oranjestad before dark. The winner on corrected time was Bobby Velasquez, racing his Beneteau 45 F5, *L'esperance*. Vanden Eynde was forced from the competition by the failure of his starboard rudder.

In Statia, Governor Gittens welcomed the more than 150 sailors and regatta officials at historic Fort Oranje. After the trophy presentation, the governor honored Juul Hermsen, the founder of the regatta, for his efforts in successfully organizing the event and promoting the interests of St. Eustatius.

The Golden Rock Regatta fleet arrives at Statia, part of the Netherlands Antilles, every year on November 15th, the day before Statia Day. On November 16th, 1776 Holland became the first country to recognize the United States as a sovereign nation by returning the 13-gun salute from the US brigantine of war, *Andrew Doria*, which was on a mission to purchase and carry back ammunition and supplies to the Continental Army under General George Washington.

The morning of the 16th, 2009 witnessed a reenactment of the First Salute when the US Coast Guard Cutter *Key Largo*, a half-mile off shore, fired 13 shots from her deck gun. The sounds of those shots paled in comparison to the return salute, 13 extraordinarily loud "air bombs" fired from the fort that echoed off nearby Mount Mazinga.

The winds were perfect for the first of two round-the-buoys races subsequently held in Fort Oranje Roads and Velasquez continued his dominance. When the afternoon winds died completely, the second race was cancelled and Sir Robert received the Budget Marine Trophy. There was a close race for second place as Doug Moy's Team Manhattan on a Harmony 52 beat Dirk Köhn's German team aboard a Dufour 40 by only 11 seconds on corrected time. That evening's trophy presentation was hosted by Governor Gittens, followed by a dinner party at Blue Bead restaurant on the cliff overlooking Oranjestad Roads. The restaurant is named after the Dutch beads used as currency with the Carib and Taino Indians during the early colonial days.

The Presidente Cup is an informal race from Statia back to Oyster Pond, St. Martin (37 miles). Though the morning breeze failed, the first boat in was Henk Ligtharts' Dutch team aboard *Funfactor 8*, a Moorings 51.5. The last night was highlighted by a lobster buffet and live music at Captain Oliver's.

This fifth running of the Golden Rock Regatta saw some firsts. For the first time there were teams from Germany, St. Kitts and Belgium. The US entrant, Team Manhattan aboard the Harmony 52 *Vivaldi*, won the Bareboat 1 class while a German team aboard *Lady Marlene*, a Dufour 40 and skippered by Dirk Köhn, won the Bareboat 2 class.

*For more information visit www.goldenrockregatta.com*

**High Winds for St. Lucia-to-Martinique Race**

Sean Fuller reports: At 9:00AM December 12th, a reduced fleet of seven boats turned up in squally conditions for the start of the St. Lucia to Martinique race series for the Sir John Compton Memorial Trophy. The annual event is held in honour of the late Prime Minister of St. Lucia, a keen yachtsman who served the island for over 30 years. The start was off the St. Lucia Yacht Club in Rodney Bay and the fleet included two ARC entries, *Akanara* and *Boundless,* and also two Martiniquan boats. The smallest entry was a St. Lucian J/24 skippered by Edgar Roe.

As the yachts headed off round Pigeon Point, they were soon into the teeth of a northeasterly blowing at between 25 and 30 knots. *Akarana,* a Swan 46, took the lead as the boats headed off to Fort de France, a distance of some 25 miles.

*—Continued on next page*





*Squalls conquered, the* Akarana *crew celebrates winning this year's Sir John Compton Memorial Race from St. Lucia to Martinique and return*

*—Continued from previous page*

The fleet soon encountered big rollers accompanied by heavy rainsqualls with gusts up to 35 knots. Some boats had two reefs in their mainsails as they headed on a close fetch.

The first boat to finish was *Akarana* followed by *Vaguely Noble*, a Martiniquan boat which won on handicap. The winds were gusty and testing right to the finish off Fort de France. Some boats encountered damage along the way. *Kaiso* suffered a ten-foot tear in their genoa but the crew managed to stitch a repair overnight.

The boats berthed at the docks provided courtesy of the Yacht Club de la Martinique, and the Club hosted a dinner for participants, which was attended by the St. Lucian Consul General, Keats Compton. There was a traditionally costumed dance troupe, enhanced by an impromptu performance by one of the male crew from *Kaiso* dressed in drag.

The following day entailed a leisurely sail down to Grand Anse D'Arlet, a bay on the southeast side of Martinique. All participants met for a classic Gallic lunch with plenty of wine. An ad hoc start for the start of the return leg to St. Lucia saw a rusty boat as ODM and a mark on one side was arranged by Edgar Roe on *Loose Cannon,* who lived up to the boat's name by firing the starting gun. Needless to say he wasn't over the line.

The return leg from Anse d'Arlet included a provision to round Diamond Rock to starboard. All boats record the time when they reach Diamond Rock on a bearing of 270 degrees. The weather for the start of the return leg started off squally with winds up to 22 knots. *Akarana* was first to Diamond Rock after putting in two tacks. They were followed by *Loose Cannon*.

The weather cleared by mid-morning to leave clear skies as the boats headed back to Rodney Bay — again on a close fetch thanks to a strong west-flowing current. *Akarana* was the first to cross the line after approximately four hours sailing. *Kaiso*, a Sovereign 400, managed to squeeze ahead of *Loose Cannon* and came in a few minutes ahead; the latter was followed by *HyTime* which was limping along slowly after suffering sail damage during a tack.

Prizegiving was held at the St. Lucia Yacht Club with prizes awarded by Lady Janice Compton. *Akarana* won first overall and Diamonds International awarded first prize for "The Diamond Dash" to *Loose Cannon,* scoring the fastest corrected time between Grande Anse D'Arlet and Diamond Rock. Skippers and crews each received several bottles of Bounty Rum and Chilean wine, thanks to St. Lucia Distillers and Peter & Co, and Heineken beer was provided courtesy of Windward & Leeward Brewery. Lady Janice Compton donated a photograph featuring Sir John Compton at the helm to the Yacht Club.

All in all a great event was enjoyed by participants and thanks go to the sponsors: Heineken, Diamonds International, Peter & Co, St Lucia Rum Distilleries, Delirious, Spinnakers and Rain Forest Sky Rides, and to the St. Lucia Yacht Club and Yacht Club de la Martinique for organizing the event.

*For more information visit www.stluciayachtclub.com*

**T&T Youth Sailor Wins in Miami**

The new Trinidad & Tobago National Sailing Scheme produced its first international victory after only two months. A team of two boys and two girls from the Trinidad & Tobago Sailing Association (TTSA) went to the Orange Bowl International Youth Sailing Regatta in Miami this past Christmas, competing against top class international opposition. As part of the initial training programme for the new National Sailing Scheme, the team spent two weeks before Christmas training for the event at TTSA in Chaguaramas, Trinidad under the guidance of visiting UK instructors Steve Jackson and Seb Godsmark.

The team consisted of Optimist sailors Abigail Affoo, Kelly Ann Arrindell and Derek Poon Tip, plus Laser sailor Wesley Scott. They traveled to Miami on Boxing Day to take part in the international regatta held at Florida's Coral Cove Yacht Club. The competition over the 12-race series was of an extremely high standard and the races were hard fought. In Race 9 of the Optimist series Derek Poon Tip put in a superb performance to come in first place ahead of over 200 other sailors. The final results saw all T&T sailors in the top third of the field, gaining just reward for their hard efforts in training and competition. Thanks go to the Sport Company of Trinidad & Tobago for helping to fund the team and the training programme, which continues to go from strength to strength.

*For more information visit www.ttsailing.org*

**Barbados Yacht Club Announces J/24 Season, 2010**

This year, there is a whole season of J/24 racing to be had in the great waters and wind of Carlisle Bay, Barbados. Entry forms are available at the Barbados Yacht Club office/bar, tel (246) 427-1125.

The first race in the J/24 class will have sailed on Sunday, January 24th, as this issue of *Compass* goes to press.

*For the complete schedule visit http://axses.com/encyc/bta/evnspwtr.cfm*

**New Multihull Regatta Announced for St. Maarten-St. Martin**

Public relations and special events company WIE (West Indies Events) has announced that they are organizing the first clockwise Around St. Maarten-St. Martin MultiHull Regatta, to be held February 27th with Philipsburg as the start and finish location. There will be classes for trimarans, catamarans (racing and cruising) and beach cats.

An introductory meeting was hosted by Pat Turner at Tropical Wave Restaurant at Le Gallion in January, where the organizers had invited multihull owners to discuss the technical details of this new event. One of the points brought up was safety, especially for the fast but fragile beach cats. Several safety boats will be arranged to follow the racers, both big and small, around the island.

The event will be sanctioned by the St. Maarten-St. Martin Classic Yacht Club and race director is Mirian Ebbers, former director of the St. Maarten Heineken Regatta. Holland House Beach Hotel in Philipsburg has come on board as the first sponsor and will host the Skippers' Briefing on Friday, February 26th, and the prizegiving on the 27th.

*For more information visit www.MultiHullRegatta.com*

**Hate Sausages? Need Crew? No Excuses — Register NOW!**

Ellen Sanpere reports: Regatta organizers often hear excuses for why racers don't race in their regattas:

- Tired of racing windward/leeward courses
- Tired of *not* racing windward/leeward courses
- Unable to find crew/boat
- Unhappy with class breaks
- Need more family time
- Time better spent raising money for good causes
- Not enough free rum

St. Croix Yacht Club Hospice Regatta organizers have addressed these concerns and hope to reach those who might be overlooking an opportunity to race in the warm, protected waters of the Big Island, February 19th through 21st.

For many years, boats that are great for cruising were at a disadvantage when racing for fun. The SCYC Hospice Regatta now offers distance courses with room for those long-legged beauties to stretch out and sail, rather than exhaust their crews (and beer supplies) with short windward/leeward "sausage" races. Leave those wieners on the grill and see the sights of St. Croix's beautiful North Shore!

Many skippers of hotshot racing machines crave fierce competition on windward/leeward courses.

*—Continued on next page*





St. Croix Yacht Club
Hospice Regatta
Teague Bay, St. Croix
U.S. Virgin Islands

Registration now open:
Tel: (340) 773-9531 stcroixyc@gmail.com
www.stcroixregatta.com



Inspired by
COMPETITION
February 19, 2010:
Registration
Cruzan Rum Welcome Party
February 20—21, 2010:
CSA Spin/Non-Spin, One-designs, Beach Cats, Multi-hulls, Optimists, Heavy Cruisers

Marshall & Sterling INSURANCE

Enhanced by
COMPASSION
Raising funds and awareness for Hospice on St. Croix.

Sailing for Others...



Our sponsors:
COMPASS YACHT SCORING
CRUZAN
West Marine
We make boating more fun!
SailProud
A project of the St. Croix Foundation

*—Continued from previous page*

The SCYC Hospice Regatta also offers great W/L racing in the Buck Island Channel, where even the local dolphins rush the starting line. PRO Sue Reilly returns to keep the boats racing in smaller, more homogenous classes, and the SCYC Hospice Regatta is the first leg of the CORT series.

The good news is that the SCYC Hospice Regatta website has a special place at www.stcroixregatta.com for boats looking for crew and for crew looking for boats.

The bad news is the regatta organizers can't do everything. Skippers are strongly encouraged — and the crew can help — to go to www.stcroixregatta.com and register their boats online now. They can also view and print the current entry list, Notice of Race and other regatta documents. Sailing Instructions and amendments will be available online during the regatta. The Race Committee will attempt to accommodate any three boats that request a class start. The earlier skippers register online, the better the committee will be able to please them. Registration is free — entry fees aren't due until February 19th.

Optimist racing involves the whole family — kids learn to sail independently, and parents enjoy family time with the Corinthian comradeship that sailboat racing stimulates. Back by popular demand, an Opti Clinic will be held on February 19th. Click the "Optimist Regatta" tab at www.stcroixregatta.com for information, and register that Opti sailor now.

Continuum Care, Inc. is the hospice care company on St. Croix that provides end of life services to all who need it, regardless of their ability to pay. As part of the National Hospice Regatta Alliance, the SCYC Hospice Regatta aims to raise funds and awareness for hospice care on St. Croix. Racing in the regatta, sponsoring a trophy, donating goods or services, will help to reach the goal of supporting hospice teams on the island. See www.stcroixregatta.com for sponsorship information. Additionally, the racing class winner will be invited to the National Hospice Regatta Championships.

Traditional sponsors of the St. Croix International Regatta, Cruzan Rum and Premier Wines & Spirits, have continued their regatta sponsorship, including a lavish welcome party, and the winning CSA Spin-1 skipper gets his/her weight in Cruzan Rum. (The winning Opti skipper gets his/her weight in sports drink.) Running out of rum is next to impossible — we make it here!

*For more information see ad on page 14.*



*Action at last year's St. Croix International Regatta. This year's event promises more fun than ever — and all for a good cause*

**Second South Grenada Regatta 2010**

The second edition of the South Grenada Regatta will take place from February 26th through 28th, based at Le Phare Bleu Marina & Boutique Hotel on the island's south coast. This is a fun and family-friendly event.

If you missed the South Grenada Sailing Regatta last year, take the opportunity to find out what all the buzz is about!

*For more information see ad on page 17.*

**Entry List Grows for 30th St. Maarten Heineken Regatta**

The entry list for the St. Maarten Heineken Regatta is steadily increasing. The event takes place March 4th to 7th and will include the pre-event Budget Marine Match Racing Cup on March 2nd as well as the Gill Commodores Cup on March 4th.

George David's 90-foot Reichel/Pugh designed *Rambler* will bring an exciting mix to the event, counting sailing stars from around the world as the crew. With a long list of wins including the 2007 Nordbank Transatlantic Race, 2007 Middle Sea Race, 2008 Buenos Aires to Rio Race as well as setting the course record in the 2009 NYYC Queens Cup, *Rambler* is sure to set the bar for her competitors.

In addition, 80 charter boats from both Sunsail and The Moorings have been confirmed. The charter boat fleet is the largest of this event, and organizers work closely with the charter companies, travel planners and individuals to ensure that fair racing and competitive sailing are accomplished.

*For more information visit www.heinekenregatta.com*

**Peter vs. Peter in the Budget Marine Match Racing Cup**

The Sint Maarten Yacht Club confirmed in early January that both Peter Isler and Peter Holmberg will compete in the second Budget Marine Match Racing Cup, which takes place on March 2nd.

The Match Racing Cup, taking place just before the St. Maarten Heineken Regatta (March 4th through 7th), is a great opportunity for sailors already attending the regatta to compete in one more day of racing, and, with cash prizes totaling US$10,000, the event is drawing a lot of attention.

Peter Holmberg, native of St. Thomas and the winner of last year's first Budget Marine Match Racing Cup, will defend his title. Holmberg's list of sailing accomplishments is significant, with a silver medal in the 1988 Olympics and a second place in the Louis Vuitton Cup in Auckland, New Zealand. Holmberg also placed first in the 32nd America's Cup in 2007.

Peter Isler is a two-time America's Cup winner, and participated in five America's Cup campaigns. Two-time Maxi Class World Champion, Isler has sailed aboard *Pyewacket*, *Rambler*, *Titan 15* and *Morning Glory* to name just a few. Isler is also author of *Sailing for Dummies*, as well as a regular contributor to *Sailing World* magazine.

This match up between the two Peters is one that all eyes will be on, but do not forget the other competitors in the Budget Marine Match Racing Cup, one of whom will be Eugeniy Nikiforov, ranked 45th as an ISAF Match Racer placing 1st in the Ekaterinburg Cup, a qualifier for the YAVA Trophy in Ekaterinburg, Russia. Nikiforov participated in the event in 2009 and placed third overall. Other confirmed participants to date are Colin Rathbun, Chris Nesbitt, Marc Fitzgerald and Jakub Pawluk.

*For more information visit www.heinekenregatta.com*

**Grenada Classic Postponed Until 2011**

Fred Thomas reports: Due to circumstances beyond the organizers' control, the Grenada Classic Yacht Regatta scheduled for March 4th through 7th, 2010 has been postponed until 2011. Classic yacht aficionados, stay tuned for news of next year's event!

*For more information contact shipwrights@spiceisle.com*

**Break the Grenada Round-the-Island Record!**

The Grenada Round-the-Island Race March 12th through 14th will bring excitement to the Spice Isle. Who will break the course record of three hours, 54 minutes and two seconds set last year by the trimaran *Horizon Region Guadeloupe*? You, perhaps?

*For more information see ad on page 12.*

**New Name, Location for Puerto Rico Heineken Regatta**

Carol Bareuther reports: Puerto Rico's premier yacht regatta will move to Palmas del Mar for 2010 and become the Puerto Rico Heineken International Regatta (PRHIR). Known as the Culebra Heineken International Regatta for the past five years, the venue change will welcome sailors to a brand-new facility and re-introduce three days of top-notch racing off Puerto Rico's southeast shores from March 19th to 21st.

Says regatta director, Angel Ayala, "We'll offer a mix of windward-leeward courses for the one-design and racing classes," says Ayala. "There will be courses with reaches for the cruising classes. We may run a distance race to Vieques for some classes." He adds, "Palmas del Mar is a beautiful facility. There's a brand-new yacht club and full marina where sailors will find everything they need." The 162-slip marina offers state-of-the-art facilities for yachts up to 200 feet. Shoreside accommodations at Palmas del Mar Hotel & Villas include rooms offered at a discounted rate for regatta participants. In addition, there are villas for rent that sleep 12 and come with a private boat slip.

Classes will include CSA Spinnaker Racing, CSA Spinnaker Racer-Cruiser, CSA J/24, IC24, CSA Performance Cruiser, CSA Jib & Main, IC24s, Beach Cat and native-built Chalanas. Regatta festivities include a Captain's Meeting on March 18th, nightly parties, and an Awards Ceremony on March 21st. "We will also host the Puerto Rico International Dinghy Regatta, a two-day event, on March 20th and 21st," says Ayala. "The Optimists, Lasers and Laser Radials will sail right off the beach."

*—Continued on next page*

YANMAR FLEETGUARD Filters




**FRED MARINE** Guadeloupe F.W.I.

MARINE MECHANICS (ALL MAKES) - HAUL OUT

24h BREAKDOWN SERVICE • SALES • REPAIRS • MAINTENANCE

Marina Pointe-à-Pitre 97110

Phone: +590 590 907 137 Fax: +590 590 908 651

E-mail: fredmarine@wanadoo.fr

YANMAR marine

TOHATSU

SERVICES
Mechanics and Electricity
Boat Maintenance
Engine diagnosis
Breakdown service 24/7
Haulout and hull sand blasting
Equipment for rent
Technical shop

GOODS
Genuine parts Yanmar & Tohatsu
Basic spare parts (filters, impellers, belts)
Filtration FLEETGUARD
Anodes,Shaft bearings
Electric parts, batteries
Primers and Antifouling International
Various lubricants

FOR RENT
High pressure cleaners 150/250bars
Electrical tools
Diverse hand tools
Vacuum cleaner for water
Scaffolding

LEAVE YOUR BOAT IN SKILLED HANDS

—Continued from previous page

The PRHIR marks the second leg of the Caribbean Ocean Racing Triangle, or CORT Series, which begins with the St. Croix International Regatta and concludes with the BVI Spring Regatta in Tortola.

*For more information visit www.prheinekenregatta.com*

**Bequia Easter Regatta Starts April 2nd**

Over last 29 years, the Bequia Easter Regatta has grown into one of the region's best-attended regattas, with visitors and competitors coming from all over the world to be in Bequia for the four days of racing action over the long Easter weekend, April 2nd through 5th.

Last year's record-breaking turnout of 50 yachts emphatically confirmed Bequia Regatta's popularity in the yacht racing and cruising community. In particular, the J/24 Class, first introduced in Bequia in 2005, and since 2006 with its own specially designed courses, is now arguably Bequia Easter Regatta's hottest class, thanks to the commitment of the Bequia Sailing Club to continually develop this class in parallel with the rising popularity of J/24s in the region. In 2010, this commitment will bear fruit when the overall winner of the Bequia J/24 six-race series will also be crowned the first-ever J/24 Southern Caribbean Champion.



WILFRED DEDERER

*There's racing for yachts, locally built open sloops, model boats and 'crazy craft' at Bequia's annual Easter event*

Bequia Easter Regatta 2009 also saw the creation of a new One Design Class — for the 25-foot French "Surprise" racing boats, which have been coming to Bequia in increasing numbers since their first visit more than ten years ago. Now officially with their own class, a full turnout of all the ten or more Martinican Surprises is anticipated this Easter, along with the usual strong Racing Class entry from the French islands.

But Bequia is not all about sweat and spinnakers! Two cruising classes, including the ever-popular Cruising II Class — specially tailored for cruisers, liveaboards and "regatta rookies" — ensure that there really is something for practically everyone in Bequia's regatta.

Add to that the spectacle of the fiercely contested traditional local double-enders' three-race series, Lay Day activities, great hospitality and generous support from main sponsors SVG Tourism Authority, Heineken, Mount Gay, Pepsi, Mountain Top Spring Water, Frangipani Hotel and Bequia Beach Hotel, plus a very warm welcome wherever you go, there's no reason not to make a date to be in Bequia this Easter!

*For more information see ad on page 11*

**New Event: Voiles de Saint-Barth**

The local council in Saint Barthélémy, the Tourist Board and the Saint Barth Yacht Club are setting up a new sailing event open to classic and modern yachts, superyachts, racer-cruisers, and racing multihulls. The inaugural Voiles de Saint-Barth will be run from April 6th to April 11th.

This event, with the backing of François Tolède, member of the Saint Barth Tourist Board and in charge of special events at the Saint Barth Yacht Club, is the latest example in a long history of yachting events on the island, ever since Loulou's regatta, which in the 1970s attracted up to 200 sailboats. "We are planning many special events ashore so the hundreds of sailors from around the world can have fun together," says François.

Under the auspices of the photographer Patrick Demarchelier, the Voiles de Saint Barth will also be bringing together the traditional values of classic yachts and the spectacular modern approach of the newest racer-cruisers, to ensure that all those who love beautiful boats will enjoy this event. The Saint Barthélémy council would like to see this event take a regular place on the calendar of the international yachting world.

*For more information visit www.lesvoilesdesaintbarth.com*

**Big Names, Numbers Expected at Antigua Sailing Week 2010**

Neil Forrester reports: Despite current financial challenges, the 43rd edition of Antigua Sailing Week, taking place April 24th through 30th, promises to be one of the best yet. Organizers of this annual Caribbean classic have listened to the competitors' views and come up with a newly tweaked format, incorporating some of the event's traditional features such as the reintroduction of Lay Day, and the Dickenson Bay Beach Bash. There will also be an extra day's racing, with the series kicking off on the Saturday afternoon following an early morning breakfast briefing.

For serious racers, the big boat Ocean Series is now a key element of Antigua Sailing Week and is starting to attract some quality competition. The aim of this three-race series (the Guadeloupe to Antigua Race on April 23rd, the *Yachting World* Round the Island Race on April 25th, and the Round Redonda Race on April 28th/Lay Day) is to allow the crews on big racing yachts, many of whom will have been competing in some of the other Caribbean regattas such as the RORC Caribbean 600 race, the opportunity to enjoy a selection of long-distance ocean races at ASW. There will be record-breaking opportunities in all three races, individual race prizes, and overall series prizes, which means competitors have the option to compete in all three or individual races. The results of the *Yachting World* Round the Island Race on the Sunday will count towards the overall Antigua Sailing Week points for those who want to compete in that, too.

Some of the key players, such as Mike Slade's 100-foot super maxi, *ICAP Leopard*, and Peter Harrison's Farr 115, *Sojana*, which won the inaugural Round Redonda Race last year, and established a benchmark elapsed-time race record, have already indicated their interest in the 2010 event. Adrian Lee from Dublin, Ireland and his winning team aboard the Cookson 50 *Lee Overlay Partners* will also be back to defend their overall winning title of the first-ever Antigua Ocean Series. Lee said: "The Ocean Series is a gem and exactly what the big boat sailors want at Antigua. Trying to race round the cans in these fast, powerful boats is not ideal because the risk of damage is high. I am therefore very much looking forward to seeing if we can equal, if not better, our Ocean Series result from 2009."

Niklas Zennstrom's JV72, *Ran*, with a star-studded team of British professional sailors, will be another boat to watch out for. Danilo Salsi from Italy has also confirmed his place on the start line with his stunning new Swan 90, *DSK Pioneer*. This yacht made her debut in the Caribbean last year and looks set to make a big impact on the racecourse in 2010.

An interesting addition to the fleet at Antigua Sailing Week 2010 will be the arrival of the three British Services Transglobe 67-foot steel-hulled, former BT Global Challenge yachts which will, by then, have completed Leg 9 of their round-the-world tour. The 40-plus British forces service personnel aboard the yachts will count Antigua Sailing Week as Leg 10.

With such a vast array of competitors signing up for ASW, and with charter companies such as event silver sponsors OnDeck reporting a 'sell out' aboard all 15 charter yachts, and the likes of international professional sailors Brian Thompson, Sally Barkow and Doogie Couvreux skippering Safe Passage Sailing charter company's Farr 65s and Beneteau 40.7s, there'll be no shortage of competition.

On shore, Antigua's legendary party scene is already revving up with plans well underway for not only the Dickenson Bay Bash and Jolly Harbour party but also the welcome party on the first Saturday night, a Caribbean street party on the Tuesday, a Lay Day beach party at Pigeon Point, and the legendary Shirley Heights party on Thursday night, and of course the grand prizegiving in Nelson's Dockyard on the final Friday.

*For more information visit www.sailingweek.com*

**New Dates, Courses for Round Guadeloupe Race**

A new early–April time slot strategically spaced between the two giants — the St. Maarten Heineken Regatta in early March and Antigua Sailing Week at the end of April — should capture more new entries for this year's edition of the Tour de Guadeloupe. Five legs of 23, 37, 41, 30 and 27 nautical miles respectively will link the archipelago of Guadeloupe, Desirade, Marie Galante and Les Saintes.

After organizers noted last year that many would-be racers had trouble taking time off work for a five-day event, resulting in a decreasing fleet, the…

—Continued on next page



*—Continued from previous page*
…decision was made to time the regatta this year to coincide with the Easter holidays. The 30-year-old event was formerly held in May.

The courses have also recently been changed to be more user-friendly.

*For more information see ad on page 13.*




1992 MAGELLAN GEOGRAPHIX SANTA BARBARA, CA

*This year's new series of courses eliminates the problematic legs to and from the northern side of Guadeloupe*

**Fishing Lines**

VI GAME FISHING CLUB AND TOURISM ASSN. DONATE TO BOYS & GIRLS CLUB

Carol Bareuther reports: Christmas came early to the Boys & Girls Club of the Virgin Islands' St. Thomas location when members of the Virgin Islands Game Fishing Club (VIGFC) and the US Virgin Islands Hotel & Tourism Association (VIHTA) presented a check totaling US$50,000 — $25,000 from the VIGFC and $25,000 from the VIHTA — during the Club's annual Christmas Party at the Oswald Harris Court Community Center on December 23rd.

"We are proud to have financially supported the Boys & Girls Club of the Virgin Islands for at least 10 years," says Sue Boland, VIGFC President.

VIGFC members also support the Boys & Girls Club in many ways throughout the year. This includes hosting all the kids, ranging in age from six to 18 years, to fish in the annual July Open Kids' Tournament. This year, it also encompassed the donation of nearly a hundred toys from VIGFC members who brought the gifts over successive weeks when members met for Thursday Game Nights.

Jeffrey Kreiner, VIGFC Board of Director and chairman of the annual July Open Billfish Tournament (JOBT), spearheaded the raising of $25,000 through this year's 46th annual JOBT. This is the fishing club's largest event of the year, and the longest annually held angling contest in the Virgin Islands, which started in 1964. It attracts many local and visiting anglers whose donations benefit the tournament's chief beneficiary, the Boys & Girls Club of the Virgin Islands.

In October, VIGFC vice president, Nick Pourzal, who is also on the Board of Directors of the US Virgin Islands Hotel & Tourism Association (VIHTA), challenged the VIHTA to raise funds to match the VIGFC's donation to the Boys & Girls Club. "They succeeded in two months," says Pourzal. "We need three more clubs on St. Thomas. Space is available in other housing communities, but it takes money to run the program."

Richard Doumeng, chairman of the board of the VIHTA, says, "We've donated funds to the Boys & Girls Club through our annual gift-giving campaign for several years. This year, when we received the challenge from the VIGFC, we decided to pool our resources and create a bigger impact."

Julie Landreneau, executive director of the Boys & Girls Club of the Virgin Islands, says, "We are grateful for the donation. It allows us to carry out activities for our 60 young people, which includes tutoring after school to enrichment activities such as art, steel pan and games."

The Boys & Girls Club of the Virgin Islands, a 501 C(3) organization, has been established in the Virgin Islands for more than 35 years. In addition to St. Thomas, there are Clubs in Christiansted and Frederiksted, St. Croix. The Virgin Islands Clubs are part of the Boys & Girls Clubs of America, headquartered in Atlanta, Georgia, whose mission is to enable all young people, especially those most needy, to reach their full potential as productive, caring, responsible citizens.

T&T FISHERMEN DOMINATE REGIONAL TOURNAMENTS IN 2009

Steven Valdez reports: Game fishermen from Trinidad & Tobago continued to dominate the regional game fishing tournaments in the Southern Caribbean for the year 2009.

The final results for the prestigious Southern Caribbean Billfish Circuit Championships put Captain Gerard De Silva of *Hard Play II* in first place with 29 points from five tournaments. Second place went to Team *Legacy* out of Barbados with 19 points from three tournaments. The T&T teams dominated the rest of the top positions, with Captain George Bovell of Team *Pair A Dice* placing third with 13 points from five Tournaments. A total of 123 teams/boats entered in all the qualifying regional tournaments, with boats from Trinidad and Tobago, Barbados, Grenada, Martinique, St. Lucia, Guadeloupe, the United Kingdom, Antigua and the United States participating. Of these, only 19 qualified for the 2009 Southern Caribbean Billfish Circuit with the minimum of three circuit tournament entries each.


**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

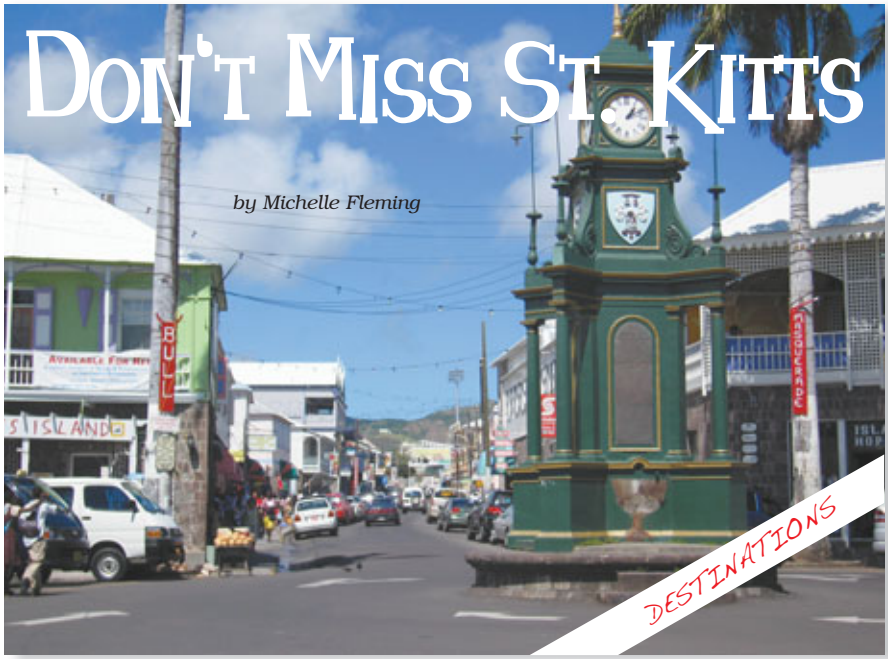
SOUTH GRENADA REGATTA 2010
26. -28. FEB
JOIN AN EXCITING WEEKEND WITH THREE RACES ALONG THE SOUTH COAST OF GRENADA (FREE BERTHING FOR RACING BOATS) AND THAT'S NOT ALL!
Netherlands Insurance
Westerhall
REAL VALUE SUPERMARKET IGA
WWW.SOUTHGRENADAREGATTA.COM

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

Le Phare Bleu Marina
VHF CH 16
phone 473 444 2400
contact@lepharebleu.com
www.lepharebleu.com
Marina & Yachtclub
- 60 slips for boats up to 120 feet and 15 draft
- Customs & Immigration
- 230/110V (50/60Hz), Water, Webcam, Wi-Fi
- Showers, Lounge, Pool, Restaurants, Bar
- Fuel & Gasoline
- Minimarket, Car Rental, Laundry
- Hurricane Moorings
Restaurants
- fine dining on a unique, historical lighthouse ship
- breakfast, lunch and dinner served all day at the Pool-Bar Restaurant
Petite Calivigny Bay, St. George's, Grenada W.I., POS 12°00'11N / 61°43'29W

# Don't Miss St. Kitts

*by Michelle Fleming*




*From the hub of Basseterre town, above, to the remote (at least for now) White House Bay, below, St. Kitts has plenty to interest the sailing visitor*



OUR sights were set on Montserrat. "This time for sure," we said. "Not so fast," the weather said.

After waiting in Antigua a week for the wind and seas to cooperate, we could see it wasn't going to happen. We took the small weather window that allowed a downwind jaunt to St. Kitts instead. Yes, that's right — downwind with following seas, even! Caribbean sailors know this is a rare situation that must be savored. It was a fabulous trip all the way through the gap between Nevis and the south shore of St. Kitts.

We had anchored in Ballast Bay on the south coast of St. Kitts several times before, but had not gone ashore. It is a great spot to anchor: tucked among several high hills, the swell is kept out, leaving the water nice and flat. The wind, however, can gust crazily, funneling down the steep slopes.

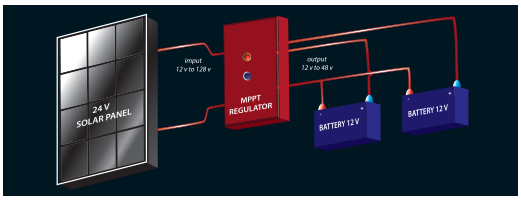
We dropped the hook in great holding and took the dinghy out for our first close-up look of the island. Ballast Bay is aptly named. The whole shoreline is lined with round rocks of all sizes. Not great for dragging the dinghy up on, but perfect if your hold is empty and you need the extra weight I suppose! We passed along a dredged cut that serves as the entrance to the large salt pond just a few metres inland. Unfortunately, the entrance is blocked by a floating barrier. One day this will be the entrance to Christophe Harbour. Developers have bought almost the entire southern peninsula of St. Kitts and have planned out a grand community that will include a full-service marina, golf course and a diverse array of residential development. You can check out the plans at the info center by heading over to White House Bay just around the point. There you'll find a small dock where you can leave your dinghy and walk up the road to the small neatly landscaped building on your right.

White House Bay is also the first place you'll find where you can gain access to the main road. If you are not planning on going into the Port Zante marina, you can orchestrate your shore excursions from here. Winston, at Bull's Eye Car Rental ([869] 465-5656) is happy to arrange a car or jeep rental for cruisers and he will pick you up at the small parking lot right at the end of the dinghy dock. This area is also now part of the Christophe Harbour project so we called the Christophe Harbour Office ([800] 881-7180) and asked permission to leave the rental car overnight in their parking lot. They were accommodating, saying they would inform the security guard that patrols the area. This part of the island is still mostly undeveloped and there isn't much traffic on the road. If a cruise ship is in port, many taxis are about, bringing tourists to the remote beaches on this end of the island. You could probably catch one of these if they aren't full already and head into town. Don't expect much traffic on this part of the island if there are no cruise ships in town or after dark.

Still flying our yellow flag, we planned to check in to Customs once we got anchored closer to their offices at the cruise ship port in Basseterre. We left Ballast Bay and motored along the coastline, heading north. We took a quick detour into South Frigate Bay. The guidebook says this place is reserved for swimming, but you could ask at the Port to get permission to anchor here. One catamaran and several local powerboats were on moorings or at anchor when we went by.

*—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



*The Port Zante marina puts the town, Customs clearance and access to inland exploration just steps from the boat*

*—Continued from previous page*

The Deep Water Port is right around the corner and we ventured in past the Port Office and by the Coast Guard Station. No yachts were anchored there, but there is plenty of room to do so. Getting to the shore is an issue though. The entire area is lined with large boulders and we could not see a spot where a dinghy could be brought to shore. We carried on to the anchorage indicated on the charts, right beside the cruise ship docking area. We set the anchor and waited out a squall before launching the dinghy. Lots of wind chop, some left over raindrops, wake from the ferries, and a general rolling swell made the dinghy ride into the marina an adventure in ways to get wet.

Port Zante refers to a large area of the waterfront that includes the marina, the cruise ship dock, and a multi-building shopping area. It is brand new and some parts are still under construction. The marina is small and friendly. Slips for sailboats have finger piers that are around 15 feet long and boats are tied either bow or stern in, with lines to pilings. We pulled the dinghy in on the breakwater side of the first dock, which houses the fuel dock. There are some large rocks in the water, so be careful coming in here. Charles, the assistant dock manager welcomed us and gave us information on the marina and Customs.

The Customs and Immigration Office is located in the cruise ship terminal building. It's just a short walk through the shopping area and past the bar with the best deal on beer in the Caribbean! After clearing Customs, we parked at some comfy bar stools and watched our boat, *Bonanza*, and our friends' *Voyageur C*, rolling gunnel to gunnel. A night or two in the marina was quickly and easily justified.

Besides not rolling all night, another great thing about staying in the marina is its location. Downtown Basseterre is at your doorstep and it is a happening place. During the day the town is bustling with cruise ship passengers, taxi drivers, shoppers and vendors; everybody is coming and going. Later in the evening we heard singing nearby. Christmas was coming and we were treated to live carol music in the Circus. The Circus is what the main roundabout in town is called. You can't miss it: a large green clock that is also a water fountain marks the spot. Look up to the second-floor level and you'll see a couple of places to eat and drink and watch the action. We checked out Stonewalls, down Princess Street, just off the Circus, for dinner. We lucked into a fixed menu featuring Asian-style cuisine and it was delicious.

Winston warned us not to leave the marina too early in the morning on our round-the-island drive. Buses are on the road in force for the morning commute, and you don't want to mess with *Terminator, Gasmoney, Jah Rule* and *Blessed*! We joined the traffic on the main drag around nine o'clock and headed north. St. Kitts has a quiet beauty and a unique feeling. As we drove along we noticed how the rugged volcanic peaks give way to vast smooth slopes that end in the sea. We stopped at all the usual spots: Caribelle Batiks at Romney Manor, Brimstone Hill Fort, Rawlins Plantation, Kate Design Gallery, Ottley's Plantation — all interesting places in a stunning setting. The southern route takes you past the major resort area around Frigate Bay and then out onto the peninsula. You'll pass by the anchorages at White House Bay and Ballast Bay on your way to the Great Salt Pond and the Nevis ferry terminal at Major's Bay.

St. Kitts is the place to rent a jeep. We spent hours exploring dirt roads, sand tracks and old sugarcane farm roads. The government owns most of the sugarcane fields, so you are unlikely to trespass onto private property — which we found to be well marked. You'll want a 4X4 to tackle the steepest parts of the trails and there can be muddy sections if the weather's been wet.

Take the road that leads around the west end of the airport and then up past Monkey Hill. It's a beautiful, mostly paved but little-traveled track that meanders through the rainforest, emerging in the sugarcane fields just north of Cayon. You'll see a section marked "Jack in the Box" on the tourist maps. We never did figure out what that meant, but it definitely wasn't anything to do with fast food or french fries.

Feel like going to the races? Horseracing has been reinstated in St. Kitts after a 47-year hiatus and they are bringing it back in style. Beaumont Park is a brand-new racetrack and entertainment complex where they plan to have thoroughbred horse racing on an ongoing basis next year. We arrived at the racetrack just in time to watch the preview running of colts, geldings and fillies in four exciting and close races. The horses and jockeys hailed from across the West Indies and as far away as Ireland. The excitement starts when the horses are presented in the Winner's Circle. You get a chance to check out the competitors — both horse and rider trotted out in full racing silks. It seemed a bit odd, but there was no betting at these races, so we just picked our favorites hoping to win bragging rights. Once the horses reached the starting gate, the local band stopped playing and two announcers took over the microphone calling the race. The horse I picked to win, Gold Deposit, was left behind right at the start. No matter, with an hour or more between races I had plenty of time to decide on the next winner. Wear your Sunday hat or your favorite bling because the races attract one well-dressed crowd.

A couple of days in the marina had somehow turned into almost a week. You can afford to do that at Port Zante because rates here are reasonable. Our six-day stay cost us less than US$125, including power and water.

We checked out of Customs and let them know that we would be at anchor in Ballast Bay before moving on. The next day the Port Authority boat pulled up and requested our documents. The officials were friendly and wanted to know all about our stay in St. Kitts. We told them we were impressed with the island and would definitely be back.

So cruisers, don't hesitate to include a trip to St. Kitts on this year's itinerary. You'll want to add this place to your "don't miss" list.




# 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

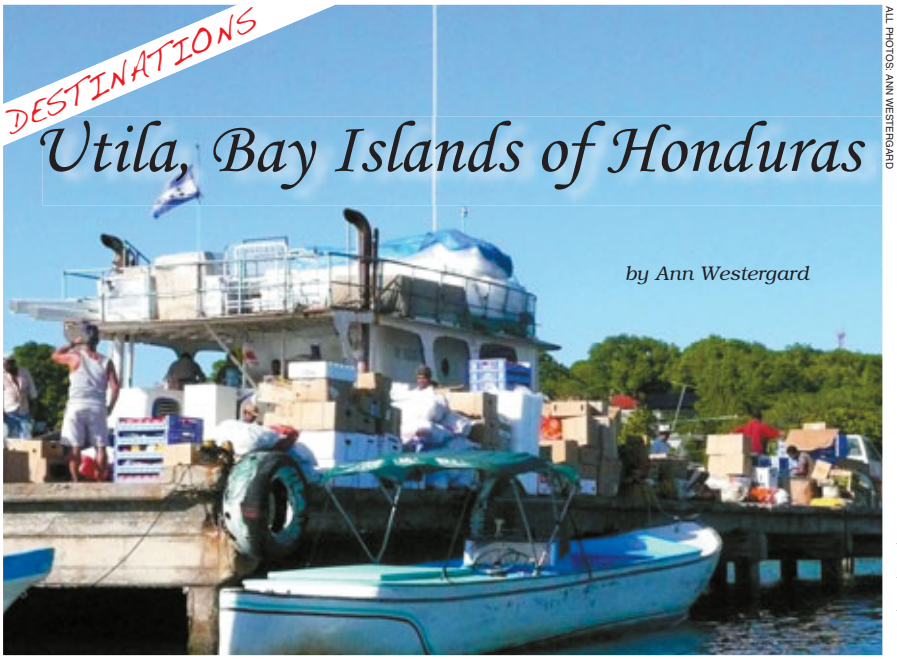
Perkins
POWERING A BETTER FUTURE

Sabre M225Ti

DESTINATIONS

# Utila, Bay Islands of Honduras

by Ann Westergard



ALL PHOTOS: ANN WESTERGARD

There are three Bay Islands of Honduras, of which Utila is the nearest to the coast, and the first one you come to sailing from the Rio Dulce. It, like the other Bay Islands, is part of an underground mountain range, fringed by coral reefs. Utila has signs of volcanic activity at Pumpkin Hill, but most of the island has a limestone base, and is, as the chart describes it, low and swampy. It's about eight-and-a-half miles long and not more than three miles wide. We rode around a goodly portion of it on our folding bikes and I had a leisurely climb of Pumpkin Hill.

The town of Utila has two parts: the main concrete road runs along the shore for traffic consisting of golf carts, ATVs, bicycles, strollers, skateboards, and, just to mix things up, the occasional pickup truck or van. There's a ferry dock; that's how everything gets here.

And there are restaurants and bars, hardware stores and groceries, cell phone stores and ATMs, all the usual paraphernalia of modern life, but small, the size appropriate to a place with maybe 7,000 to 8,000 people. Special to Utila and the Bay Islands are dive shops and realtors, both with an eye toward the modern galleons bearing cash in their pockets. It's a pleasant island tending along the lines of the Abacos, or Carriacou, or Bequia, and popular with backpackers/divers.

Up the hill is the village proper, while the gringos are building out of town mostly along the coast, mowing down the mangroves and clearcutting the groundcover for their stateside-sized *casas*. But apparently the locals too have been building for some time:

For more than a century, islanders have continuously augmented their beachfront by "making land". The original shoreline of Utila, only a few yards deep from the high water mark, has been extended in many places an additional 30 to 40 yards or more by filling in fenced rectangles of water with refuse and broken coral. Houses that were poised on pilings over eight feet of water some 60 or 70 years ago now sit on terra firma and the process goes on — giving portions of the harbor a Venetian effect — even though the cost is high in money and labor. Land-making in the swamp areas has been pursued in like manner, one *barrio* in the community being named Holland to commemorate its origin through reclamation.

Hiding from a south and west wind that made a mess of the main harbor, my husband, Doug, and I anchored *Galivant*, our Valiant 40, for a few days between Utila and a cay-community at SucSuc and Pigeon Cays. Buildings huddle together on crooked pilings over land barely above sea level, and every porch is a dock. This, I'm told, was in fact the site of Utila's earliest British settlement. Can't figure out why anyone would choose this damp *pied-à-terre* when they could have the hillside, now or then. But I am coming to suspect that the presence of no-see-'ums had something to do with it.

Another surprise was being greeted in English, a pretty and picturesque form of it. Come to find out that the Bay Islands were British during the early part of the 1800s; a lot of the settlers had names like Jones and McNab, Bush and Cooper, Jackson and Thompson, and several came via the Cayman Islands. Although Honduras took formal possession around 1860, it is said that some residents didn't realize anything had changed until Queen Victoria died in 1901.

Gradually mainland Hondurans have come out to the Bay Islands, but we still met people who spoke only Spanish or English. And then there's a Garifuna presence — these are the indigenous people forcibly removed from St. Vincent in the Eastern Caribbean in the 1790s and dumped in the Bay Islands, from whence they have spread to Belize and coastal Honduras. I think they have a language of their own, but use the other two. I tried asking a Garifuna woman for something in Spanish, and as she was showing me, she finally said "Don't you speak English?"

One of the neatest places I've ever seen is a hotel/restaurant/bar called the Jade Seahorse. Owned by, I'm told, glass bead artists from Israel, the entire property is a riot of color and texture, not just the glass grottoes and encrustations, but the cabins and carpentry as well. "Makes me want to go home and get artsy," said Doug. "I seem to be a little conservative."





*Left: 'There's a ferry dock; that's how everything gets here'*

*Below left: The main road*

*Below right: Worth a detour — the eye-dazzling Jade Seahorse hotel/restaurant/bar*




The Dominican Republic's newest marina catering to the needs of cruising yachtsmen

18.25.50N 69.36.67W

MARINA ZAR-PAR

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

FREE Dominican Republic Cruising Guide at: *www.dominicanrepubliccruisingguide.com*

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

DESTINATIONS

# THERE AND BACK AGAIN… THE SAN BLAS ISLANDS

*by Linda Hutchinson*



*Coconut trees, dugout 'ulu' canoes and thatched houses — pure San Blas*

CONNELLY-LYNN

The San Blas Islands offer so much, and so little. What one experiences here depends on what is important to each individual. The captain, Roger, and crew, Linda, aboard *S/V Sandcastle* are loving all of it! Unlike the busy Eastern Caribbean islands with their towns, shopping, regattas, cruise ships, ample grocery and boat-parts supplies, the San Blas consists of weather, sand, coconut trees, reefs and Kuna Indians!

Oh, and last but far from least, the San Blas islands host a great sailing community. I can't say enough about the group of people we have met. Roger and I move from island to island in pursuit of whatever we find. Other cruisers do the same, so our mix of neighbors is ever-changing and from all over the world. Of course, there are those who stay put. They care for the island, know the rules (and there are rules), relay info about friends who have passed through before us and just make us comfortable when we settle for a day, week or month — sort of like the stateside hotel commercial that says, "We'll keep a light on for you."

We wake each morning to beautiful skies and white sand beaches. Little terns hit the water endlessly, aiming for the multitude of tiny fish that hide in the shade of the boat. A remora, looking quite dapper with the zigzag crown it wears, shoots out from its hiding place under the boat to catch any morsel thrown there. Off to the side a spotted ray with a four-foot wingspan hurls itself out of the water as it chases a tasty meal. Also below us are gray and black rays, the occasional turtle, mackerel, ocean triggerfish, nurse shark, barracuda, tuna and blue runner, to name a few, that pass by on their way through the anchorage.

A friend of ours who owns a catamaran actually had one of the big rays land on the boat's trampoline in the middle of the night. Imagine how that would be, waking to the noise of a huge ray flailing around on the bow of your boat! What a chore the crew had getting it back into the water without hurting the ray or themselves!

Between our boat and the ocean is a reef that extends for miles and miles just waiting to share its hidden splendor with the adventurous snorkeler. The waves crash endlessly with a roar that calms us all day and lulls us to sleep nightly. There are little islands everywhere, only hours apart. They aren't more than a couple of football fields long and wide for the most part; some even have freshwater springs. The coconut trees bear coconuts, although they are forbidden to all but the Kuna whose livelihood is collecting and selling them. Pretty flowers bloom out of the low green foliage like stars on green stems. The white sand beach waits for the weary to rest upon it, or in a comfortable hammock strung between two coconut trees. The hearty gather wood and make a fire, cook a fresh-caught lobster and then settle back with friends, a guitar, and a song or two. Laughter abounds as stories of snorkeling, repairs to the boat, news from home or the almost daily squall are passed around.

Here during the middle of the rainy season, we have experienced more and more heavy squalls. Sometimes the squalls bring heavy wind and/or heavy rain. We love the rain — it lets us fill our tanks with water. Being without a watermaker here is a big disadvantage as places to refill the tanks are few and far between and it's not always an easy task!



*Kids visiting a yacht for fun in half an ulu*

CONNELLY-LYNN

Sometimes, like today, we watch islands miles away receive the gift of the gods as rain, wind, lightning and thunder attack. One member of our cruising community had the boat struck, not an uncommon occurrence. This resulted in all instrumentation being "fried". Now they will travel to a marina, a six- to ten- hour trip, and from there they will go by bus or cab to Panama City to try and get new parts! It might be necessary to have parts flown in, or they might actually have to fly out to the States to purchase them. It isn't always easy to obtain what you need here. It is convenient when someone visiting the States can return with the necessary part. That is a rare occurrence however. So far, we have heard of four boats being hit by lightning this season. Thankfully, there haven't been any physical injuries!

The Kuna, native to these islands, are becoming more and more "Westernized". There are a few island communities refusing to accept new ways and technology. I say good for them! The *mola*, a hand-stitched, rectangular, multi-layered, multi-colored picture of familiar animals, stories, or geometric shapes are created and sold by the Kuna. Visitors love to buy them for framing, or for making pillow covers, placemats, etcetera, for themselves or to give as gifts. The Kuna — Mom, Dad and every pitiful child they can find — come in their dugout boats called *ulus* (long u), to show their *molas*, carvings, and strings of beads, often even before an arriving yacht's anchor has touched the water. Once you say "sorry, not today", they move on to the next boat.

They are wonderful people and my wish is to help them all, which we try to do as best we can. We carry extra reading glasses for the seamstresses, fish hooks for the fishermen, crayons and paper for the children, suntan lotion for the albinos (the Kuna have one of the highest rates of albinism in the world), and sometimes a little candy finds its way into the hands of the smallest child. A few Kuna have found the glory of the cell phone. The only problem is that there is no electricity on the islands, except for the very rare generator, so the cell phones cannot be charged. It isn't unusual to be handed six cell phones by some darling child to be charged on the boat.



*There are little islands everywhere. No marinas, no high-rises, no problem!*

BOSHOFF

Out here we make our own entertainment. Having friends who have vivid imaginations and a variety of talents helps. One such couple got my captain and others to pull the guitars out of storage, build up the calluses on their fingers and play whenever possible. Many a Kuna has been entertained along the way now by "Los Gringos" as they were named by a Kuna friend on Nargana Island. On Mametupu, Los Gringos played and the women cooked a conch chowder to die for, which was shared with our new Kuna friends. The Kuna provided their version of bread and more guitar playing! They even mentioned us in a song. Can't get much better than that.

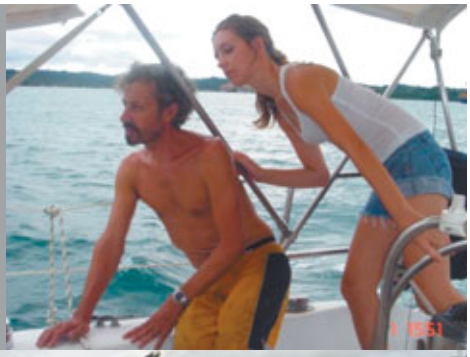
Another cruising friend had his sister visit with her soon-to-be husband. This resulted in a mock Kuna wedding, complete with Kuna dancers, outfits and ceremony. The whole sailing community showed up to watch the affair, enjoyed yet another meal, drink, and music provided by Los Gringos. What a wonderful experience for sailors and Kuna alike!

Although our time in the San Blas Islands will be hard to beat, the seasons change and so do we. Like many of our sailing friends, we have aging, ailing parents at home in the USA who need our TLC as their lives come to an end. Therefore, we will slowly travel back to the States to arrive sometime in the coming spring. There are many adventures ahead as we travel up the western Caribbean island chain. We have heard there are many beautiful islands and towns up the coast. We are looking forward to each and every one.




# A Recent Panama Canal Transit

*by Dicky Blamey*





Jennifer and I transited the Panama Canal east to west with our 42-foot Bavaria on November 1st, 2009.

To arrange your transit, here are eight things we recommend you know or do:

1) Tie up in Shelter Bay Marina. The cost is 45 US cents per foot per day. It's boring but very safe.

2) Find four line-handlers among other cruisers who want to experience the process. If you have not been through the Canal before, you may wish to go through as a line-handler on another boat first. We did this with an Aussie couple. Highly recommended.

3) Go to the "tower" in the city of Colon; a taxi will take you. Get the requisite papers and a date for the Admeasurer. (You can get an agent to do all the paper work if you wish. When we were there, "Stanley" seemed to be the man.)

4) The Admeasurer will come aboard and measure your boat. He asks questions like: "Have you got food on board? Have you got water on board? Have you got a toilet? How fast can you go?" Most important is to mark the form to specify "centre lock" only. Rafting or tying to the side is less safe.

5) Pay your fee (ours was US$1,500) in cash or by VISA credit card at the Citibank in Colon. US$850 of that fee is a deposit that they will return.

6) Hire four 125-foot lines.

7) Call the number provided to be given a transit slot.

8) Motor to The Flats in Cristobal Harbour, about three miles. An advisor arrives on a launch and jumps



aboard. He takes charge. The captain is on the helm, but best to do what the advisor says.

We set off with two Finnish and two British line-handlers. The Finnish girl spoke perfect Russian and was clearly a spy. ("Spyer" as she called it. "I am not a spyer," she kept saying. Our first Panamanian advisor also spoke perfect Russian. Very interesting.)

We got underway, motoring toward the Gatun locks. The advisor had a schedule and we wove about, dodging 1,000-foot-long, mile-high commercial ships until our slot came up. A bit terrifying, but okay if you know your boat.

We entered the first Gatun lock. Four lock attendants, two on each side, threw monkeyfists onto the boat from atop the canal wall. The line-handlers' job is to catch them and tie them onto the 125-foot lines.

The lock attendants walked with us into the lock. (If you are transiting "centre lock", keep in the centre or the pilot will nag.) They tied us up at both sides with our boat in the centre of the lock, closed the doors and let the water in. We came up about 60 feet. They opened the front doors. This procedure was repeated twice more. The same lock attendants stayed with us. (When we went through on the Aussie boat as line-handlers, one lock attendant fell completely in love with the Aussie girl. We were terrified that he would fall in and disaster would result.)

Next, the advisor took us to a buoy big enough to hold the *Titanic* in Gatun Lake where we tied up and he took his leave. We advise you to have a mega-party at this point, like we did.

At 0600 the next day a new advisor arrived and we motored 35 miles across the Gatun Lake — very, very beautiful. Then we rode the "down" locks toward the Pacific Ocean. These were similar to the first set but easier. There is a camera in the last (Miraflores) lock attached to a website, so the whole family watched us go through.

*Left: Lady line-handlers aboard the author's* Sanjola. *(Who is the 'spyer'?)*
*Top right: Before their own transit, Dicky and his wife, Jennifer, acted as line-handers for this Australian couple. It's easy to see why one of the canal workers was smitten by the Aussie lass (below right)*
*Above: The 42-foot Bavaria was dwarfed by the Canal's usual traffic*

Finally the advisor leaves and you go alone to Balboa Yacht Club (easy) or to Tahiti, Australia, etcetera (less easy).

*PS We consumed eight gallons of diesel, 75 litres of fresh water, one litre of rum, one bottle each of sparkling and white wine plus two of red.*

*For complete details on the Panama Canal transit procedure visit www.shelterbaymarina.com*







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

**MARIGOT BAY** St. Lucia
Doolittle's Restaurant

Successfully serving you for 45 years with Caribe, French and International cuisine at the most Beautiful Bay in the Caribbean.
(Ask Mr. Michener)
Feel free to anchor up, **NO CHARGE!**

Call us on Channel (16) to reserve your table, we will then pick you up and return you to your yacht.

**info@marigotbeachclub.com / www.marigotdiveresort.com**

*Part Two:*

# From the Saints to Anguilla

Les Iles des Saintes, better known as the Saints, are a group of small islands south of Guadeloupe. Here almost everyone anchors off the main island of Terre de Haut, which has become a bit of France transferred to the Caribbean. But if you go to Terre de Bas, the westernmost island, you will find the Saints much as they were 30 years ago. As long as the wind is east or north of east the anchorage in Anse Fideling is good.

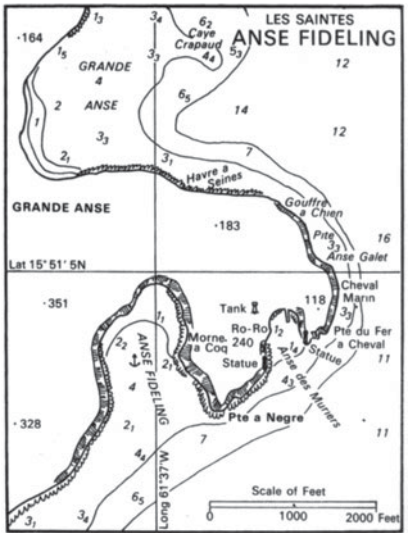
In settled conditions you can anchor on two anchors off the beach on the windward side of Terre de Bas. You'll have a lee shore behind you, but as long as it is not blowing hard and the wind is east or south of east you are sheltered from the sea by Terre de Haut and Ilet à Cabrit. Because there are only two miles of fetch a big sea cannot build up, only a rough chop at worst. Ashore you will find a lot of good but very unpretentious restaurants.

From the Saints it is a beat to windward to the islands of Petite Terre, Marie Galante and Desirade. Petite Terre (enter carefully in calm conditions) is likely to be full of day-trippers from about 1100 to 1500 hours, but if you arrive as they are leaving you have a wonderful anchorage all to yourself for an evening sundowner, early morning swim and breakfast, and can depart as the day-trippers arrive. Then sail on to Marie Galante, where it is never crowded as you can anchor anywhere along about five miles of shoreline. You can always find a spot on the beautiful white sand beach that has no other boats or people.

From Marie Galante, sail off to Desirade using Doyle's latest *Cruising Guide to the Leeward Islands*. Until recently, yachts seldom visited this island as the harbor, which is on the southwest corner of the island, was too shallow for anything but shoal-draft powerboats. Recently a channel into the harbor has been dug. The channel is reportedly nine feet deep, with seven feet alongside the fuel pier, and about six feet in most of the harbor. But as Doyle points out, even if you do go aground it's in soft mud. Remember, in June, July and early August, the sea level in the Caribbean is usually about 18 inches lower than in winter. Thus the water depth between high water springs in winter and low water springs from June through early August can be as much as three feet.

From Desirade it is a glorious downhill slide to either English or Falmouth Harbour to check in to Antigua. En route, only if the wind is east or south of east and seas are calm, the sailor who really wants to get away from it all and have serious bragging rights at the bar in Antigua can attempt a stop at the colonial sugar-shipping port of Le Moule on the north side of Grande Terre, Guadeloupe. Both Hans Hoff of *Fandango*, a 90-foot Rhodes motorsailor, and Hank Strauss in his 45-foot ketch *Doki*, have visited Le Moule during the summer when the rollers are not running. Mind your p's and q's when entering (piloting directions are in *Street's Guide, Anguilla to Dominica*. Note that this area is a favorite with surfers!). Once in and secured, go ashore and nearby you will find good restaurants; the clientele is usually local Guadeloupians.

After clearing into Antigua, beat to windward to Green Island, where there are always a few boats but it is never really crowded. From Green Island, if you are adventurous check out Guana and Belfast Bays, but only if you are a good sailor who is willing to put a crewmember experienced in eyeball navigation on the lower spreaders, and if you have a boat with a good




engine. Then, getting into these bays is relatively easy if Jol Byerley's sailing directions on page 98 of *Street's Guide, Anguilla to Dominica*, are carefully followed. (Beating to windward through the narrow channel is impossible unless you have a small boat that goes to windward well and tacks readily; both David Simmonds, who built up Antigua Slipway, on his little sloop *Bacco* and Graham Knight of Antigua Sails in his small fiberglass sloop have done this.)

If the prospect of entering and leaving these harbors from seaward is too daunting, continue northeastward up the coast of Antigua, an area often considered the most dangerous in the Caribbean. The reason many sailors say this is because the northeast corner of Antigua is low and featureless. If not careful, the sailor discovers he or she is in shoal water littered with coral heads. Keep an eye on the fathometer and the color of the water and plot the GPS positions on the chart.

Sail north, then northwest and finally west, avoiding the shoal water and detached coral heads. Enter North Sound via the northern — not the northeastern — entrance. In North Sound there are half a dozen anchorages; pick one with no other boat anchored in it and enjoy calm but windswept, bug-free anchorages. From North Sound you can go via the channels between the islands and the shore to explore both Guana and Belfast Bays.

From North Sound it is an easy 22-mile reach to Barbuda, with many anchorages and mile after mile of empty beaches. The approaches to many of the anchorages are littered with coral heads, like a minefield ready to catch the unwary mariner. Stay on the ranges/transits on Imray Iolaire chart A26 and you are safe; only sail off the ranges if you are a good eyeball navigator and the light conditions are good.

Jogging to the west, the southwest coast of St. Kitts has a number of anchorages that are seldom crowded. Developers have huge plans to develop a marina and residential complex called Christophe Harbour, but when will construction start? This could be the last year the sailor will be able to enjoy these anchorages in a tranquil and uncrowded state.

Statia is off the beaten track, too, but avoid the island at spring tides, as in spring tides, when the tide overcomes the normal westerly current, heavy bunker oil can be carried up to the anchorage. Also avoid Statia if the wind is south of east or if there is a northerly ground swell.

Finding an uncrowded anchorage in the Anguilla-St. Martin-St. Barts area is pretty difficult. In Orient Bay, St. Martin you will find other boats but the bay is so large that the anchorage is seldom crowded.

In Anguilla be sure, when checking in, to ascertain where you are allowed to anchor. If you are allowed to anchor there, Rendezvous Bay on the south coast is seldom crowded. To really get off the beaten track, as long as the northerly ground swell is not running, Scrub Island offers an interesting-looking anchorage on its western side. There is a sketch chart in *Street's Guide, Anguilla to Dominica*, but note that this was done from an aircraft; I have never succeeded in exploring this anchorage by boat as every time I wanted to explore, conditions did not permit it. Two other good sailors reported the sketch chart fine, but use eyeball navigation in good light.

*Next month: Off the Beaten Track in the Virgins.*




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

FEBRUARY/MARCH, 2010 VOYAGES
ST. THOMAS → MARTINIQUE → TOULON
MAY/JUNE, 2010 VOYAGES
ST. THOMAS → FREEPORT → NEWPORT → SOUTHAMPTON → PALMA → MARMARIS

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

# LET THE HUNT BEGIN!

## DIVING IN CARRIACOU

*by Louise Kupka*


GORDON NICHOL

Gordon and I like to scuba dive. Fortunately, work commitments and lifestyle choices allow us plenty of leisure time to enjoy this active underwater pursuit.

One of our favourite choices for Caribbean scuba diving is the island of Carriacou, in the southern Grenadines. Since 2007, we have been diving with Conny and George, who are passionate divers and the owner-operators of Arawak Divers. Along with staff, Kenneth, they provide exceptional personal diving experiences.

November 2009 proved no exception, as we embarked on the hunt to see new and exciting fishes, creatures and corals. We walked into their dive shop, both booked ten dives and started to browse the marine-life identification books published by Paul Humann and Ned DeLoach — our "bible" reference to the underwater marine world.

And so it goes, "Conny, have you ever seen…?", "Do you know where to find…?", and off we go….

Let the hunt begin!

Suited up, Kenneth at the helm of their pirogue, Conny or George as guide, we speed off to one of the numerous dive sites on the southern shores of Carriacou. Back rolls into the briny blue; the hunt with cameras for new and exciting marine life begins.

For example, during a shallow dive, we saw long lure frog fish, queen angel fish, French angel fish, sting ray, golden lined sea goddesses, strawberry tunicates, scarlet striped cleaner shrimp, squat anemone shrimp, spotted cleaner shrimp, golden morays, banded coral shrimp and bearded fireworms.

Previously spotted on this same dive site have been ocean triggerfish, hawksbill turtles, nurse sharks, lesser electric rays, ocelated swimming crabs, longnose pipefish, harlequin pipefish and barracuda.

Night dives on this site present "The Thing", orange ball corallimorphs, Caribbean spiny lobster, Spanish lobster, spotted lobster, red reef hermit, red night shrimp, tiger-tail sea cucumber, beaded sea cucumber, Caribbean reef octopus and common octopus.

And this list is by no means complete, having not mentioned any of the corals, plants, or algae.

**Hunting for Rose Lace Coral Brittle Stars, Sister Rocks**

Browsing one day through the second edition of *Reef Creature Identification* by Paul Humann and Ned DeLoach, Conny noticed rose lace coral brittle stars on page 369.

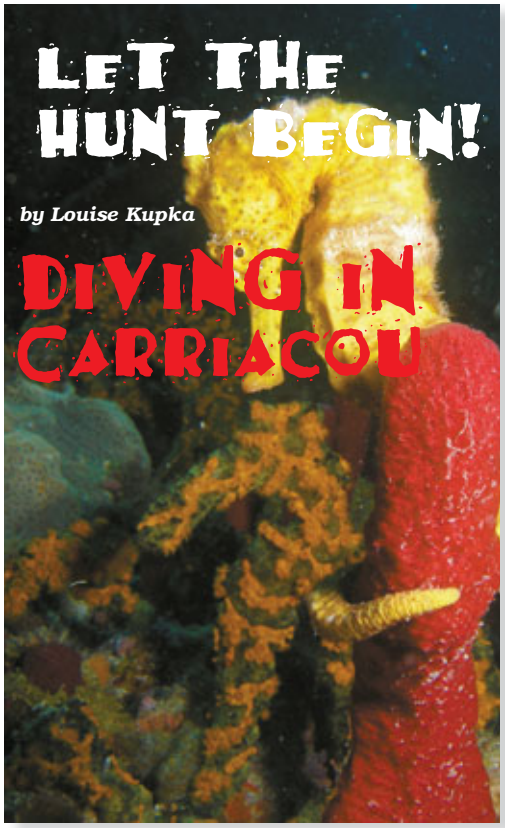
"Hmm," she pondered. "I have digital images of the rose lace coral on my computer." I asked, "Do you think there are any brittle stars in those images?" We raced over to her computer for a browse through her files. Sure enough, there were some images which showed striped legs wrapped around the lace. I said, "I've never seen them; let's go see if we can find some," and our next dive plan developed!

Next morning, November 23rd, 2009, Gordon, Conny and I, with Kenneth at the helm of Arawak Divers' pirogue, ventured out to the rocks known as The Sisters, southwest of Hillsborough. These rocks provide the opportunity for a deep, steeply sloping reef dive or a shallower, extending reef dive. We chose to circumnavigate the latter, and smaller of the two.

Usually, currents of varying strengths are encountered diving around these two rocks. On this dive, however, we were blessed with unusually calm conditions, no current and extremely clear visibility. It was an exceptional day for a slow cruise around the

—*Continued on next page*

*Top left: The author makes another personal discovery*
*Right: A long snout seahorse*
*Inset: The eagerly sought longlure frogfish*












GORDON NICHOLL

*—Continued from previous page*

reef, examining every crevice and hole that showed something of interest.

Starting at a depth of 16 to 18 metres (about 50 to 60 feet), we spotted green moray, black coral, slender filefish, gorgonians, large schools of brown chromis, and various wrasses. The large schools of pelagic fish, often seen here, such as jacks, barracuda and tuna, were absent, owing to the lack of current.

Swimming eastward we passed coral-encrusted walls, vase corals, huge barrel sponges and a plethora of other marine life. After rounding the northeast end of the reef, where Conny had previously seen the rose lace coral, we commenced our intense search for the associated brittle stars.

We dove around the rock point, keeping an eye under the ledge overhang, focusing into shaded protected areas, favoured habitat of rose lace coral. The coral was easy to identify with its fan-like structure and pinkish-rose colour, as it hung in the open beneath the rock overhang. There were a few colonies in the area, but not too plentiful.

Thankfully the conditions were so calm, without surge or current. We were able to nose under the overhang and get close to the coral for a good look, and found that the rose lace brittle stars were present. Conny and I stole a glance at each other, smiled and laughed, the shouts began and the cameras started to flash!

Satisfied with our success, we continued eastward, with the depth gradually shallowing between 10 and 12 metres (about 30 and 40 feet). As we slowly worked our way back to the start of the dive we were rewarded with sightings of a hawksbill turtle, nurse shark, scorpionfish, various crabs and black surgeonfish.

**Sighted – Longlure Frogfish, Tyrell Bay**

The sea is a mysterious mistress. She can be slow to reveal her mysteries or freely divulge of her gifts. One never knows which mood she will be in on any given day.

This was the situation on November 25th, while George and I blew bubbles during a shallow dive near Tyrell Bay. We were approaching the end of a relaxing dive, and enjoying the colors and antics of French and queen angelfish, Caribbean spiny lobsters, squirrelfish and a multitude of other marine life.

I was studying strawberry tunicates through the lens of my underwater camera, when out of the corner of my eye I saw George gesture for me to swim over to a brown sponge he was looking at. George had become unusually animated and very excited with an ear-to-ear grin. I slowly approached, reluctant to leave my tunicate study. Cautious of disturbing his find, I moved in slowly, and I too started to smile, and then shouted with joy. We were both giddy with excitement!

Sharing this soft brown sponge were two longlure frogfish! One was bright yellow and larger than the second, which was of orange brown coloration and somewhat hidden beneath the first. Amazing!

I last saw frogfish 20 years ago, while diving in Borneo in 1989. I have been looking for them ever since. George had never seen one at this site. I was much more fortunate, having found them in three years of diving in Carriacou.

Some things are worth waiting for!

Now, I don't want to lead the reader to believe that the hunt is always so easy, or straightforward. Conny and George have, respectively, ten and 15 years of diving in Carriacou waters. They know the various dive sites intimately, so they have a wealth of knowledge on where the hunts should occur. Avid passionate divers, they are still learning, watching and enjoying the reefs of Carriacou, becoming increasingly knowledgeable underwater naturalists. With their assistance, we have been fortunate to date with our new discoveries.

We are still searching for bumblebee shrimp, less than an inch in size, and thought to inhabit sea cucumbers. To date, we have not seen any with our delinquent, aging eyes, so the quest remains to find the right cucumber.

Thankfully, this means more diving and hunting for new marine life in Carriacou. I never tire of the show of colour, and variety of fishes, sponges, corals and creatures. Shallow dives, deep dives, pinnacle reefs, walls, drift dives, wrecks, grass beds. The choice is endless, visibility fantastic. Diving in Carriacou, in my opinion, is simply awesome – a diver's dream.

*For more information on diving in Carriacou, visit Arawak Divers' website at www.arawak.de, or see advertisement for Carriacou Silver Diving in the Market Place section of this issue of* Compass, *pages 43 through 45.*

*Louise Kupka is cruising the Caribbean aboard* S/V Coho.




Port Louis Marina – another great reason to visit Grenada

Port Louis GRENADA WEST INDIES






Grenada remains one of the most unspoilt and welcoming cruising destinations in the Caribbean.

Now, with Port Louis, visiting yachts can enjoy the security and convenience of a beautifully appointed, fully serviced marina – located in the lagoon adjacent to the island's capital, St George's.

Grenada's southern location allows for year-round cruising, including the summer months, and with an international airport just five miles away, Port Louis is the ideal base for exploring the wonderful islands of the Grenadines.

As a Port of Entry, it's easy to clear in and out through Port Louis, and our 24-hour security, dockside facilities and marina-wide wi-fi all contribute to making your stay safe and relaxed.

Port Louis is owned and operated by Camper & Nicholsons Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome yachts of all sizes from 20ft to 300ft.

For more information about securing a berth at Port Louis, including the opportunity to purchase on a 30-year licence, please contact our Sales and Marketing Co-ordinator, Danny Donelan on +1 (473) 435 7432 or email danny.donelan@cnportlouismarina.com

Port Louis Marina – just one more reason to visit the 'Spice Island'.

www.cnportlouismarina.com

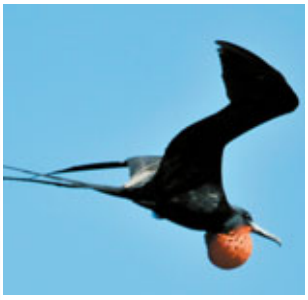
Camper & Nicholsons YACHTING SINCE 1782 MARINAS

ITALY | MALTA | TURKEY | WEST INDIES



# THE FRIGATE BOYS ARE BACK IN TOWN

*by Pepe Millard*



I waited patiently for 28 weeks and one day to return to Barbuda with the express wish to see the Frigate Boys doing their stuff. The last time we were here we got to see the mums and babies — the boys had been in Mexico with their mistresses.

As soon as the anchor was set I was on the phone to Foster (of Foster Hopkins Tours), hoping he would say that this afternoon would be the perfect time to go. "Ten tomorrow morning," said Foster.

"Are the boys in their glory?" I asked, and got the reply — "The place looks like Christmas trees!"



So I had to wait another 20 hours. Bear somehow knew I wouldn't sleep well. Charge camera batteries. Empty memory cards. Bed. Up at silly o'clock, too fidgety for words. Bear had launched our dinghy, *Baby Beez*, and put the electric motor on so we could hoist her up the beach. Foster met us on the Codrington Lagoon side and off we went. Tripod up and ready. Off we roared on Foster's pirogue with the pink interior and his 75-horsepower outboard.

As we approached the northwestern part of the lagoon the sky was full of enormous frigate birds, the males' red gular pouches inflated to attract mates. These birds have a wingspan of eight feet and a body weight of three pounds. They fly at speeds of around 22 miles an hour at heights up to 2,000 feet. They cannot swim or even walk well, and cannot take off from the sea or flat ground, but once in the sky they can stay aloft for days at a time.

Frigate birds are relatives of pelicans, cormorants and boobies. The males are glossy black; females have white breasts. The immature bird has a white head and neck. In Barbuda, they feed on fish snapped up from the island's lagoons and interior ponds, and also on flying fish, jellyfish and small turtles taken from the ocean. Adults also chase other sea birds in flight to grab their catch, hence the names frigate bird and man-o-war bird.

During breeding season, which we were lucky enough to observe this time, the males blow up their scarlet throat sac, or gular, to the size of a small balloon. This takes about 25 minutes, and is done to attract the females. When a female approaches, the male trembles his wings, showing the under surface flashing in the sunlight, and makes drumming noises and clacks his beak.

In a nesting colony such as this one, there are an average of three large twig nests per nine-by-12-foot area. There is lots of arguing over landing rights, perch owner-



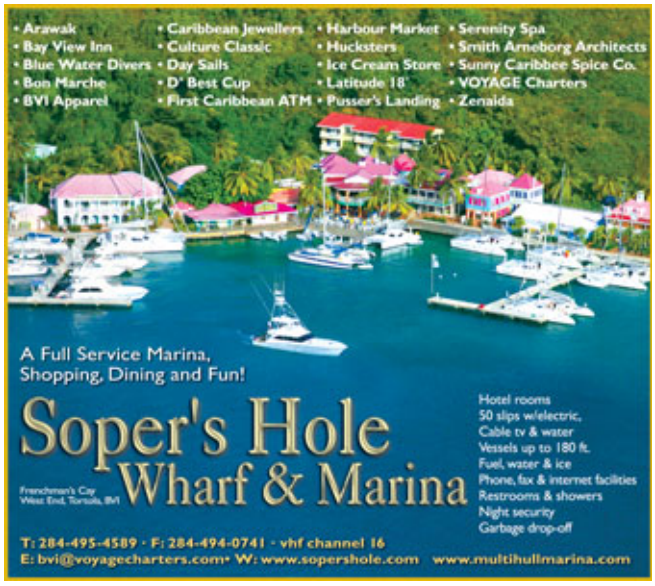
*Top left and right: Male frigate birds inflate their gular pouches to attract females*
*Left: Adults and one of the season's first chicks in the mangroves at Barbuda's bird sanctuary*
*Above: Foster (left) showed us the sights — thanks for a great day!*

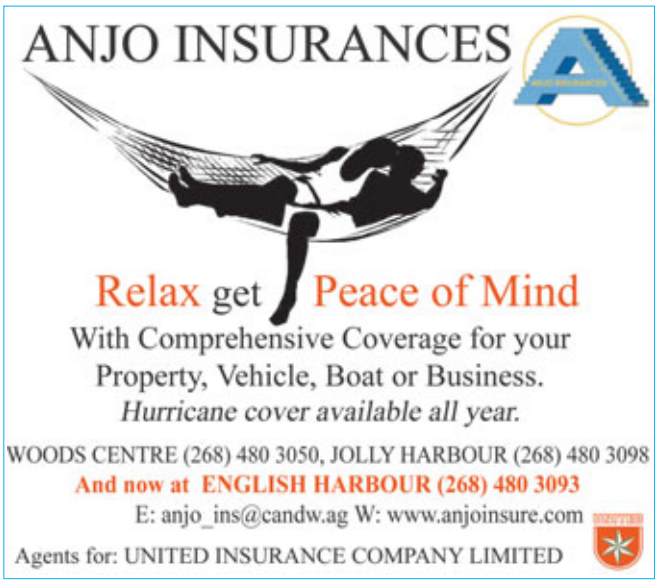
ship or who owns each twig in the mangroves. One white egg is laid sometime between mid-September and late March. Incubation is seven weeks. The chick is born naked but soon acquires white down. The chicks are fed by regurgitation, and frigate birds take care of their young longer than any other bird — 11 months. The chicks can fly at about 25 weeks after hatching. They are six years old before they breed. The oldest known age is 34 years.

Barbuda's Frigate Bird Sanctuary, accessible only by boat with a local tour guide, is home to several thousand frigate birds, as well as more than a hundred other bird species. It is the Caribbean's largest nesting colony of frigate birds — simply stunning.

Thank you to Foster and Bear who took me to see a much wished-for sight, the frigate birds of Barbuda. All in all, what a wow!

*Pepe and Bear Millard are cruising the Caribbean aboard their Warrior 40, Beez Neez, having left their homeport of Plymouth, Devon, UK in 2008.*

# BUNNY HUGS

*by Jim Hutchinson*

A "bunny hug" is when you do some token little thing for the environment. Hugging trees and bunnies makes us feel good. Here's some bunny hugs we can do aboard.

"AA" batteries are what my digital camera needs. Not "heavy duty" batteries, but alkaline, the expensive ones. When the camera finally says "battery depleted", I take the batteries out and let them rest. Then they are good for another ten pictures — plus several more, if I rest them again. A something-else to check is this: my camera uses up the batteries when left in the camera (so does my GPS), so I take them out when not in use. When they are finally exhausted (as far as the camera is concerned) they still burn my penlight bright — for quite a while. When the penlight dims, they burn those solar powered yard lights (a.k.a., nautically, "rail lights") bright. Finally, poor kids with transistor devices taught me that the batteries we discard can be partially rejuvenated by baking in the sun. Post-finally, I ran across one kid who carefully beats his batteries with a rock to get even more out of them. You needn't go that far.

Non-rechargeable, disposable, all chemical batteries are bad environmental news from manufacture to disposal. So I use the cheapo auto supply regulators (12 volt to 1.5/3.0/4.5/6.0/7.5/9.0/12 volt) to run battery-powered devices aboard.

Years ago in a remote part of the Bahamas, early in my cruising, I pulled out a Ziploc to put something in. Someone with many more years on the water than I said, "Mon, I stopped using those things a long time ago." It didn't take me long to convert. Recycled bread bags is how I now package things to be kept dry. Inflate them to check for leaks. Twist the open end into an end long enough to tie with a slipped overhand knot. A slipped overhand provides a double seal (two places where the mouth of the bag is clamped tight) and allows for easy opening. Squeeze the air out first if you want to see how good it works, but leave some air in it for actual use — an evacuated bag sucks water in if pricked.

The "handle bags" they try to give you every time you buy a few things in a store can be used over and over. I get weeks or months out of mine, then use them (doubled if necessary) as trash bags. The trick when checking out is to have your bag out and ready, clearly say, "I've got my own bag" before they reach for one... and replenish your supply when they give you another one anyway. Not all handle bags have a well-sealed bottom, but if they do, tying the handles together makes them nearly watertight.

Here's a way that many yachts could make their sails last years and years longer: cover them. Sometimes I wonder if someone ought to tell them.

There is more bottle recycling here than one might expect. Inquire of the shopkeepers.

"Oh, you're going to love this," I said to the Customs officer as she opened the bulging manila envelope for inspection. Ms. Phillips wore one bar back then, three bars now. She's sharp. She poured a pile of ruined pantyhose onto the counter and instantly said, "Recycle?" Pantyhose is the "silly putty" of nylon rope, strong, stretchy, conforms to any shape you wrap. I've used it as rig-wrap, spreader tips, and to build crazy craft. Great for softening the ends of poles, too. Normally, though, we shouldn't be importing trash into someone else's country.

You know those sponges claimed to be especially for bailing? Full of soap, rot if left in the dinghy? They are made for washing cars — or maybe your bilge. For bailing, the soap (which fills the sponge with bubbles, not water) needs to be flushed out — you need to "break them in". At the other end of their short life, they become an awful goo — lots of boat gear can't take a marine environment... but boat-gear priced, of course. Well I finally stumbled onto what countless other bailers of dinghies surely already know: regular cushion foam (not closed cell) from your canvas shop. Ask for a small slab of old, stained stuff, and cut it into a lifetime supply of bailing sponges. They hold a lot of water and last a long time, even when left under Sun and in standing water. You can add soap if you want to wash the car — or do the dishes.

Here's my favorite. Those black quart/litre containers that motor oil comes in, HDPE (whatever that is), recycle group 2. They stand up to all the chemicals I've stored in them so far, including acetone (use the cap they come with). Unlike metal containers, they don't rust. Unlike glass containers, they don't clink or break. Spout caps from detergent bottles fit them for dispensing epoxy and hardener. Make sure you label them.

This one is a double bunny hug, cuts transportation and good for the regional economy. Buy local and regional products when available. Give them a chance, give them a try.

Here's a tough one, call it a "bear hug": If you become a resident in these small islands, don't have a car. There are already too many cars here. If you do have a car, you are morally bound to pick up anyone who wants a ride.

There was a time when I thought articles like this did some good. Applying these tricks could result in a tiny-tiny improvement. If *lots* of such articles were written and embraced, the improvement could be big enough to call tiny. Which, of course, is not nearly enough. But it would help cultivate useful habits.... Right?

Or, does reusing plastic bags just help us feel better about boarding the airplane for our next visit home?

Many whom I have heard express concern about global warming (which, if you haven't heard, is now official) find that their particular carbon emissions are exempt.


BAHIA REDONDA
marina internacional
■ El Morro Tourist Complex ■ Puerto La Cruz ■ Venezuela
Lat. 10° 12' 24"N Long. 64° 40' 5"W

No hurricanes 270sq. miles of calm seas Full amenities
Phone: (58-281) 267-7412 Fax: (58-281) 2677-810 VHF Channel 71 Web page: http://bahiaredonda.com.ve E-Mail: brmi@cantv.net

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

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)



# Kontentu's First Trip Around the Sun

by Patrick Holian

It's been nearly a year since I took ownership of *Kontentu* down on the docks of Kralendijk last December. She was shiny and new, fresh from a Florida boatyard, and just off the decks of the *Don Andres*, our local freighter.

Since that time, I have sailed more days than all the prior sails of my lifetime. I am well into the three-digits and counting, that in less than a year. I have benefited from a confluence of place, time, desire and boat. *Kontentu* lays on a mooring in the Caribbean Sea, just a 30-second swim from my door. It is hard to say "no" to just one more sail when I look out at the boat bobbing on the line, beckoning me from my home.

So I go. I sail. Repeatedly. Bonarians ask me often why I don't fish while I sail, as if the act of sailing wasn't enough. Others here, who repeatedly see me cruising the bay, inquire what the constant attraction is. That's a fair question. I will try to explain.



For me, it is a multi-perceptual experience. The sounds overwhelm. Water slaps against the hull as the boat surges forward. Wind whistles through the rigging during a sudden puff. The brilliant sea gurgles past the stern on a downwind blow. In the last month I bought an iPod Shuffle, a device the size of my pinkie that can hold 800 songs or more. At times when I solo sail, I don the earphones and play tunes that resonate with my soul. It is an added-value experience. But I soon find myself longing to return to the simple sounds of the moment — a splash of a pelican hitting the water nearby, the break of the waves over the coral shores of Klein Bonaire, the blast of a massive cruise ship's horn departing for the next port of paradise. I soon stash the music and just enjoy the melody of the journey.

And there are sights — dazzling, dreamsicle green water as I glide over the shallows near the dive site of Alice In Wonderland; a sea gull hovering just above my mast, checking to see if I took the advice of my Bonarian friends and actually went fishing this time; a pod of dolphins racing off the bow in playful pursuit on my imaginary tack line.



*'In less than a year, I've sailed more days than all the prior sails of my lifetime... Sail on? Why not?'*

Then there are inner visions that play inside my head. Sometimes, they are out-of-body views from above. I see myself below in my small boat surrounded by a vast sea of indigo blue. I am the only craft on the water and it's a Tuesday. Other times I think about stateside friends still toiling away in a quest to fatten the 401-K. Occasionally, I ponder the times I braved the dense DC weekend traffic on US-50 to Annapolis and then the congested Chesapeake Bay Bridge just to get to *Tera Starr*, a sleek Hunter 28.5 sloop. Then, out on the water, only to face more traffic — obnoxious speedboats spewing fumes and nasty wakes; rude Wave Runners piloted by beer-guzzling twenty-somethings who buzz way too close and at dangerous speeds; ominous hulks of ocean-going freighters and Navy warships that close vast distances in alarmingly small amounts of time. But the underlying stress of East Coast living is quickly becoming a dim memory.

It's all good now. I'm back to the aerial, out-of-body vision of me in real time. I'm sailing the pristine Caribbean and I'm on a fast reach. It's a full-sail day in constant 14-knot tradewinds. I hike out over the coaming as *Kontentu* leans determinedly into the breeze. This is what I do these days, again and again and again. It's a tropical motion mantra, a nautical playback on perpetual rewind, a sea-going amusement ride and I've got endless tickets. Sail on? Why not?






# BIG HILL AND MOUNT TABOI, UNION ISLAND



ALL PHOTOS CHRIS DOYLE

As you sit at anchor off Frigate Island, the uninhabited cay attached by a disintegrating causeway to Union Island in the Grenadines, look up to the left of the village of Ashton and you will see the Union's highest point, Mount Taboi, 304 metres (997 feet) above you. It is the tallest peak on a hilly range. Let your eye follow this hill line towards Ashton and you will see it dip, then rise to another lower peak, known as Big Hill, right above Ashton.



Think how it would feel to be way up there on those peaks, high in the air with the world spread out below you. Then put on your hiking boots, or your toughest sandals, and head out.

The trip from the dock in Ashton to Big Hill and back is probably around an hour and half; allow another half an hour at the top. If you decide to go all the way to Mount Taboi as well, you will need an extra hour or so each way.

From the dock in Ashton walk up the main street past the road to Clifton till you see on your right a guest house with a big wall with conch shells along the top and on your left, F&M Mackie's Mini Mart. This is a good place to stop and enjoy a cold drink or buy a bottle of water from Merle Mackie to see you on your way.

A few steps beyond Mackie's on the other side of the road is the Kingdom Hall of the Jehovah's Witnesses, a more modest building than the image conjured by the name. Right opposite this building is a road that leads uphill. Follow it right to the top, where it turns into steps; continue up these steps up to the next road and then continue climbing the few steps on the other side of the road that appear to lead nowhere. Continue directly up the grassy slope (you can pass either side of the small bush stand ahead) and you will come to a clear and rather good path that winds up the north side of the hill. If you come to any path divisions just keep left. There is considerable shade on this path, especially in the morning when the hill blocks the sun and the dry woodland trees are well above your head.



*Top left: Looking northeast from Big Hill, with Mayreau and Canouan in the distance*

*Bottom left: Worth the climb: Chatham Bay from Mt. Taboi*

*Right: Big Hill offers a bird's-eye view of Ashton Harbour's abandoned marina project and Frigate Island, with Carriacou behind*

You'll emerge at the top into a partially cleared field that rises to the ridge. Near this ridge, on your left-hand side, look for the path that leads again into the woods. Follow this up to the top. Just before the top is a fairly large rock face; the path follows this up to the left. You come out onto Big Hill peak, which runs quite a distance in both directions and at various points offers panoramic views straight down onto Ashton and the abandoned marina project with Carriacou beyond, and over the island to Mount Olympus (a.k.a. the Pinnacle) with the islands of Mayreau and Canouan in the distance. Don't get so enthralled with the view that you forget to watch your step, because the path here is narrow and heavily bounded by prickly pear cactus, devil nettle and even the toxic brazil tree (its leaves look a bit like holly). Parts of the path are steep and slippery.

When you get back down as far as the ridge, you can see Mount Taboi inviting you to explore further. As you will see, the very top of this mountain is a giant slab of rock with a sheer cliff facing you. The path from here is usually unclear, variable, and often no more than a few goat trails, so you need to be good at navigating "bush". Prickles, typical of these dry areas, abound, and if you do not carry a machete, you will likely gain a few scratches (I did). You basically follow the ridgeline up until you enter woods and then emerge in another open area used for grazing cows. After this, "feel" your way — find what paths you can. You need to skirt round the north side of Mount Taboi so you can approach it from the far side where it is not sheer cliff.

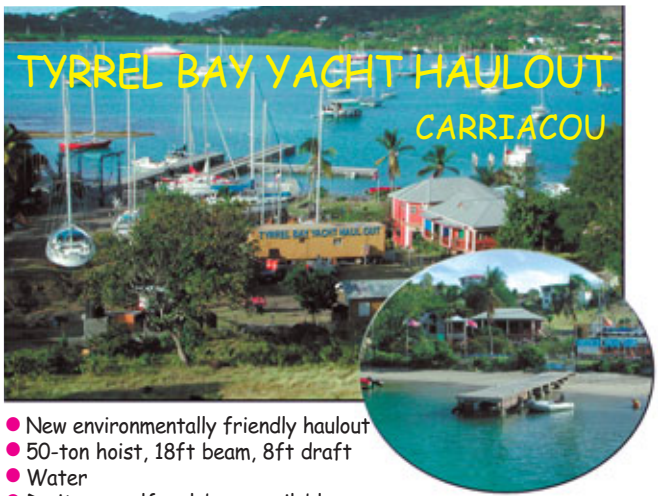
The views from the top are magnificent; you can see all around, even down onto Chatham Bay on the west side of the island. My friend Janti (of Happy Island) went up one late afternoon, and darkness found him still there. He realized that safe descent in the dark would be impossible so he spent the night on the peak. He said it was cold.

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

TYRREL BAY YACHT HAULOUT
CARRIACOU



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

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




# FEBRUARY 2010

**♈ ARIES (21 Mar - 20 Apr)**
Marine business is still somewhat in the doldrums, though your energy has improved. Enjoy this time just sailing along until things pick up next month.

**♉ TAURUS (21 Apr - 21 May)**
You might receive good news, which will be a welcome distraction from any disagreements on board.

**♊ GEMINI (22 May - 21 Jun)**
Nautical business might see a momentary upswing during the first week, and love will liven up the rest of the month.

**CANCER ♋ (22 Jun - 23 Jul)**
Financial matters are still slogging to windward, shipboard arguments are likely and misunderstandings abound, so best keep your purse and your lip zipped this month.

**♌ LEO (24 Jul - 23 Aug)**
Energy is at low ebb, sails are slack. Romance could be headed for the rocks if you cannot compromise, so be diplomatic and you'll keep peace on board.

**♍ VIRGO (24 Aug - 23 Sep)**
The full moon in Virgo should brighten the second week, although the first week will find your mood cruising on the dark side.

**♎ LIBRA (24 Sep - 23 Oct)**
The tides of boat business are still at low ebb. Enjoy a fun romantic interlude in mid-month to take your mind off financial matters until the tide rises.

**♏ SCORPIO (24 Oct - 22 Nov)**
While the wind is down and business prospects are still on the far horizon, concentrate on keeping an even keel in your love life — any bumpy seas in that area will smooth out by mid-month.

**♐ SAGITTARIUS (23 Nov - 21 Dec)**
Income for the cruising kitty will be slow but steady. Life on board could become squally, with petty arguments taking your attention from important matters such as maintenance and navigation, so stay focused.

**♑ CAPRICORN (22 Dec - 20 Jan)**
The middle of this month would be a good time for a sailors' party. Throw a fête on the foredeck and just enjoy yourself.

**♒ AQUARIUS (21 Jan - 19 Feb)**
A nautical romance will continue to enliven your life during the first weeks. You could lose your wind after that.

**♓ PISCES (20 Feb - 20 Mar)**
This month will be a broad reach for you, topped off with love anchoring off your stern just in time for Valentine's Day.

# Crossword Solution

**ACROSS**
1) LENGTH
4) RUSTS
8) FIT
10) GLOVES
13) ROLL
16) ROPE
17) PHONIC
18) SEA
19) PAYS
21) SPRING
22) TOOL
24) EONS
27) SLOT
28) TURNED
31) UGLY
32) OILY
35) HEMP
37) RATLINES
39) TACKLE
41) SUIT
45) CHAIN
47) CABLE
49) MAKE
50) DONE
51) SHEATH

**DOWN**
1) LINE
2) NAG
3) TWO
5) STRONGER
6) SPLICING
7) WIRE
9) TOAST
11) LAY
12) SPLICED
14) ON
15) LC
19) PALM
20) SS
23) OUT
25) BUOYS
26) ANCHOR
27) STERNS
29) BLOCK
30) COIL
31) UP
33) IN
34) LED
36) METALS
38) THICK
40) LIFT
42) THE
43) FID
44) ICE
46) NO
48) EH

# TRIBUTE TO HAITI

Island Poets

Let's all unite as one to help the sufferers in Haiti
The people that have seen pain differently lately.
Such struggle, such horror, such pain, such suffer-ation.
Lord, please take our prayers into consideration
For the many whose lives were taken,
The many who have been hospitalized and now feel forsaken.

Let's all come together to give food, clothing and water;
People, picture the sufferers as your sons and daughters:
Would you let them suffer such pain?
There is nothing to lose but so much to gain.
Help bring the vision of hope, love and unity to our people of Haiti
Let's shower then with love like we would our mates,
Like we would clinch on tight to the ones we love and cherish,
Let's clinch on tight to the sufferers before the vision of hope can perish.

Lord, bless the nation of Haiti with hope, faith and belief,
Lead them all to your gates so they shall feel relief.
Let them realize that you and we care
Lift them up, Lord, as we all come together to share,
Share the vision of hope by giving however we can,
By donating to the sufferers of that land.

*— Dillon Ollivierre*



UN Photo/Logan Abassi

# *Happiness – a haiku*

Happiness is the
sound of rigging hitting the
mast in early morn,

soft waves lapping at
the sides of boats, while over
gulls hunt the pink dawn

for a reflection
on clear water, my bare feet
causing faint ripples

waiting for the signs
of life to drift awake and
raise a friendly hand

a wave of kinship
in a world too vast even
for small boy echoes

where the smell of sea
and the sounds of my rigging
are my happiness



JANE GIBB

*— Vanessa Simmons*

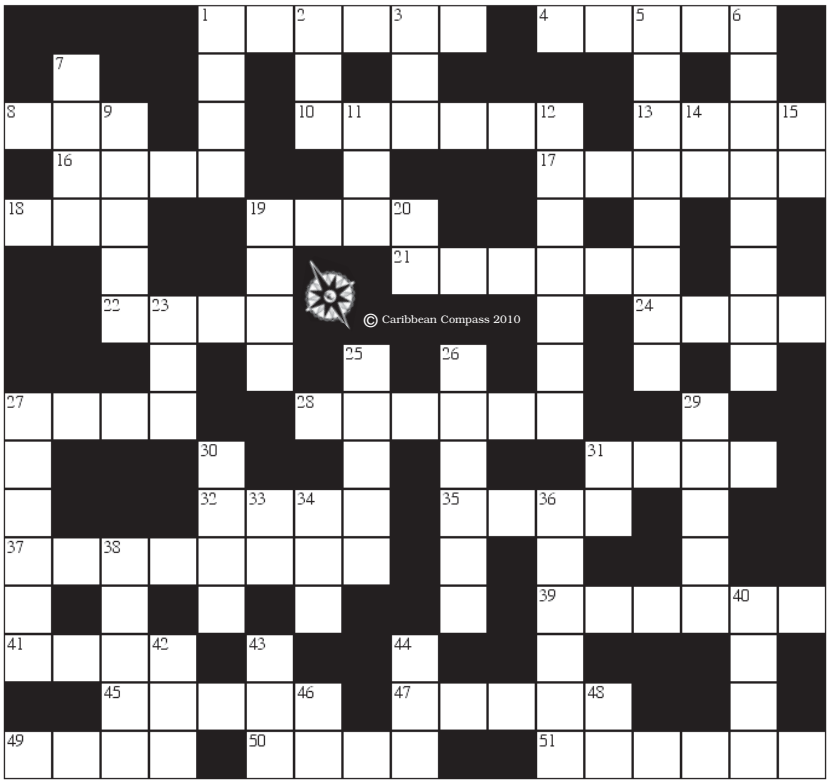
## parlumps marooned




## FACT-OIDS



# Compass Cruising Crossword




## 'CABLE'

### ACROSS

1) 47 Across is sold by this
4) Low-alloy steel ____ in salt air
8) Cause to be the proper size
10) Wear these when handling 7 Down 16 Across with "fish hooks"
13) 47 Across comes on a spool or this
16) Sailors usually call this 1 Down
17) Relating to speech sounds
18) Caribbean or Mediterranean
19) Covers with tar or pitch
21) A 1 Down used to hold vessel in position alongside dock
22) 43 Down is one for riggers and sailmakers
24) Long periods of time
27) Space between jib and main
28) Changed direction
31) Bad looking
32) Wipe 7 Down 16 Across with an ____ rag to remove surface rust
35) Plant fiber used to make 16 Across
37) 16 Across rungs seized to shrouds, used for going aloft
39) A 29 Down and _____ is useful for moving heavy items
41) A vessel's collection of sails
45) 26 Down 47 Across can be this or 16 Across
47) The subject of this puzzle
49) ____ and mend; what sailors do off watch
50) Accomplished
51) A sailor carries a knife in this

### DOWN

1) Hook, ____ and sinker
2) Annoy persistently
3) 400 yards is this many 47 Acrosses
5) 7 Down is _____ than 35 Across
6) Weaving two 1 Downs together
7) Metal 1 Down
9) Grilled bread
11) 'Worm and parcel with the ___ ; turn and serve the other way'
12) Woven together
14) Not off
15) Liquid crystal (abbrev.)
19) Leather piece worn on the hand to push sail needle
20) Stainless steel (abbrev.)
23) 19 Across ___; lets 1 Down go evenly
25) Harbor markers
26) 'Hook'
27) Aft ends of boats
29) Run 1 Down through this where it needs to turn
30) To 49 Across 31 Down a 1 Down, do this to it
31) Not down
33) Not out
34) Running rigging will chafe if badly ___
36) Iron, aluminum and nickel, for example
38) Not thin
40) Raise
42) Definite article
43) A conical piece of wood or metal; see 22 Across
44) A buildup of this on the rigging can cause a vessel to capsize
46) Not yes
48) 'What?'

*Crossword Solution on page 38*

February's here, and thoughts turn to Carnival. Get in the spirit with this Word Search Puzzle by Pauline Dolinski!

### CARIBBEAN CARNIVAL

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

BAND
BLUE
CALYPSO
CARNIVAL
COSTUMES
DAME LORRAINE
DEVILS
DIMANCHE GRAS
DIRTY MAS
EXTEMPO

FAT
FESTIVAL
FETE
FLOATS
HAT
HOT

IMP
JAB
JUMP UP
JUVE
LENT
LIMBO
LIME

MARCH
MAS
MASKS
MUD
MUSIC
OIL
OLE MAS
PANORAMA
PANYARDS

PARADE
PARTY
PRIZE
RED
REVELERS
RUM

SALSA
SOCA
STAGE
STEEL
STILTS
STRUT

TRUCKS
WIG
WINING

*Word Search Puzzle solution on page 45*

*If you remember our story from last month, Silla had asked her grandmother where had all the dragons gone, and Granny had made up the story that they lived in caves on the mountain that all the old people on their Caribbean island feared — Morne Diablo. Silla had set off to find a dragon for herself and stumbled upon a baby dragon lost on the path. Silla had run home to get some milk to feed it and Granny, believing she would find an abandoned lamb, went with her. Now Granny was just about to see what the small animal was....*

# Where Have All the Dragons Gone?

## *Part Two*

*by Lee Kessel*

"Oh me God child, what creature of the devil is that thing?" And Granny crossed herself as her small granddaughter led her baby dragon from under the leafy bush.

Silla giggled, "Oh Granny, how could you think that such a pretty little animal comes from the devil? It's a baby dragon and I'm taking her home."

"Oh no you're not, child. We have to return it to its mother before she thinks we've stolen it."

But Silla insisted they feed the little creature first with the milk sucked out of the rag and after it had given a good belch, it cuddled itself in Silla's arms and went to sleep. Granny wrung her hands as she did whenever she was agitated and wondered what she could do to return the baby.

Now all this had taken so long that the sun had set in a fiery burst of red behind the towering mountain. It would be dark very soon and Granny had no wish to be on the mountain when its devils flew about.

Too late. Swooping down upon them came a very angry mother dragon. It pulsated orange and red and the only reason why she didn't breathe fire over them was because Silla held her baby and Granny stood behind Silla.

"Thieves!" roared the dragon. "Give me my child and go before I take the breath from your bodies!"

Silla thought this ungrateful and unjust, so she looked the dragon right in her fiery eyes and told her so, adding, "I found your baby lost on the path and saved her life by running home to get Granny so we could feed her."

The mother dragon's colour calmed from red to purple to blue, and she gently took her baby from Sil's arms and enfolded her in her delicate wings.

"Thank you, human child," She said humbly. "You have saved the last of the dragons."

"But there must be lots of you hiding out in the mountain," protested Silla.

"No. Sit down with your grandmother and I'll tell you what became of us."

So Granny sat on a big stone and held Silla tight against her bosom. The baby dragon slept on, warm and safe in her mother's wings.

"All the dragons lived for hundreds of years in the mountains of Transylvania, but over the years the people set traps for us and killed us very cruelly. Eventually, only a handful of us remained, all she-dragons, and so one night we flew across the land and the seas to find a new home and after much searching we thought we would be safe, here in the caverns of Morne Diablo. Not so long ago, I gave birth to this baby, having nurtured her within my body for many, many years. Some of my sister dragons have despaired and died and now there is only one other she-dragon on the mountain with me. There will be no more babies and without a mate, my own little one will be the last of the dragons."

Silla thought this the saddest story she had ever heard and big tears rolled down her cheeks.

"You will never see us again," continued the mother-dragon, "but when the night is right, if you look very carefully, you will see the shadows of the last of the dragons against the face of the full moon."

Now Silla and her grandmother look for the shadows of the last of the dragons every night when the moon is full, and perhaps if you believe strongly enough, you too will see the shadows of the last of the dragons against the bright face of a full moon.

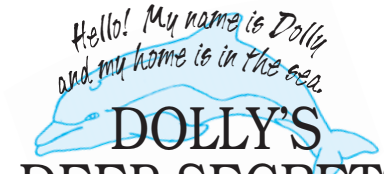
*Swooping down upon them came a very angry mother dragon*

And Silla still looks out for abandoned baby animals and brings them home to her grandmother to care for, saying, "You never know, Granny — we might be saving the last one."

THE END



PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT




# DOLLY'S DEEP SECRETS

*by Elaine Ollivierre*

For the past few months, we have been looking at the problems faced by coral reefs around the world. If the problems persist and our coral reefs are destroyed, hundreds of marine creatures will be without a home. Let's take a look at some of them.

There's one very interesting and unusual reef fish that has a very fierce reputation. Can you guess what this might be?

It's the scary-looking **moray eel** which lives in crevices in the reef. Moray eels look like snakes and they move like snakes when they are swimming. But they are really long slender fish with a dorsal fin that extends all the way down the back as far as the tail.

Morays do look quite frightening because, as they loiter in their holes, their mouths are open so they look as though they are ready to bite. In fact, they are drawing water into their mouths and passing it back and over their gills to extract oxygen.

What do moray eels eat? The answer to that is, whatever comes their way. They feed mainly on fish but will also eat shrimp, crabs and even lobster. Some morays are cannibals and eat each other! They prefer to hunt at night when they leave the holes in the reef to search for prey.

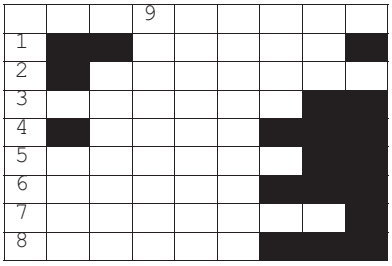
Moray eels have poor sight and hearing but they have an excellent sense of smell. They have two pairs of nostrils. The first pair look like two little tubes sticking out above the mouth and they allow water in. The second pair are above the eyes and they allow water out. As the water passes through, the moray can recognize different scents so it can sense when its prey is near.

A moray eel bite can be very serious because in the front of the mouth, they have a lot of long, bacteria-covered, backward-facing teeth that can inflict a nasty wound. These teeth are great for grabbing and holding on to prey. But the moray has another set of teeth in a second set of jaws (called **pharyngeal jaws**) in its throat. The pharyngeal jaws can move forward so that the second lot of teeth can pull the prey into the digestive system.

The most common moray in the Caribbean is the Green Moray which can grow up to eight feet in length. It's really blue in colour but it's covered with yellow mucus which makes it look green. There's also a spotted moray which is smaller.

WORD PUZZLE

Unscramble the words from the passage and place in the correct spaces. Find the special name in the vertical column.




**WORD PUZZLE**

1. H U M T O
2. L I S T O R N
3. P H R I M S
4. S W A J
5. E X Y O N G
6. L E L M S
7. E V E R C I C
8. S L I G L

— *Answers on page 45*

ELAINE OLLIVIERRE 2010 ©

# THE SKY IN FEBRUARY

*by Scott Welty*

**The Planets in February**

MERCURY - Rising in the morning twilight early in the month at about 0530 and sinking fast later in the month (more about Mercury below)

VENUS - May begin to be visible as an evening star in the western twilight.

EARTH - Waiting for bailout money from the government.

MARS - Rises ~1800 in Cancer early in the month and then earlier and earlier as it heads toward Gemini.




FIGURE 1

*The Beehive Cluster on February 8th at 2100. Notice location of Mars, Gemini and Cancer*

JUPITER - Setting just after the sun all month.

SATURN - Rises ~2200 in Virgo and sets in the day time all month.

**Sky Events This Month**

Feb 8 - Mars very close to the Beehive Cluster (more info below)

Feb 12 - Very thin crescent moon rises with Mercury just to the right at 0545. Sky may already be too light but worth a try!

Feb 13 - New Moon

Feb 16 - Jupiter and Venus right together in the western sky at sunset. You'll need a clear horizon.

Feb 28 - Full Moon

**The Beehive Cluster**

This is one of my wintertime favorites. The Beehive Cluster has been seen by people for ages. Galileo sketched it in his notebook. This cluster of stars will appear as a slight smudge in the constellation Cancer (see Figure 1). I can usually find it by first locating the Gemini Twins and then look down and to your right from there. There is also a nice triangle formed by the main stars of Cancer and the Beehive Cluster is right in the middle of that. Once you find it, train your Steiners on it. Wow! The cluster stands out brightly as there is not much else in this region making the stars dramatic against the inky black of the nighttime sky. The cluster consists of about 1,000 stars that are gravitationally bound to each other. You won't see that many in your binoculars. The whole cluster is about 500 to 600 light years away. Close! Enjoy — it will be up and around in the evening from now to well into the spring.

**The Problem with Mercury**

If you've been reading this column regularly (and you HAVE haven't you?) you may have noticed that Mercury (and Venus) is only visible just before sunrise or just after sunset. Mercury is especially hard to see as it is closest to the sun. Both Mercury and Venus are called 'inferior' planets since they are closer to the sun than we are. If we can look at the sun (but don't!) then Mercury is always going to be just a *little* to one side of the sun or the other from our vantage point. That means you are only going to see Mercury just before sunrise or just after sunset.

So you might think that the best chance to view Mercury is when it is at the biggest angle from the sun as viewed from earth. That angle is called *elongation* and you'd be nearly right! Mercury's biggest possible elongation is about 25 degrees. The problem is that elongation is measured along the *ecliptic*. That's roughly the plane of the solar system and that line in the sky will take on different angles with respect to the local horizon depending on latitude and season. Whew! See Figures 2 and 3! The two diagrams show the relative position of the sun and Mercury on February 1st as viewed from Grenada and then at latitude 45 degrees somewhere near a place called 'Canada'. As you can see, Mercury is at an elongation of about 25 degrees measured along the ecliptic in both cases but the ecliptic itself is much lower in Canada making Mercury nearly impossible to view since it will be very low in the sky where there is a LOT more atmosphere for the light to come through. In the Caribbean the angle the ecliptic makes with the horizon is always fairly large and doesn't change so much with seasons as we very well know. That's why it's nice and warm and also why sunset and sunrise happen pretty quickly giving us little twilight.

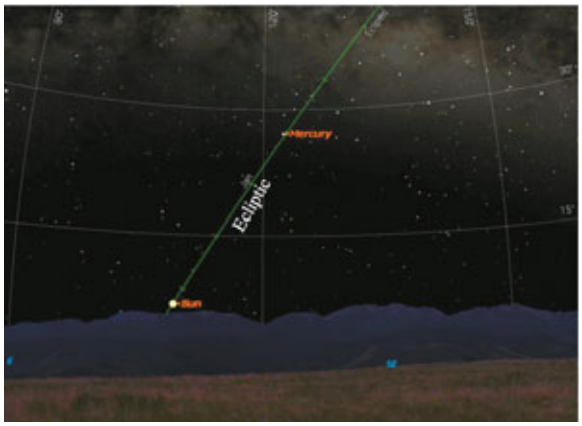



FIGURE 2

*Above: February 1st from Grenada, 12$^{o}$ north*
*Below: February 1st from Canada, 45$^{o}$ north*

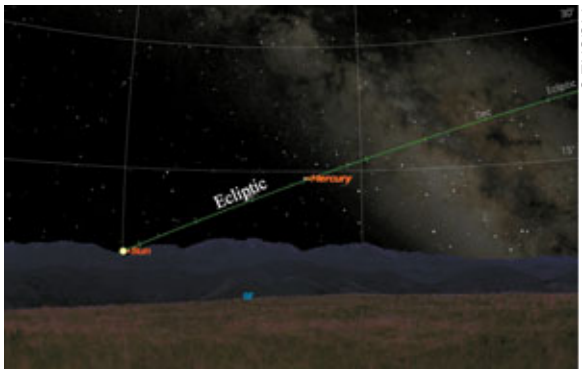



FIGURE 3

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




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




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

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

# A Morning at Mt. Airy Young Readers' Program

*by Chris Doyle*

It was 0745; the Grenada cruisers' VHF radio net had finished with emergency traffic and weather, and was now on cruiser activities. "We are still looking for volunteers to help young kids with the reading on Saturday. We leave at 0900 and return at 1330. If you are interested, contact Hope on *Starshine* after the net." It sounded intriguing, so I joined.

Keith of K&J Taxi picked up 18 of us and delivered us to the community center in Mt. Airy. We climbed out into a very pastoral scene. The Mt. Airy Community Center is shaded by a big mango tree and stands on the edge of a large sports field. Beyond, a heavily wooded slope with fruit and silk-cotton trees rises to a ridge, on which houses are dotted.

The directors of this program arrive; Jeanne and Everest Pascal are Grenadians who worked for years in England. On their return home, one of the people working with them needed some tutoring for their son, so Everest, who used to be a schoolteacher in Grenada, took it on. Then Jeanne had a small problem with another kid who did some damage to her property. She decided he needed schooling. Thus the Mt. Airy Young Readers' Program began.

The connection with yachtspeople came later. A cruiser named Aubrey on a yacht called *Valleda* was looking for something to do. He heard about this program and joined in, catching two buses all the way up into the hills to do so. When Keith of K&J Tours, a Port Louis-based taxi driver, heard about this, he offered to transport volunteers for free; they pass a hat for gas. Right now, the yachting community provides more than half of the volunteers working with the Mt. Airy Young Readers' Program, and it depends on yachting coordinators to make it happen. Thankfully they have been there: Marie on *Reverie*, Doris on *Isle Escape* and now Hope on *Starshine*.



CHRIS DOYLE (2)

*Right: Young Readers enthralled by cruiser Cordelia's magic show*



*Below: Lorissa from the yacht* Boxxer *makes new friends*

When we first arrived and the center was opened up, it looked to me like all teachers and no pupils, but that idea was quickly dispelled as lots of kids aged from about six to 15 drifted in. In the first part of the program we were paired off with youngsters. In my case I was put with Akiel so he could practice reading; the book was about basketball. Luckily, Akiel knew more about the subject than I. He read slowly but carefully and quite well. We discussed words that he did not know how to pronounce, and when we came across a word he did not understand, we would talk about what it meant. This quickly reminded me how many words I know and understand in context, but without always having a precise definition to offer. We came to a point in the story where the young basketball player was showing off and giving a make-believe radio commentary about his prowess at the same time. His big brother hears him, and he blushes with embarrassment. "Blushes," said Akiel. "He must be white." At this point we were joined by Brittany, a latecomer. I now had two young readers, so I asked them how we should handle this. They suggested reading one paragraph each; so it went.

Work stopped at exactly 11:00. "Now we play games," Akiel said, and he fetched some dominoes. I knew I was in trouble from the way he expertly slid them out onto the table and shuffled them in a very professional manner. He won two games and Brittany slid away while Akiel beat me handily a third time.

For the next part of that day's program we had something special. A German cruiser, Cordelia, from a boat called *Isis*, had once been a professional conjuror and offered to put on a short magic show. The kids were enthralled as she made balls disappear and appear, and flicked a scarf so it changed from one color to another.

In the final part of the program, Jeanne sat center stage with the kids in front. She gave them spelling problems, had them recite their multiplication tables (the seven times seemed as far as we could go), and generally kept them on their toes. I listened for a while and then slipped outside to sit under the mango tree and chat with some of the other cruisers.

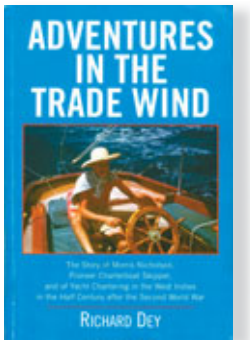
It was a highly entertaining morning, and the interaction seemed beneficial and fun for both cruisers and kids. I enjoyed meeting Jeanne and Everest and getting to know cruisers I had not met before. As we were sitting outside chatting, someone even came by with plastic glasses and a big bottle of rum-laced eggnog.

Cruising is at its best when cruisers get to interact with locals, and the Mt. Airy Young Readers Program is a wonderful example of this.

BOOK REVIEW BY BOB BERLINGHOF

# A TIME, A LIFE

***Adventures in the Trade Wind, The Story of Morris Nicholson, Pioneer Charterboat Skipper, and of Yacht Chartering in the West Indies in the Half Century after the Second World War***, *by Richard Dey, Offshore Press. 328 pages. ISBN 978-1-4363-9436-9.*




Part adventure story, part history of yacht chartering, set against a backdrop of political upheaval, this ode to a remarkable individual brings to life many of the wonderful scoundrels and pioneers who made up the yachting community in its early years.

Morris Nicholson, an active octogenarian residing in Bequia, is the focus of this story, but it encompasses an entire era, from the early 1950s to the present day.

Morris's background was in engineering but he was not a "yachtie" when he set out from England aboard the *Enid*, an 80-foot wooden ketch built in 1895 as a coastal trading ship. His life savings of 350 pounds were invested in the boat, but the skipper, Clive Stevenson, informed his luckless crew they were broke in Algeciras, on the south coast of Spain. They had to raise cash by smuggling cigarettes and refrigerators from Tangier, Morocco to the Canary Islands, a trip they made three times over the next year. Finally setting out for the New World in 1952, Stevenson sold *Enid* out from under his crew, who were all shareholders, and gave them each only US$200 in Martinique.

Morris was stranded and furious, but his ability to fix things landed him a job in St. Lucia working for Bert Ganter, a Trinidadian entrepreneur who was helping to rebuild Castries after a fire in 1948 destroyed much of the city. Morris crewed, then skippered, the 80-foot powerboat *Nanin* for Ganter, and became familiar with navigating the islands south to Trinidad, as Ganter needed help to establish a marina in Vigie Cove. The marina in Vigie became a place where the early charter yachts from Desmond Nicholson's (no relation to Morris) charter operation at English Harbour, Antigua came for repairs.

In 1954 Morris met Gus and Jane Koven, an American couple aboard *Eleuthera I*, and during a subsequent meeting in Bequia he was offered the job of skippering their larger *Eleuthera II*, being built in Germany. The Kovens had a young family and over three decades would sail *Eleuthera II* with their children (and often with the book's author, a neighborhood friend) throughout the Caribbean, to Bermuda, Nova Scotia, the Mediterranean, and the Aegean Sea. They had planned to cross the Pacific, but bad weather caused a rogue wave to injure several crew north of Colombia. Morris was washed overboard, but he hung on to the toerail and was saved by a quick-thinking Jane, who grabbed his wrist and hauled him aboard. In Haiti Eleuthera's crew was shot at by Duvalier's Tonton Macoutes when they entered a quiet harbour late at night. Using the boat's AM radio, Morris called Puerto Rican authorities, who contacted the Haitian authorities. Fortunately no one was injured, but the ordeal lasted 90 minutes and shots damaged the pristine hull of *Eleuthera II*.

The author successfully combines the story of Morris's adventures with those of the early charter captains aboard their crewed yachts. Morris initially ran charters from Antigua but was not based there for most of his career, preferring St. Lucia, Grenada, and later, Bequia. He did rub (and sometimes bend) elbows with the trailblazers of Caribbean chartering including Jol Byerley, Don Street, Mitch Mitchell, Carl Schuster, Ian Spencer, Jim Squires, Jack Ramm, Stan and Ron Young, John Clegg, Barbara Stevens, Douglas Terman, and Richard Scott-Hughes ("Hot Screws"), among many others. The lives of these colourful characters are interwoven with those of the unusual cruisers who shared Morris's company including Reg Calvert, Banana Bill, Voodoo Jack Lindsay, Errol Flynn, Eric Allcard, and Eric Hiscock. There are also the many movers and shakers who created wealth for the islands (and often, but not always, for themselves), such as Tom Johnston, who created Moonhole, Niels Thomsen of Friendship Bay Hotel, Haze Richardson (PSV Resort), John and Mary Caldwell (Palm Island), Jack Van Ost (CSY), Walter Boudreau (Marigot Bay), and Bill Stevens (Stevens Yachts).

The charter scene changed radically in the 1970s as Caribbean Sailing Yachts (CSY) introduced the bareboat charter and the idea was copied (more successfully) by The Moorings. The concept was that a fleet of identical boats could be maintained more efficiently than a disparate fleet, and paid for by separate owners on a lease-back plan. This allowed sailors from northern climates to skipper a boat in the islands (assuming they were qualified — if not, a local skipper was available) and do their own cooking. As a result, crewed charter yachts like *Eleuthera II* were outnumbered by their smaller and cheaper competitors.

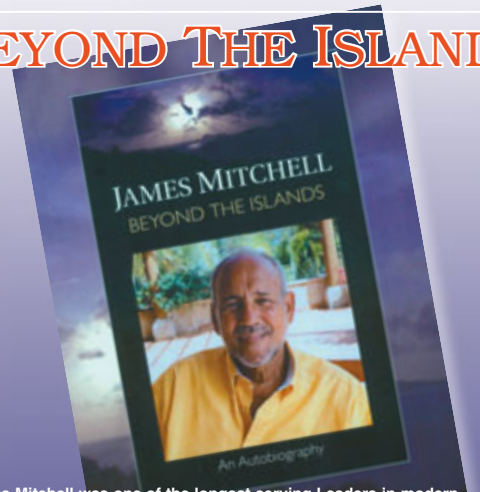
By the late seventies, Morris was considering retiring when the Kovens offered him a piece of land from their estate on Bequia, on a ridge overlooking Admiralty Bay on one side and Mustique on the other. Morris swallowed the hook for good in 1985 when *Eleuthera II* was sold; by then his house on the hilltop was built. The latter part of this book tells of Morris's life and many varied interests ashore — his artwork, wood-turning creations, solar-power experiments, nine cats, and his ten years with Suzanne Walker, described as the happiest of his life, before she succumbed to cancer in 1994.

The book's sole weakness is the author's frequent side trips into island politics. While interesting to a political junkie like myself, they could be distracting to readers less inclined to care about each island state's development from colony to independence. On the other hand, the tremendous changes in the last 60 years did not occur in a vacuum, and some political background is necessary to this story, but the impact it had on Morris himself was negligible.

Morris Nicholson had a tremendous personal influence on the book's author as a role model, and he served the same for this reviewer. My parents chartered *Eleuthera II* in 1960, and their photos and stories enchanted me, describing a world larger than Little League baseball. When I began working as a charter skipper 17 years later, Morris was one of a half-dozen skippers based in Bequia who all pulled together and helped one another in times of need. There was no coast guard, and yachts had limited services ashore, so advice and spare parts were freely swapped. Mr. Dey's relationship with Morris is similarly coloured by his admiration and affection for a man whose natural shyness as an old school Englishman is overshadowed by a generosity of spirit, love of life, and a unique adaptation to the islands befitting a gentle man.

*This book is available from www.Xlibris.com/AdventuresintheTradeWind.html*


BEYOND THE ISLANDS




"James Mitchell was one of the longest serving Leaders in modern democracy. This book tells you why."
— The Rt. Hon. Sir John Major, Prime Minister, United Kingdom

"Extremely well written, very informative and very easy to read. The hours I spent with it in my hands were very enjoyable."
— The Rt. Hon. Jean Chretien, Prime Minister, Canada

"Indeed a book worth reading by all West Indians and ought to be in the national, university and school libraries... an excellent piece of work."
— Judge Anthony Lucky, International Tribunal for the Law of the Sea, The Hague

"Whatever one's political bent, this book should provide interesting reading. It gives an insight into the human family man as well as the politician. It simply tells the story of the life of a man: the circumstances, experiences and decisions which came together to propel him 'beyond the islands' and onto the international stage."
— Jam Rock Magazine

Available in Bequia at Noah's Arkade and the Bequia Bookstore, in Mustique at Basil's General Store, or on the Internet at amazon.co.uk and amazon.com


## MERIDIAN PASSAGE OF THE MOON

### FEBRUARY - MARCH 2010

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!

| **February** | | 20 | 1646 | 11 | 0859 |
|---|---|---|---|---|---|
| DATE | TIME | 21 | 1739 | 12 | 0943 |
| 1 | 0148 | 22 | 1836 | 13 | 1025 |
| 2 | 0239 | 23 | 1936 | 14 | 1106 |
| 3 | 0329 | 24 | 2036 | 15 | 1146 (new) |
| 4 | 0419 | 25 | 2136 | 16 | 1227 |
| 5 | 0510 | 26 | 2234 | 17 | 1310 |
| 6 | 0607 | 27 | 2330 | 18 | 1355 |
| 7 | 0654 | 28 | 0000 (full) | 19 | 1443 |
| 8 | 0746 | **March** | | 20 | 1535 |
| 9 | 0838 | DATE | TIME | 21 | 1630 |
| 10 | 0928 | 1 | 0023 | 22 | 1727 |
| 11 | 1016 | 2 | 0115 | 23 | 1826 |
| 12 | 1101 | 3 | 0207 | 24 | 1924 |
| 13 | 1145 | 4 | 0254 | 25 | 2021 |
| 14 | 1226 (new) | 5 | 0352 | 26 | 2115 |
| 15 | 1307 | 6 | 0446 | 27 | 2208 |
| 16 | 1347 | 7 | 0540 | 28 | 2300 |
| 17 | 1428 | 8 | 0633 | 29 | 2351 |
| 18 | 1511 | 9 | 0724 | 30 | 0000 (full) |
| 19 | 1557 | 10 | 0813 | 31 | 0044 |

# Adventures in Eating on Montserrat

*by Jo-Anne Nina Sewlal*

In September 2009 I was fortunate to visit the Emerald Isle — Montserrat — as part of my research on the biodiversity of the spider fauna in the Eastern Caribbean. Here I was assisted by one of my friends who had visited the island before. One of our goals was to explore the entire island, including its cuisine. Here I will document our culinary adventure on this beautiful island.

One of our goals was to taste a true Montserratian breakfast, hard to do in a restaurant because most of them cater for tourists and serve European- or American-style breakfasts. However, there are many snackettes that sell a variety of meat pies. In our quest, one morning we told the owner of one of the supermarkets on the island that we were looking for a local breakfast. She contacted a vendor who sells from his car, and he promptly drove over with his goods! Who knew you could get meat pies and a hot piece of baked chicken at seven in the morning?

However, my favourite local breakfast was a sandwich from Peter's Bakery. Most if not all of the bakeries on the island make sandwiches for breakfast. Besides a wide variety of pastries, they bake what is locally referred to as "grease bread". This long narrow bread has a crunchy crust and you can get it plain, to make your sandwiches yourself, or have a sandwich made with butter, creamy cheddar cheese, tuna or Spam or a combination of those. The bakery in back is combined with a mini-mart in the front so you can buy some cold drinks while you are there.

During our time on the island we were able to sample the national dish of the island, "goat water", which is basically a stew made with goat meat, which is very tasty. Many other islands in the Eastern Caribbean serve this dish. However, each island puts its own twist on the recipe, and Montserrat is no exception. Montserrat's signature is a lot of cloves. Also, as one waitress said, their goat water is not weak like "mannish water", which is the term used to refer to this stew in Jamaica.

In Montserrat, cloves are also used, along with almond essence, in drinks such as the traditional Christmas drink, "sorrel", made from the sepals of the *Rumex acetosa* plant.

As with many islands in the Caribbean, a barbecue on the weekends is quite a staple event. From as early as three o'clock in the afternoon, you see the locals setting up their stalls at the side of the road. A quick drive around the safe northern part of the island — the part not affected by the volcano — quickly reveals how popular this food is. As the evening progresses, the number of stalls increases, with the nearest competition sometimes a mere ten feet away. Some stalls employ interesting tactics to attract customers, such as playing music on big loudspeakers, while others have live music.



*In Montserrat, exploring tiny eateries can pay big dividends*




However, if you crave barbecue in a restaurant setting on a weekend, you can try the Royal Palm Club located in Woodlands, which serves barbecue on Friday nights. The setting here is quite charming and very quiet. When you are here you feel like you are in your own private hideaway tucked into the mountainside. Given the altitude, you get a great view, and there is a wine bar where you can have a drink and socialize with other patrons while you wait for your meal.

Pont's Beach View Bar and Restaurant is another restaurant option for weekend barbecue and serves some of the best barbecued chicken I have tasted. Located in Little Bay next to The Green Monkey Dive Shop, this structure looks tiny but can seat up to 50 persons. When you enter, you are struck by the colourful decor and collection of old artifacts such as irons, kettles and anchors. They act as interesting conversation pieces while you wait for your food, and believe me it is worth the wait. The moist and tender meat is seasoned with just the right amount of spice. They serve a variety of barbecued meats such as pork, fish and beef, and you can get a mix if you are not sure what you want to taste. Another treat is the appetizer plate of fresh-baked coconut chips. A Sunday lunch there is a definite must when you visit the island. It is also the only time they open!

Besides barbecue, you can find food from other countries on Montserrat. The Anfa Chinese Restaurant is the only Chinese restaurant on the island. However, despite this monopoly, they have a wide and tasty variety of dishes. The owner is very accommodating and will even make dishes for you that are not on the menu, provided they have the ingredients.

Indian food is popular on the island, and if you want take-out, try Ashok's. Located in the town of Brades, it is actually a kitchen located in the back of Ashok's supermarket, and all the culinary magic is done by one cook. He is very obliging and can adjust your order to fit you; for example he can leave out ingredients you don't like or are allergic to, such as peanuts in some sauces. But if you want Indian food with the convenience of heating it up anywhere you are, at home or at work, then Karishma's Indian Takeaway is the place for you. They make fresh food like *naan*, *samosas* and curries and will make special orders. Both of these places serve authentic Indian food, not like most places in Trinidad & Tobago, where I am from, where most of the "Indian" cuisine is merely influenced by Indian cooking but has been greatly modified and is unique to the country.

*—Continued on next page*

Gourmet Food

Supermarket & whole sale

Don't forget, we deliver daily
to the plane and ferry services
for our valued Grenadines customers



The best supplier of chilled, frozen and canned food from all around the world





Gourmet Food is my key to success in the kitchen
Christian Fredriksson, Chef, Sweden

New in Bequia:
Ocar (Next to GYE)

VISIT OUR NEW OUTLET!
Shop 118 Kingstown
Cruiseship Terminal




Calliaqua
St.Vincent & the Grenadines
E-mail: gourmetfood@vincysurf.com

CALL 456 2987
TO PLACE
YOUR ORDER!

—Continued from previous page

we would often pass a tiny, quaint wooden structure along the way in Fogarthy Hill and there would always be a crowd. Becoming curious, when we got a chance we paid a visit. We found a definite reason for the crowd. The proprietors serve excellent local food such as provisions and saltfish, fresh salad and some of the best baked chicken I have eaten in my life.

Of the many restaurants we visited on the island, two stood out. The first is the Olveston House Restaurant and Guest House, set on five acres in Salemha. Operated by Carol Osborne and Margaret Wilson, the restaurant serves traditional English meals with a Caribbean twist. What I especially liked during my visit was their "themed" nights. On Wednesday nights there is a buffet barbecue and Fridays are "Pub Nights" with fare such as fish and chips, and steak and kidney pie. You have to remember that Montserrat is under the governance of the United Kingdom, so what better way to enjoy some English cuisine without going all the way to the United Kingdom?

This building has a great history. It was once the director's house on a plantation that cultivated limes to supply British sailors with Vitamin C to prevent scurvy. (This earned them the nickname Limeys.) It once housed the broadcasting station of Radio Montserrat and its basement has functioned as a cinema. In the early 1980s it was purchased by the owner of Air Studios and producer for the Beatles, Sir George Martin, and hosted artists such as Eric Clapton, Elton John, Sting and Paul McCartney who had come to the island to record their songs.

Secondly, there is the Gourmet Gardens, located not too far from the Olveston House. Besides serving delicious food, this establishment is also a haven for book lovers. When you enter you are struck by the piles of books on tables and on shelves along the walls. So while you wait for your order you can browse through and might find some treasures. Patrons are welcome to bring in books they have finished reading and take new ones, but an exchange is not mandatory.

In most of the restaurants we visited on Montserrat, I found "bush tea" to be an almost standard beverage on the menu. The term may sound exotic, but the type of bush tea available in each restaurant varies and really depends on what they have growing in their individual gardens. Mint and lemongrass were common flavours.

However, I must note that if you visit the island you might find some items expensive or non-existent. A perfect example is a milkshake. In some ice-cream parlours on Montserrat they have the equipment for making milkshakes or soft-serve ice cream but they do not serve them since electricity is very expensive on the island and running the machines is not profitable.

Exploring the cuisine of Montserrat added a special dimension to my visit. So the next time you visit here, or any other place in the Caribbean, why not try taking a culinary tour and see what you can discover!

*Editor's note: In early January, the volcano in Montserrat was showing increased activity. Visit www.montserratvolcanoobservatory.info or tune in to ZJB radio Montserrat, 95.5/88.3FM at 1600 hours local time (2000 UTC) for a daily update on recent activity.*





**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**




# 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. Basil's Bar is home of the only Blues Festival in the Caribbean. The Mustique Blues Festival takes place January 27 - February 10, 2010. 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. 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. December 2009 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!*



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



UNION ISLAND
CAPTAIN GOURMET
YACHT PROVISIONING
CAFE TERRACE & FREE WIFI
full provisioning + delivery our speciality
UNION ISLAND, SAINT VINCENT & THE GRENADINES
VHF 08 - TEL.FAX (784) 458 8918 - capgourmet@caribsurf.com





The Food Fair

Stock Up

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

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

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





**Hi *Compass*,**
We were interested to read the item in the January issue's Business Briefs regarding the reduction in fees at Simpson Bay Lagoon. It may just tempt us back to St. Maarten. We have been unsuccessful in finding out what these new fees are. Do you have this information, or can you direct us to someone who does? We've tried all the obvious web sites, but they have not yet been updated.
**Alan and Anne Dunlop**
***Freya of Clyde***

***Dear Alan and Anne,***
*We asked the St. Maarten Marine Trades Association for an update, which follows. Also, keep in mind that there are no fees on many other parts of the island, including inside the lagoon on the French side, so you can come to Sint Maarten and avoid fees altogether — as many people do.*
***CC***

**Dear *Compass*,**
The St. Maarten Marine Trades Association has been actively pursuing redress against the Simpson Bay Lagoon Authority Corporation since the inception of the fees that were introduced on January 1st, 2008. In part because of our efforts and with a new government awareness of the impact of the marine industry on the local economy, SLAC has recently been transferred to the Ports Authority. On January 1st, 2010, a new policy went into effect regarding the charging of weekly fees. In the past, vessels that had paid the fee for a week and come back within that same week were being charged for another week upon clearing in. That double charge has now been eliminated, as has the double charge for a vessel paying for a week in Simpson Bay and then being charged a week again if they moved to Philipsburg.
As far as the rates for the bridge and weekly fees (posted at www.heinekenregatta.com/Island-Info/Immigration), the tariffs were set by government ordinance on the advice of SLAC. The Ports Authority are currently reviewing the accounts of SLAC and holding meetings with the marine industry to determine the best approach to rework those tariffs while still being able to maintain the bridge and offer proper services to cruising boats in the lagoon. A new ordinance will have to be written, reviewed and passed by local government.
In the meantime, works have already commenced in the lagoon and we hope to have a new ordinance by early summer.

**Best regards,**
**Kass Johnson, President**
**St Maarten Marine Trades Association**

**Dear *Compass* Readers,**
[Re: "Selected Caribbean Shortwave Weather Reports" in January's *Compass*] Eric Mackie — 9z4cp Trinidad Emergency Net, with his weather forecast — should be up and running now on 3855 LSB at 0630 local time. Currently he is giving a brief weather forecast on the Caribbean Emergency and Weather Net on 3815 LSB at 0630 local time and then switching to 3855 LSB to check his transmission strength with whoever might be on frequency. For the time being he will be working off a long wire antenna so his transmissions will not be as good as with his 80-metre loop, but I had good contact with him in early January in Rodney Bay Marina, St. Lucia.
Please spread the word around and he would appreciate those with a Ham license checking in with him and giving him a signal report.
**John Lytle**
***S/Y Oriole***

**Dear *Compass*,**
Reading the letter in the January issue from your correspondent Liesbet Collaert has reminded me that I agreed to try to get some reasonable guidelines from the Ministry of Agriculture in Antigua for the importation of domestic animals. Having invited other yacht owners to contact me with their experiences I have heard nothing; however, that does not lessen the experience of your correspondent. I have been slightly remiss in not following up my initial approach to the Ministry of Agriculture but will do so now.
While writing, I am slightly concerned by the article in the same issue written by your correspondent Melodye Pompa on yacht security and, in particular, her comments relating to the "spin doctors" in Antigua. I presume I fall into that category as I made many comments on the murder of a yacht skipper here last January. I feel that a number of issues raised by her comments need clarifying.
Firstly, there would not be much of a drugs problem in the English Harbour/Falmouth area if it was not for yacht crew and others visiting the island seeking recreational drugs. Usually, it is not the crew of megayachts who are seeking drugs but those of smaller, less well-regulated yachts and other sailing visitors.
Secondly, as the murder case is still *sub-judice*, it is difficult to make definitive comments. However, it is alleged that the yacht skipper in question was more than just a casual user and that he was found with a quantity of "white substance" on his person.
Thirdly, the yacht skipper ignored the fundamental rule of personal safety: "when accosted, never put up any resistance". The yacht skipper chased a purse-snatcher for about 100 yards before the criminal produced a gun.
Fourthly, while the victim could have been a banker or a construction worker, it is much more likely that he would have been a yachtsman as he had just left a bar/restaurant regularly frequented by young yacht crew and in which recreational drugs were known to be readily available. The main reason yacht crew frequented this bar/restaurant was for the purpose of obtaining drugs. The bar/restaurant has since been closed down.
Finally, there is a lot more information on the incident which may or may not be accurate; therefore, no conclusions should be drawn either by me or your reporter until the pending criminal case is resolved.
**Regards,**
**John Duffy**
**Antigua & Barbuda Marine Trades Association**
*—Continued on next page*





LOW PRICES
below the hurricane belt
- Travelift: 70 ton Beam: 21 ft
- Storage for 120 Boats
- Mechanical repair
- Painting
- Welding (all kinds)
- Sandblasting
- Wood working
- Osmosis, Gelcoat
- Fiberglass repairs West system
- No charge while we work on your boat

P.O.Box 121 - Cumaná, Edo. Sucre - Venezuela
Phone: + 58 - 293 - 4319064 - Fax: + 58 - 293 - 4317162
e-mail: gneri@navimca.com - Site: www.navimca.com

*—Continued from previous page*

**Dear *Compass* People,**

I am a skipper who recently was cruising the Grenadines for a couple of weeks. On December 23rd, 2009, as we sailed from St. Lucia down to St. Vincent,



*After 12 hours in the water and still wearing his life vest, one of the two rescued men sleeps in Klaus's cockpit*

we heard people screaming for help. Two men were spotted floating in the middle of the channel.

We were sailing on a very low course, far to the west of the rhumb line, and we were obviously their last chance. We stopped immediately and rescued the two men. After we gave them water and something to eat, they told us that they had been in the water for 12 hours and several yachts had passed by and seen them but NOBODY else stopped to help!

We took them onboard after noontime and they had lost their boat the night before. We were informed that they had a boat accident with four people, but there were only two life vests on board. The motor was broken, waves entered the boat and it turned over. We rescued the two with life vests (I left them at a police station in north St. Vincent), but we don't know what happened to the other two guys.

We are really upset that so many yachtspeople are scared to help local people. When somebody is in the water, far away from any land, be sure that this is a serious situation — an emergency. There is no excuse for not helping them!

**Best,**
**Klaus Eschmann**

**Dear *Compass*,**

Twenty-two days out of Aruba I arrived in Bocas del Toro, Panama on December 14th, 2009. It took 15 days to cover the last 120 miles against a powerful two- to three-knot easterly current and westerly wind, which stopped completely at night — unless there were squalls of 30 to 45 knots, almost always from the west, and of course it rained almost every day.

I passed 150 miles north of the Rio Magdalena off of Barranquilla, Colombia. Bypassed Cartagena because I refuse to anchor anywhere that I cannot go swimming. Wonderful sailing into the Darien, in order to get away from all shipping, and passed just five miles north of the Hollandes Keys of Kuna Yala. Did not stop, but hooked up two marlin, neither of which came aboard — angry professional swordfighters are often a handful, especially for the singlehander.

*Mermaid* had sprung a serious leak in the 12-foot breaking seas north of Barranquilla and I was hoping to get into Portobello to dive on the hull, but the wind did a 180-degree shift and blew me to the east. I was joined by seven different birds who thought nothing of the leaks which were plaguing me.

So, 15 days of eight-miles-a-day later — with a torn mainsail, broken steering and leaking about 40 gallons an hour — I hove to about eight miles north of the Bocas del Toro channel and, of course, fell asleep. The current shifted into the northwest and the preventer on the wheel broke. I awoke at 0515 about a hundred yards from a surfer's paradise in ten-foot seas. Immediately I dropped the staysail and cut the lashings on my 250-pound fisherman as well as a 20-kilo Bruce anchor. Both held.

I then re-hoisted my torn mainsail and got underway while hoisting my jib and letting the anchor rodes run. It was touch and go for over an hour as *Mermaid* moved to the east at less than a knot while being swept back toward the surfline by the huge seas. Heart in stomach, this continued for several hours.

Under very light wind I finally sailed into the anchorage and, with a few Guinnesses brought over by a few cruising friends I had not seen since Curaçao...

I will not be complaining about much of anything for quite awhile, just giving thanks and praise.

Whoever wrote the cruising guide for this area is definitely a motorboat or motorsailor kind of person. For the true sailor this is a very tough coast and lifts my estimation of Chris Columbus and crew several pegs! That is why I will always prefer Don Street's guides to any of the others. Don *sailed* and recorded his observations and experiences while under sail — very much the essential info needed by the engineless adventurer in order to enjoy or even visit any of the plethora of restaurants, bars, boutiques or what have you that have come to fill up most other guides. One must maintain a seaman's perspective on arriving safely. Too many folks seem to study the menu before they have even located the restaurant!

**John Smith**
***Mermaid of Carriacou***

PS Went out with friends the other day to find my anchors. Found them both within 100 feet of the reef in 20 feet of water. Was unable to pick up the 200-pound fisherman, "Dr. Jekyll/Mr. Hyde", but with lift bags will try next week. This was the third place the beast saved my butt: Jamaica, Key West and now Panama. There's no such thing as an anchor that is too big, it's just a question of how fast you can get it on the bottom. (Having a sharp cutlass handy is very important.) I'm not worried that it washes up even in the 12-foot surf running today. The surfers on the surface are blithely unaware of the chunk of metal under their curl and the joy of having had it hold *Mermaid* off of the reef.

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

*We want to hear from YOU!*

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

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

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



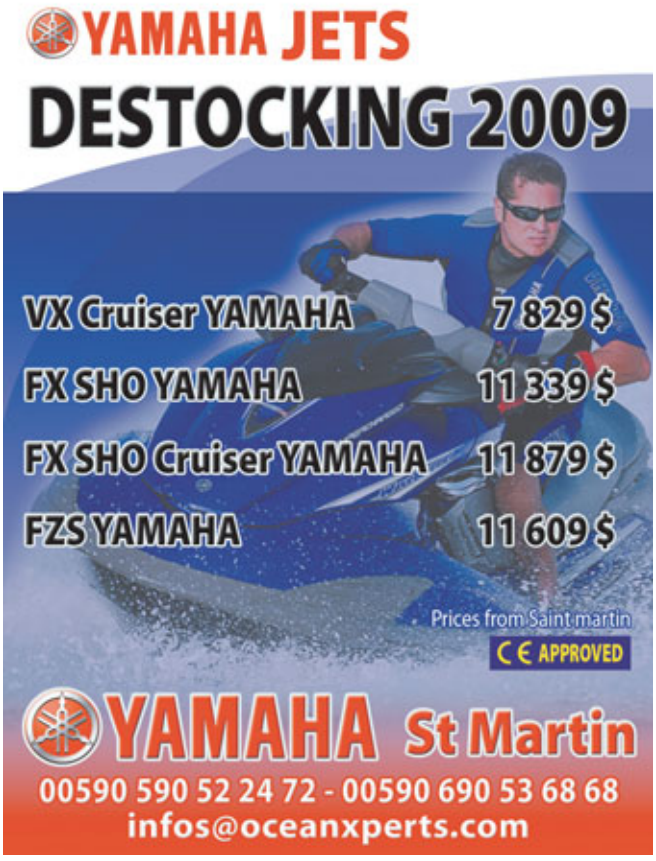


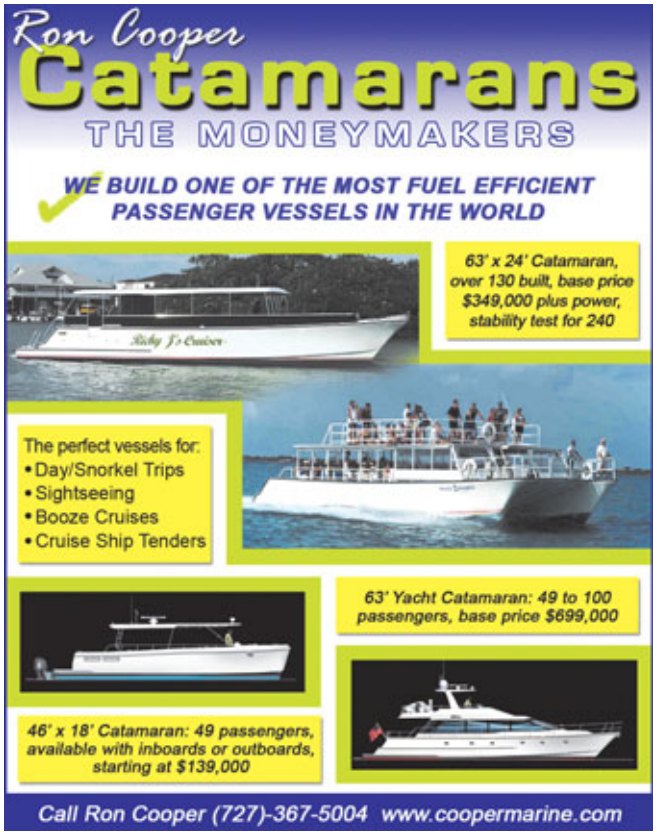













# Letter of the Month

**Dear *Compass*,**

Reading the article "Cruising Venezuela, Summer 2009" by John Burnie in the December 2009 issue of *Compass*, it comes into my mind that only the bravest sailors, the trained professional killers, or even those want-to-know-it-exactly types are still cruising in Venezuela. If there are only a few visiting yachts left, then the pirates have not much choice; they take what they can get, and those still cruising there can be at high risk.

Of course, some areas of Venezuela are safer than others. Take the time to check out www.safetyandsecuritynet.com, "Island Reports", "Venezuelan Mainland" and "Venezuelan Islands", for reference. Please note, these web pages are not entertainment — everything listed there is reality. And don't believe that these crimes happen only to others.

The crime in Venezuela is not only related to yachts, it is present everywhere, but unarmed sailors are among the easiest victims. Daily, more Venezuelan people are going hungry, which, as Mr. Burnie wrote, brings them to the first step of crime. It starts with children pick-pocketing at the market; next are the youths who make a robbery armed with a kitchen knife; and the worst is piracy with firearms.

We happened to experience all of these types of crime at various times during our six years cruising in Venezuela. Also, once when we were standing on the sidewalk, a car passed us slowly, the door opened, the man grabbed my plastic bag, and then the car disappeared at full speed. The laugh that time was on our side — in the bag were some old, very greasy oil filters already dripping through the bag.



The country's strong Catholicism no longer stops crime. I myself have heard more than once the president proclaiming in his hours-long Sunday radio speeches that the rich people do not need two cars or two apartments, and he gives the poor his blessing to take what they want from the rich "because they have more than enough". This gives permission for robbery, and explains why it is dangerous for us yachties sailing in Venezuela.

Although fewer than in past years, there are still many yachts in Porlamar, Margarita. I asked the sailors why they stay at that rolly anchorage for months, where many dinghy thefts occur in comparison to the rest of the Caribbean, and from where the offshore trip to the Eastern Caribbean islands is annoying, to say the least — motor-sailing for 30 hours against wind and waves. The answer was, "Living is cheap here." But if they have to add the cost of a stolen outboard and dinghy to the bill, I don't know what is "cheap" about being there.

By now nothing is really cheap in Venezuela, and some items are more expensive than in the islands in the Eastern Caribbean. A beer is 3.5 Bf (US $1.70); a 750 ml bottle of Cacique rum is 35 Bf (US$16.50) and one kilo of onions is US$6, all at the official bank rate. For years there have been various shortages, whether milk powder or wheat flour, rice or pasta. As of this writing (December 2009) there is no sugar on the market in the whole country. It is absolutely immaterial how many Bf we visitors can get for our foreign currency on the black market; we have to consider the prices for the local people. How can they afford a living when, for example, a good workman earns only US$150 to US$200 a month? With that amount he has to feed a wife and maybe three or more children. It is no wonder that crime rises continuously; people are hungry like wolves.

Of course, criminals exist and attacks can happen everywhere. But one difference between crime against yachts in the Eastern Caribbean islands and Venezuela is this: in many of the islands the officials try to get the bad guys who are detrimental to their tourism industries, while currently in Venezuela it seems that nobody is taking care of the yacht crime. The attackers can get away with impunity, and they know it. It is left up to us cruisers to take precautions against these outlaws. We have to apply for licenses to carry firearms to protect ourselves. If the bandits realize that cruisers are armed, trained and willing to shoot, there will be many fewer incidents.

A discussion about the definition of the word "piracy" is splitting hairs. If you encounter people pointing firearms at you and demanding your property, it's a good bet they are willing to kill you to get what they want; otherwise they would not use firearms.

People in Venezuela are usually very nice and kindly, and we really enjoyed our stay for several years. But as long as the government does not offer safety for its own population, there is absolutely no safety for us cruisers. Sadly, we don't trust local people any more. Now we watch every passing pirogue or fishing vessel with Argus eyes. We are no longer carefree sailors; we feel we are fair game.

Having been a victim of a firearm attack in Venezuela in January 2008 (with a very lucky outcome) I can tell you, I do not want to have such encounters again, and I don't wish this to happen to other cruisers. To be honest, we found that Venezuela has superb cruising areas, beautiful beaches and friendly people — but today we fear for our lives! It is not necessary to risk one's life to visit a nice place; other countries have nice places, too. Therefore we will reluctantly give up cruising Venezuela until they offer better security for cruisers.

**Angelika Gruener**
***S/V Angelos***

A couple of years ago, a friend came to sail with me for a week out of Grenada. We had a good week. Although the Grenadines as a whole are a sailing Mecca, we remained in Grenada waters, because to visit St. Vincent & the Grenadines (SVG) and return would involve clearing Customs and Immigration four times: out of Grenada, into SVG, out of SVG, and back into Grenada. The same situation in reverse applies to boats wanting to visit Grenada waters from SVG.

Few people indeed want to spend that much time of a sailing holiday dealing with red tape, so currently many yachts stay on one side or the other of the border — a loss to them and to both nations' economies. From the point of view of the governments of both SVG and Grenada, the more yachts that clear in and out the better: they get a good fee every time. Yet (with the welcome exception of going to a single clearance form) neither government has done much to facilitate yachts cruising back and forth between the two countries.

Over the New Year's holiday this year, some relatives of mine chartered a boat for a week out of Grenada and really wanted to revisit the Tobago Cays. I sailed *Ti Kanot* in company with them and we did it. Clearing out of Grenada, and into SVG, and out of SVG, and into Grenada again was just the kind of bureaucratic hassle that I expected — and my relatives regretted it. They said they would not do this trip again for that reason.

I just want to spell this out a bit for any official that might happen to read this. A typical one-week yacht charter needs to include time to learn about and provision the boat, so in reality the charterers often only have six days of sailing. Added to which, any single week is going to include a weekend when Customs hours are shorter, plus there is likely to be a public holiday, gear breakdown or weather-related hiccup. In other words, their vacation time is precious.

When planning a cruise, yachtspeople might be happy to visit a port of clearance, but probably will not want to visit the same port of clearance more than once. However, as things stand, if they want to visit Grenadine islands in both territories, they are forced to. So Customs and Immigration regulations are really putting a major damper on the very idea of a short sailing vacation that includes both SVG and Grenada waters. To ask people to spend time on four of six sailing days dealing with Customs and Immigration paperwork is a bit like telling a hotel tourist who comes for a week that he must, on four separate days, go spend time in the Immigration office in town. For promoting tourism, it is a non-starter.

(Also, if a charter group leaves Grenada, they now have to fill in all the airport Immigration forms as well as the yacht forms when they re-enter. Had they stayed in Grenada, they would not have had to do anything.)

The shame of this bureaucratic hindrance is that it is handicapping the expansion of good charter business between SVG and Grenada that would be beneficial to both countries. Combined, Grenada and SVG have the most ideal bareboat and crewed chartering waters in the Caribbean. Bareboaters and crewed charter guests are excellent tourists, well inclined to eat out, take tours and buy souvenirs. It would be a profitable business sector to expand.

Many people have tried to do something about the Grenadines-border stumbling block over the last 15 years. Yet year after year we get nowhere. Part of the problem is that getting the Customs and Immigration Departments of the two countries to agree on how best to remove this impediment to yacht tourism is a formidable task. I would like, therefore, to respectfully propose a couple of small changes to the Customs regulations of both SVG and Grenada. These two improvements should be painless for each nation to implement on its own, and together would halve the present hassle.

## *Border Rules Hamper Two Nations' Yacht Trade:*

# THERE IS AN EASY FIX

The first is to implement a 72-hour or 96-hour in-and-out clearance for arriving yachts. This means yacht skippers could clear in and out using the same form when the yacht is not staying in the country longer than the prescribed time period and is not changing crew. This is not a new concept; St. Lucia has had a 72-hour in-and-out clearance for as long as I can remember, and it has not been a problem. Dominica more recently introduced a two-week in-and-out clearance and it, too, is working well. Just this step alone would cut out one visit to Customs and Immigration and reduce the red-tape burden on the cross-boundary yachting visitor by 25 percent.

*Improving ease of yacht movement across the SVG-Grenada border would be advantageous for the tourism economies of both nations*

The second suggestion is similar: to offer pre-clearance for departing yachts that will not be outside of national waters for more than, say, 72 or 96 hours, and will not be changing crew. When the skipper clears out, he can also clear back in at the same time, specifying the day of return. The skipper pays all fees and completes all paperwork in advance, so the yacht can come back into the country without visiting Customs again. There could be an extra charge for this, which would help government revenue. This would save another visit to Customs and, with the measure above, make things twice as easy for the yachting visitor.

Improving ease of yacht movement across the SVG-Grenada border would be advantageous for the tourism economies of both nations. In the case of SVG, this would be added value for the large number of bareboaters who visit the country and also want to dip into Grenada waters. For Grenada's yachting industry, the reverse would be true. I hope these suggestions can be taken into account; I'd love to see sailing tourism in SVG and Grenada reach its full potential.

*Editor's note: We asked the Marine and Yachting Association of Grenada (MAYAG) and the St. Vincent & the Grenadines Recreational Marine Association (SVGRMA) for their responses to Chris's suggestions. They follow:*

**Dear *Compass*,**

Chris is quite right — this is an issue everyone agrees needs to be addressed, yet year after year it remains the same. One of the problems is that there are so many governmental departments involved — Customs, Immigration, Finance, Security, Port Authority and Marine Park interests among them.

MAYAG is very aware of the importance of our "Grenadines Gateway" to Grenada's yachting industry. Grenada's flight connections, yacht facilities, supermarkets and attractions ashore perfectly compliment the Grenadines' fantastic cruising ground, and any moves to ease and encourage movement between islands are beneficial for everyone.

We have raised both Chris's excellent suggestions with the Minister of Tourism and we will report back to *Compass* once we have looked in more detail at how they might work.

**Anita Sutton**
**MAYAG**

**Dear *Compass*,**

The two suggestions made by Chris Doyle both have merit, although we think it will be difficult for the authorities both here and in Grenada to reach some agreement on this in the immediate future. As Chris says, other suggestions have been made over the years as to how the procedure can be simplified and enhanced, however they all carry potential risks to St. Vincent & the Grenadines and Grenada when it comes to national security, knowing who is in our waters and, of course, the timely and proper collection of fees.

The first suggestion is, in our view, workable and straightforward. The second, however, I cannot see the authorities agreeing on. Clearance into another country is a must. The captain and crew might remain the same — the contents of the yacht might not!

The potential benefits of the first suggestion to the yachting industries of St. Vincent & the Grenadines and Grenada are obvious, as too are the benefits to the yachting community and all those that provide supplies and services to yachts and yachtsmen. In the first instance we would encourage the authorities to get around a table and arrive at a draft of what would be workable for them. Thereafter it will ultimately be a matter for the respective governments cabinets to consider so that legislation amendments can be made and gazetted.

We would not support the 72- or 96-hour periods mentioned, but suggest that in the first instance 48 hours would be a good starting point. Let us see how well this works and extend it thereafter, subject to the mutual agreement of the respective Governments.

Customs and Immigration in both territories should fully embrace ESeaClear and ensure that all the ports of entry are fully and properly equipped to take full advantage of what the system offers. This alone will be a great tool for the authorities in knowing who is where and expected arrivals and actual departures.

**John West**
**SVGRMA**

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*

# ST. THOMAS YACHT SALES

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



La Creole 50' 1978 Gulfstar Ketch. Well maintained classic, 3 strms, $145,000

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



Summer Place 44' 1985 Beneteau Idylle, Great Cruiser, AP, AC, Genset $86,000

**Sail**

| | |
|---|---|
| 36' 1980 Albin Stratus, Cruiser or 6 pack charter vessel | $45,000 |
| 41' 1980 Morgan Out Islander AC, great condition | $79,000 |
| 46' 2000 Jeanneau twin helms, 3 staterooms | $179,900 |
| 49' 1979 Transpacific Ketch, Bluewater, 3 strms, loaded | $180,000 |

**Power**

| | |
|---|---|
| 26' 1987 Whale Boat Navy Capts gig, Perkins, 4109 | $33,000 |
| 29' 1994 Phoenix SF, Twin Volvos, trim tabs, outriggers | $64,500 |
| 32' 1996 Carver 325 Twin Crusaders, great condition | $59,900 |
| 36'1980 Litton Trawler, Yanmar diesels, Gen Set | $30,000 |
| 40' 1999 Tiara 4000 Express, Genset, AC, Twin Cats | $275,000 |

**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! Browse our extensive list of yachts for sale.

| | | | |
|---|---|---|---|
| MULTIHULLS: | | 42' Beneteau 423 '04, Best Priced 423 | 119K |
| 82' Dufour Nautitech '95, 10 cab/10 hd | 795K | 42' Tayana '85, Super Low Price!!! | 99K |
| 46' FP Bahia '01, Many Updates | 349K | 41' Formosa CT 41 '74, Well Equipped | 110K |
| 45' Robertson & Caine '99, Well kept | 309K | 40' Beneteau M-405 '95, Grt. Price | 89K |
| 41' Lagoon 410 '01, Great Price | 215K | 40' Beneteau 40 CC '97; Solar and Wind | 99K |
| 41' Lagoon 410 '06 Great Revenue | 380K | 40' Beneteau 400 '94, Cruise Equipped | 87K |
| 37' Maxim Yachts '99, Strong, Fast | 160K | 40' Beneteau 40 CC '00 Immaculate | 130K |
| SAIL: | | 40' Exe Marine C-Farer II '82, World Crsr. | 39K |
| 54' Hylas Deck Salon, '00, Luxury Crsr | 645K | 39' Beneteau 393 2005; Well-Priced | 125K |
| 51' Aluminum Van De Stadt Design '99 | 359K | 39' Grand Soleil '87; Very Well Equip'd | 129K |
| 49' CT 1985 - World Cruise Ready | 169K | 38' Hallberg-Rassy 382 '87; Strong | 125K |
| 47' Vagabond 1987, Low Low Price | 169K | 37' Jeanneau Sun Ody 37.1,'95 Grt Price | 54K |
| 46' Morgan 461 '79, Solid, Great Price | 79K | 32' Beneteau 321 1999; Perfect Cruiser | 52K |
| 46' Beneteau 461 1999; Well-Priced | 159K | 32' Bavaria '03; Great Condition / Price | 64K |
| 45' Downeaster '79, Rare Schooner | 139K | | |
| 45' Jeanneau 45.2 '99 Great Price! | 109K | POWER: | |
| 45' Jeanneau 45.2 '00, Immaculate | 189K | 63' Johnson Motor Yacht '91 Luxury | 375K |
| 44' Freedom 44 '82, Rare, Great Shape | 99K | 52' Jefferson Trawler '89; 4 cab / 4 hd | 149K |
| 43' Hunter 430 '97, In Antigua, Grt Price | 89K | 48' Sunseeker Manhattan '97, 3cb/2hd | 325K |
| 43' Young Sun '79, Lots of equipment | 70K | 48' Tarquin Trader 485 Sig.'00 Beautiful | 269K |
| 42' CSY '87 Center Ckpt, Many Upgrades | 79K | 46 Bertram 46.6 Sport Cruiser '81 | 99K |
| 42' Halberg-Rassy HR-42E '84, Refit | 160K | 30' Bayliner 305 '06, Only 80hrs | 75K |
| 42' Albin Nimbus '81 Cutter | 75K | 26' Glacier Bay 2680; (2) Yamaha 150HP | 69K |
| 42' Island Packet 420, '01 Immaculate | 320K | | |

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




dynamitemarine@gmail.com


# CALENDAR

## FEBRUARY

| | |
|---|---|
| 2 | World Wetlands Day |
| 4 - 7 | Club Náutico de San Juan International Regatta, Puerto Rico. www.nauticodesanjuan.com /sailingprogram/regatta_int.htm |
| 5 | Pineapple Cup Montego Bay Race, Jamaica. www.montegobayrace.com |
| 6 – 7 | Digicel Workboat Regatta, Grenada. www.grenadasailingfestival.com |
| 6 – 7 | Gill St Maarten Keelboat Championships, St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com |
| 6 - 12 | 5th La Route du Carnival rally, Martinique to Trinidad. www.transcaraibes.com |
| 7 | Independence Day. Public holiday in Grenada |
| 12 - 15 | 32nd Annual Sweethearts of the Caribbean and 28th Annual Classic Yacht Regatta, Tortola. tel (284) 495-4559. |
| 12 - 16 | 20th Semaine Nautique Schoelcher, Martinique. http://cerclenautique-schoelcher.com |
| 13 –14 | Budget Marine Valentines Regatta, Antigua. Jolly Harbour Yacht Club (JHYC), Antigua. tel (268) 770-6172, miramarsailing@hotmail.com, www.jhycantigua.com |
| 13 – 15 | Carnival Regatta, Martinique. Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, fax (596) 51 73 70, info@clubnautiqueleneptune.com |
| 14 | Sunshine School Fundraising Auction, Bequia. www.bequiasunshineschool.org |
| 15 - 16 | Carnival Monday and Tuesday in most Dutch and French islands, Haiti, Puerto Rico, Dominica, Carriacou, Trinidad & Tobago, Venezuela, and other places |
| 15 | Presidents' Day. Public holiday in Puerto Rico and USVI |
| 17 | Ash Wednesday. Public holiday in Cayman Islands and Jamaica |
| 19 – 21 | St. Croix Yacht Club Hospice Regatta. *See ad on page 14* |
| 19 – 21 | Tobago Carnival Regatta. www.sailweek.com |
| 20 – 22 | Around St Lucia Rally (2 legs). www.stluciayachtclub.com |
| 22 | Independence Day. Public holiday in St. Lucia |
| 22 – 26 | RORC Caribbean 600 Offshore Race, Antigua. caribbean600.rorc.org |
| 26 – 28 | South Grenada Regatta. *See ad on page 17* |
| 27 | Around St. Maarten-St. Martin Multihull Regatta. www.MultiHullRegatta.com |
| 27 | Independence Day. Public holiday in the Dominican Republic |
| 27 – 28 | Around Martinique Race (2 legs). Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, fax (596) 51 73 70, info@clubnautiqueleneptune.com, www.clubnautiqueleneptune.com |
| 28 | FULL MOON |

## MARCH

| | |
|---|---|
| 1 | H. Lavity Stoutt Day. Public holiday in the BVI |
| 1 – 5 | BVI Kite Jam (kite boards). www.bvikitejam.com |
| 2 | Budget Marine Match Racing Cup, St. Maarten. SMYC |
| 4 | Commodore's Cup, St. Maarten. www.heinekenregatta.com |
| 4 – 7 | 30th St. Maarten Heineken Regatta. www.heinekenregatta.com |
| 5 – 8 | 13th Annual Dark and Stormy Regatta, BVI. West End Yacht Club (WEYC),Tortola, BVI, tel (284) 496-8685, mvh@surfbvi.com, www.weyc.net |
| 5 – 10 | Caribbean Arts & Crafts Festival, Tortola, BVI. www.caribbeanartisan.net |
| 8 | International Women's Day. Commonwealth Day; public holiday in some places |
| 9 | Baron Bliss Day; public holiday in Belize. Commonwealth Day; public holiday in Trinidad & Tobago |
| 11 – 14 | Tobago International Game Fishing Tournament. http://tgft.com |
| 12 - 14 | 8th Annual Grenada Round-the-Island Race. *See ad on page 12* |
| 13 - 14 | Banana's Cup Race, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr |
| 13 – 14 | Antigua Annual Laser Open, Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com |
| 13 – 14 | Gardel Trophy, Guadeloupe. www.trophee-gardel.com |
| 14 | National Heroes Day. Public holiday in St. Vincent & the Grenadines |
| 15 – 20 | 7th Annual ClubSwan Caribbean Rendezvous, BVI. www.nautorswan.com/ClubSwan |
| 17 | St. Patrick's Day; public holiday in Montserrat. Festival in St. Patrick's, Grenada |
| 18 | Flag Day. Public holiday in Aruba |
| 19 – 21 | Puerto Rico Heineken International Regatta. www.prheinekenregatta.com |
| 19 – 22 | 13th Annual Tobago International Game Fishing Tournament. www.tgft.com |
| 20 | Sunshine School Annual Jumble Sale, Bequia. bequiasunshineschool.org |
| 22 | Emancipation Day. Public holiday in Puerto Rico |
| 25 – 28 | St. Barths Bucket, www.bucketregattas.com |
| 26 – 28 | International Rolex Regatta, St. Thomas, USVI. www.rolexcupregatta.com |
| 29 | FULL MOON |
| 29 – 4 April | BVI Spring Regatta and Sailing Festival. www.bvispringregatta.org |
| 30 | Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago |
| 30 - 22 April | Transcaraïbes Rally, Guadeloupe to Cuba. *See ad on page 44.* |

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

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

# Caribbean Compass Market Place

## Antigua


JOLLY HARBOUR
Marina & Boatyard
ANTIGUA

A Safe Haven for Yachtsmen
Secure storage on concrete
Direct flights to Europe & North America
E: info@jhmarina.com
W: www.jhmarina.com





## 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 (14%) 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!



TEAK & HARDWOOD
MARINE PLY
FINISHING PRODUCTS
Caribbean Woods
Bequia, St. Vincent
Phone: 1 (784) 457-3000
caribwoods@vincysurf.com


## Carriacou


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



THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent


## Carriacou

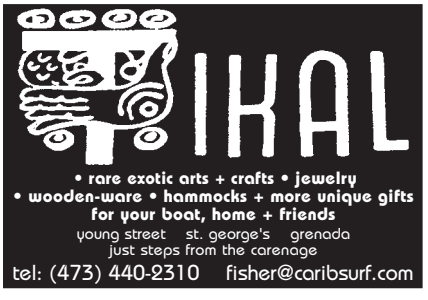



## Dominica


DOMINICA MARINE CENTER
UNIQUE IN DOMINICA
Roseau & Portsmouth
Tel: 767-448-2705 Fax: 767-448-7701
Dockmaster Tel: 767-275-2851 VHF: 16
info@dominicamarinecenter.com
www.dominicamarinecenter.com
The Dominica Marine Center is the home of the Dominica Yacht Club and your center for:
• Yacht Mooring Anchorage • Grocery Store & Provisioning • Bakery (Sukie's Bread Company) • Water at dock • Fuel (Unleaded / Diesel) • Ice • Yacht Chandlery agents - Budget Marine /Sea Choice Products Mercury Marine / Yanmar Marine • LP Gas (propane) refills • Showers & Toilets (WC) • Garbage Disposal • Security • Telephone & Fax • Mobile Phone Rental / SIM Top Up • Laundry WiFi Internet • Beach Bar • Nearby Restaurants • Taxi & Tour Operators • Whale Watching & Sport Fishing • Light Engine and Boat Repair • Customs / Immigration Clearance Information • Visa / Master Card accepted


## Grenada




continued on next page ⟶

# Caribbean Compass Market Place

## Grenada


SAILMAKING, RIGGING, ELECTRONICS

TURBULENCE LTD. GRENADA

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


## Guadeloupe




## Martinique


TILIKUM
Frédéric Moser
Electro-Mécanique & Réfrigération Marine
Marina du Marin, Martinique
victron energy · Danfoss · ACC COMPRESSORS
Tél : +596 (0) 596 74 67 03 - Fax : +596 (0) 596 74 66 63
GSM : +596 (0) 696 22 79 89
www.refrigeration-marine.com -Email : tilikum@wanadoo.fr

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

GLOBAL YACHT CARE
GRPRO-CLEAN®
The best way to clean & protect your boat !
zone Artimer - Le Marin
tel: 0696-39-44-25
www.grpro-clean.com
contact@grpro-clean-antilles.com
GRPro-clean provide this valuable service in Martinique

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

CLIPPERS SHIP
Shipchandler, Artimer
Le Marin, Martinique
SICOMIN EPOXY SYSTEMS
Onan
clippers-ship@wanadoo.fr
Tel: (0) 596 71 41 61 Fax: (0) 596 71 77

A & C YACHT-BROKERS
DUFOUR YACHTS
Fountaine Pajot CATAMARANS
DEALER
Used and New boats for sale
Dominique AMICE 06.96.28.70.26
Thomas HUYGHUES DESPOINTES 06.96.92.26.23
Boulevard Allègre – Port de Plaisance – le Marin
Tél : 05.96.74.94.02 Cell: 0696 29 28 12
Web site : www.acyachtbrokers.com e.mail : acyb@mediaserv.net

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

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

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

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


## St. Maarten


CIRExpress
COURIER SERVICES
St. Maarten/ St. Martin, collect and deliver door to door
ST. MAARTEN
Packages Pick – up call:
+ (599) 553-3850 / + (590) 690-222473
Int. 001-3057042314
E-mail: ericb@megatropic.com

THIS COULD BE
YOUR
MARKET PLACE AD
Book it now:
tom@caribbeancompass.com
or contact your local island agent

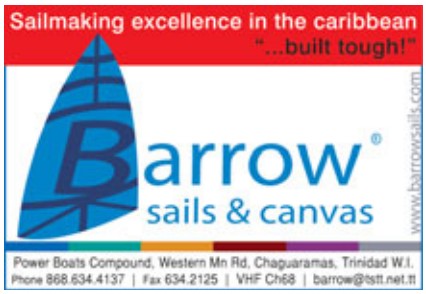

continued on next page →

# Caribbean Compass Market Place

## Trinidad
























## Caribbean-wide









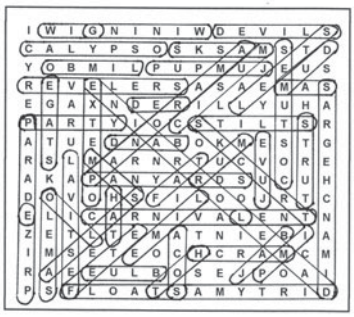






**REMEMBER**
to tell our advertisers you saw their ad in *Compass!*

CARIBBEAN CARNIVAL
Solution



**Dolly's Answers**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | 9 | | | | | |
| 1 | ■ | ■ | M | O | U | T | H | ■ |
| 2 | ■ | N | O | S | T | R | I | L |
| 3 | S | H | R | I | M | P | ■ | ■ |
| 4 | ■ | J | A | W | S | ■ | ■ | ■ |
| 5 | O | X | Y | G | E | N | ■ | ■ |
| 6 | S | M | E | L | L | ■ | ■ | ■ |
| 7 | C | R | E | V | I | C | E | ■ |
| 8 | G | I | L | L | S | ■ | ■ | ■ |

Special words: MORAY EEL

Read in Next Month's *Compass*:

*Chaser 2* Crew says,
'We Choose Venezuela!'

These Lesser Antilles Anchorages
are 'For the Birds'

Rescue in the Martinique Channel

*... and more!*

# CLASSIFIEDS

## BOATS FOR SALE



**1975 German Frers 39ft,** 2 sets racing sails, US 57.000 St.Lucia duty paid
1987 Irwin 44 119.500 US
1999 Jeanneau SO42.2. 97.000 US
1981 CT 54 175.000 US
1986 Oyster 435 135.000 Pounds E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531



**1979 HUGHES 38** Sparkman and Stevens design. Cruising Grenada. Ready to go.US$32,000 ono E-mail hughes38.1979@yahoo.com



**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.free-webs.com/venus46forsale Price reduced for a speedy sale US$169,000 ONO Lying St Lucia. E-mail venus46@live.com or Tel: 596-696-907429



**BENETEAU FIRST 456 1984** Well equipped, located in Bequia. More info E-mail maxi-maxgrenadinesltd@gmail.com

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



**COCHISE**, an elegant 39 ft yacht (1991) and pleasure to sail is for sale. Noted for speed, ease to handle, simplicity and Boat of The Year 2007 Trinidad. Cochise is very well maintained, sailed only by owner and brought in from NL on containership. Ideal boat for comfortable, fast cruising with family/friends, and equipped for club racing. All J-Boats design weaknesses taken care of in recent years. Extensively overhauled with new mast and rod rigging (2002), large sail wardrobe, many extras incl. new Raymarine autopilot (2007), well-maintained Harken winches, 2 anchors + chain, large sun awning etc. Interesting price of 55,000 US$ reflects current location (Caribbean) and move to larger world cruiser. E-mail cochisestellendam@zonnet.nl



**HALLBERG RASSY 39 1997** New engine. Exc. condition. St Lucia. Euros 217,000 E-mail tabascojazz@hotmail.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

**50' STEEL WORK BOAT.** Caterpillar main engine, Northern Lights generator. Utility crane/hydraulics, crash pump. US$ 15,000.00 ONO considered. Tel (868) 332 1107 E-mail divepro122@yahoo.com



**MAINSHIP 35'** open bridge 2-300 Detroit Diesel Engines, 200 Gal Fuel tanks, Genset,TV, etc. Excellent working condition. Asking US$80000.00 OBO Tel (784) 493 3051

## MISC. FOR SALE

**SAILBOAT PROPS** used 3 blade from 13" to 22" diameter E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531

**SAILS AND CANVAS EXCEPTIONALLY SPECIAL DEALS** at http://doylecarib-bean.com/specials.htm

**2 X 54' F/GLASS CATAMARAN HULLS** Trinidad (868) 650-1914 E-mail JanDutch@tstt.net.tt

**TACKTICK WIRELESS/SOLAR INSTRUMENTS**, Discount prices: www.northernrockiesassoci-ates.com

**YANMAR OUTBOARD DIESEL** 36HP Trinidad cell (868) 650-1914 E-Mail JanDutch@tstt.net.tt

**WIND PILOT PACIFIC** Plus auxiliary rudder, Good price. Contact Olivier Nelly, Port de Plaisance, Marin, Martinique Tel +(596) 696 25 11 60

## WANTED

**CAPTAIN AVAILABLE**, USCG Master 100 Tons Sail or Power, Mate 200 Tons, Divemaster also. Day trips, Term or delivery, all ranks considered. Can relo-cate from St. Thomas E-mail davidNwillems@yahoo.com

## PROPERTY FOR SALE

**CARRIACOU, ONE ACRE LOTS** and multi acre tracts. Great views overlooking Southern Grenadines and Tyrrel Bay www.caribtrace.com

**BEQUIA, UNION LEVEL** 2 pieces of land for sale 23,000 sq/ft each. $4.25 US per sq/ft. Tel (473) 404 4630 E-mail Jhjamie99 @gmail.com



**BEQUIA, BELMONT** Sailor's retreat. Tradtional cottage overlooking Admiralty Bay. US$225,000 Tel (784) 529-5972 E-mail cccrawfish@gmail.com

## PROPERTY FOR SALE

**BEQUIA, SPRING ESTATE** Excellent parcel of land 25,060 sq/ft. Beautifully located rectangular lot on a dead end quiet road with elec. & sea view, 5 min walk to beach. Ready for building. Tel (784) 458-3518/430-5021 E-mail gardenboutique@hotmail.com

## RENTALS

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

**BEQUIA, FRIENDSHIP** Unfurnished house, 3 bedroom/2 baths. Tel (784) 495 3704 E-mail akmsvg@hotmail.com

**BEQUIA, PORT ELIZABETH** 3 bed villa with pool. Stunning views. Jeep & Internet. Short or long-term lets. E-mail Pearlwin1@aol.com.

## SERVICES

**INTERNATIONAL MEDICAL INSURANCE** US$5,000,000 worldwide "A" rated cover, 4700 US hospital direct billing network. Highest Deductible Hospital option age 30-34: $35 monthly. www.protexplan.com E-mail info@protexplan.com, Tel (604) 724-7384

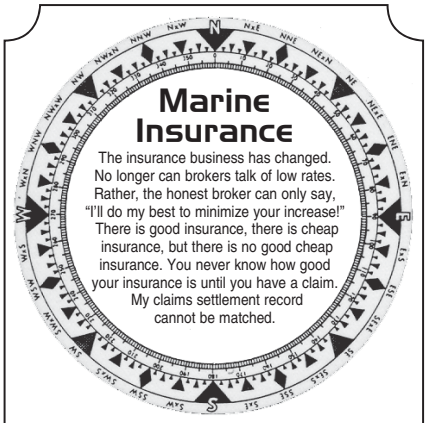


**ISLAND VIEW at WOBURN BAY, GRENADA** offering sports bar, restaurant, jetty, WiFi, showers, ice, laundry & more! Open daily 10AM–10PM. Tel (473) 443-2645 VHF 16

**RYA SAILING AND POWERBOAT** training available now in Antigua by recognized com-pany 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.

## CLASSIFIED ADS

**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. No replies.**


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

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

**Your Classified on the Internet**
**www.caribbeancompass.com**


## ADVERTISERS INDEX


| ADVERTISER | LOCATION | PG# |
|---|---|---|
| A&C Yacht Brokers | Martinique | MP |
| Admiral Yacht Insurance | UK | 39 |
| Anjo Insurance | Antigua | 26 |
| Around Grenada Race | Grenada | 12 |
| Art & Design | Antigua | MP |
| Art Fabrik | Grenada | MP |
| B & C Fuel Dock | Petite Martinique | 29 |
| Bahia Redonda Marina | Venezuela | 27 |
| Barefoot Yacht Charters | St. Vincent | 41 |
| Barrow Sails & Canvas | Trinidad | MP |
| Basil's Bar | Mustique | 37 |
| Bay Island Yachts | Trinidad | 42 |
| Bequia Marina | Bequia | 10 |
| Bequia Sailing Club | Bequia | 11 |
| Bequia Venture | Bequia | MP |
| Beyond The Islands | Caribbean | 35 |
| Budget Marine | Sint Maarten | 2 |
| Budget Marine | Carib Wide | MP |
| BVI Yacht Sales | Tortola | 42 |
| Camper & Nicholsons | Grenada | 25 |
| Captain Gourmet | Union Island | 38 |
| Caraibe Energie | Martinique | 18 |
| Caraibe Greement | Martinique | MP |
| Caribbean Marine Electrical | Trinidad | MP |
| Caribbean Propellers Ltd. | Trinidad | MP |
| Caribbean Yachts | | 39 |
| Caribbean Woods | Bequia | MP |
| Carriacou Silver Diving | Carriacou | MP |
| CIRExpress | St. Maarten | MP |
| Clippers Ship | Martinique | MP |
| Cooper Marine | USA | 40 |
| Curaçao Marine | Curaçao | 11 |
| Diesel Outfitters | St. Maarten | 17 |
| Diginav | Martinique | 28 |
| Dockwise Yacht Transport | Martinique | 23 |
| Dockyard Electrics | Trinidad | MP |
| Dominica Marine Center | Dominica | MP |
| Dopco Travel | Grenada | 37 |
| Down Island Real Estate | Carriacou | MP |
| Doyle Offshore Sails | Tortola | 3 |
| Doyle Offshore Sails | Barbados | MP |
| Doyle's Guides | Caribbean | 34 |
| Echo Marine - Jotun Special | Trinidad | 9 |
| Electropics | Trinidad | MP |
| Fernando's Hideaway | Bequia | MP |
| Food Fair | Grenada | 38 |
| Fred Marine | Guadeloupe | 15 |
| Gourmet Foods | St. Vincent | 36 |
| Grenada Marine | Grenada | 24 |
| Grenadine Island Villas | Bequia | MP |
| Grenadines Sails | Bequia | 34 |
| GRPro-Clean | Martinique | MP |
| Iolaire Enterprises | UK | 37/46 |
| Island Water World | Sint Maarten | 48 |
| Island Water World | Carib Wide | MP |
| Johnson Hardware | St. Lucia | 33 |
| Jolly Harbour | Antigua | MP |
| Jones Maritime | St. Croix | 37 |
| KNJ Marine | Trinidad | MP |
| KP Marine | St. Vincent | 21 |
| Le Phare Bleu | Grenada | 17 |
| Le Phare Bleu Regatta | Grenada | 17 |
| Lulley's Tackle | Bequia | 10 |
| Mango Bay | Martinique | MP |
| Maranne's Ice Cream | Bequia | 38 |
| Marc One Marine | Trinidad | MP |
| Marigot Beach Club | St. Lucia | 22 |
| Marina Zar-Par | Dominican Rep. | 20 |
| McIntyre Bros. Ltd | Grenada | 39 |
| Mid Atlantic Yacht Services | Azores | MP |
| Navimca | Venezuela | 38 |
| Northern Lights Generators | Tortola | 5 |
| Ocean Xperts | St. Maarten | 40 |
| Perkins Engines | Tortola | 19 |
| Petit St. Vincent | PSV | 32 |
| Porthole Restaurant | Bequia | MP |
| Power Boats | Trinidad | MP |
| Quantum Sails | Tortola | 22 |
| Reds Caribbean | Trinidad | 9 |
| Renaissance Marina | Aruba | 6 |
| Santa Barbara Resorts | Curaçao | 7 |
| Savon De Mer | Carib Wide | MP |
| Sea Services | Martinique | 16 |
| Soper's Hole Marina | Tortola | 26 |
| Spice Island Marine | Grenada | 47 |
| St. Croix Regatta | St. Croix | 14 |
| St. Maarten Sails | St. Maarten | 11 |
| St. Thomas Yacht Sales | St. Thomas | 42 |
| Superwind | Germany | 28 |
| SVG Air | St. Vincent | 39 |
| Technick | Grenada | MP |
| Tikal Arts & Crafts | Grenada | MP |
| Tilikum | Martinique | MP |
| Trade Winds Cruising | Bequia | 34 |
| Transcaraibes | | MP |
| Triskell Cup Regatta | Guadeloupe | 13 |
| Turbulence Sails | Grenada | 24 |
| Turbulence Sails | Grenada | MP |
| Tyrrel Bay Yacht Haulout | Carriacou | 29 |
| Vemasca | Venezuela | 27 |
| Voiles Assistance | Martinique | MP |
| Wallace & Co | Bequia | 10 |
| Walliabou Anchorage | St. Vincent | 17 |
| WIND | Martinique | MP |
| Woodstock Boatbuilders | Antigua | 8 |
| Xanadu Marine | Venezuela | 27 |
| YES | Martinique | MP |


MP = Market Place pages 43 to 45

SPICE ISLAND
MARINE SERVICES



# SERVICE.

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

# shop

Store prices are Caribbean wide

great freight rates

islandwaterworld.com

## what's new?

### Jabsco Par Max Ultra 7GPM Pumps

12 or 24 Volt. High pressure water pump provides exceptional flow and consistent water pressure to easily handle the demand of multiple outlets at one time. Includes a Pumpgard strainer, soft rubber mounts and quick. connect fittings for ease of installation. The pump is self priming up to 10ft. (3m) and can run dry without damage. It's manufactured from corrosion resistant materials and is capable of pumping water up to 70 deg C. Silent Operation and Low Amp Draw.



**Priced from $536.65**

### Full Throttle Aqua Extreme Wakeboard

With Lace-Up Bindings the board has an easy riding design for all levels of wake boarders and a soft shape for beginners. With two defined channels that run from the tip to the nose for increased stability and edge control, this board with a small bevel along the entire edge of the board assures forgiving landings.



**Only $350.95**

### New Interlux Varnishes

Interlux is raising the bar in the varnish category: Perfection Plus is a clear, two-part polyurethane with prolonged chemical and abrasion resistance and superior UV protection. Schooner Gold stands for an advanced UV package and outstanding gloss. Compass complements the traditional qualities of Schooner Gold with a brand new, fast-drying extremely durable one-part polyurethane varnish. Applicable to all types of wood, including oily timbers such as teak and mahogany.




**Perfection Plus Quart $85.40**

**Schooner Gold Pint from $24.75**

**Compass Pint from $23.65**

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

## what's on sale in store?



20% OFF ALL

### Boarding Ladders

3 Step, 4 Step, 5 Step, Folding, Telescoping, Transom, Stainless Steel or Aluminum – we have a boarding ladder to meet your needs.

**From as low as $41.00**

25% OFF ALL

### Moeller Fluid Extractors

Empty oil in 15 pumps or less - a patented technology feature. Extract warm or cold oil. Complete kit includes: Three extraction tubes for fluid withdrawal and a tethered cap and easy-to-use instructions. No air or electrical power is required. Creates practically effortless operation with single-hand-ease. Prevents overflow with internal automatic shut-off.



**4 Liter only $94.55 and 6.5 Liter only $120.45**

20% OFF ALL




### Keel Guard Kits

Prevent wear or damage to the keel of your boat: Easy to install KeelGuard is a powerful shock and abrasion-resistant protector that enhances handling and improves tracking. Comes with installation tools and 3M pressure-sensitive adhesive. Available in 4ft, 6ft and 12ft kits.

**From as low as $112.00**

## what's on the web?

**10% discount for online shoppers**



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**

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Trinidad Publishing Company Limited