CARIBBEAN On-line
COMPASS
JULY 2010 NO. 178
The Caribbean's Monthly Look at Sea & Shore



Summer Selections
GRENADA

See story on page 18

DAVON BAKER



Be prepared

HURRICANE

NOW OPEN - BUDGET MARINE ARUBA

XANTREX XPOWER PORTABLE POWERPACKS

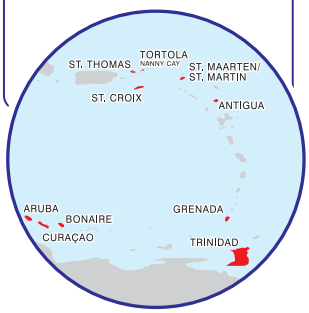
XAN/852-0301



PRICE: $ 108.00

Power to go! XPower Portable Powerpacks integrate a battery and inverter to provide portable electricity and backup power anytime, anywhere.

- Runs 115-volt AC or 12-volt DC products anywhere
- Built-in inverter and sealed, non-spillable AGM
- Built-in light



METRIC GALVANIZED CHAIN

PROMOTION



Sizes 6-16mm

Quality hot-dipped galvanized chain from Italy. Meets Din 766 specifications.

This is the metric chain commonly used in Europe and is specified for most European windlasses, such as the 9.5mm and 10mm.

The galvanizing has been shown to hold up well in the Caribbean and the strength closely matches that of BBB.

Also available in stainless steel, in 6, 8 and 10mm.

Purchase 50 meters or more and receive 5 packs of assorted colored chain markers!



*While stock lasts

TAYLORMADE CHAFE GUARD

TAY/CG1.100 - 4.15/ft



Superior abrasion resistance. Prevent wear and tear on your mooring and dock lines.

Easily fits through chocks, will not split or rot in the sun.

STARTING AT: $ 4.15 per ft

MGF/CG



STARTS AT: $ 37.80

Designed for:

- Heavy use applications,
- Wearability
- Securely installs without ties at the point of use to create a protective wrap on lines.

JERRY JUGS & WATER JUGS

MLL/004933



MLL/007622

STARTS AT: $ 24.20

STARTS AT: $ 25.90

UNDERWATER EPOXY

CLC/131231 & CLC/131232



PRICE: $ 137.50 2QT KIT

PRICE: $ 197.70 2GAL KIT

This moisture insensitive epoxy will harden underwater or in high moisture conditions when mixed in 1:1 ratio.

Apply as soon as possible after mixing and ensure that applied areas are structurally sound.

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

CARIBBEAN CHANDLERIES

BUDGET MARINE

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

The Caribbean's Leading Chandlery

www.budgetmarine.com

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

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

DOYLE SAILMAKERS
doylecaribbean.com

FIVE YEARS - 50,000 MILES GUARANTEED*

*Dacron and Hydra Net only

reAction
Lagoon 55



photo: www.yachtshotsbvi.com

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Colombia
Bazurto Sec La Cuchilla
Cartegena

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boatyard

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

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

JULY 2010 • NUMBER 178


LEGENDRE

More Help for Haiti
Ralliers bring aid 13

All Natural
Bliss in Barbuda..... 16


SEWLAL

Trinidad's Quiet Sister
Tranquil Tobago..... 22



FAVORITE

St. Barth's Art...
is in a grave condition! 24

Storm Shelter
Hurricane prep thoughts 26

Who Are You?
Compass Readers speak up.. 28

DEPARTMENTS

Business Briefs 8
Caribbean Eco-News..... 10
Regatta News..... 15
Destinations..... 18
Meridian Passage..... 20
All Ashore… 22
Maritime History..... 29
Fun Pages.....30, 31
Cruising Kids' Corner..... 32
Dolly's Deep Secrets 32
The Caribbean Sky..... 33
Cooking with Cruisers.....34, 35
Readers' Forum..... 36
What's on My Mind..... 40
Monthly Calendar 42
Caribbean Market Place..... 43
Classified Ads 46
Advertisers' Index..... 46

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

Editor.....**Sally Erdle**
sally@caribbeancompass.com
Assistant Editor.....**Elaine Ollivierre**
jsprat@vincysurf.com
Advertising & Distribution.....**Tom Hopman**
tom@caribbeancompass.com
Art, Design & Production.....**Wilfred Dederer**
wide@caribbeancompass.com
Accounting.....**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: + 590 690 760 100
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: *Davon Baker's view of St. George's Carenage and Harbour, Grenada*



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

Missing Sailboat
A J/24 called *Loose Cannon* went missing from Carlisle Bay, Barbados some time between 1700 and 2200 on May 23rd. The St. Lucia-based boat was in Barbados to race. The 24-foot sloop has a red hull with "Loose Cannon" in white lettering on both sides, blue antifouling and a white mast. Despite a report that the boat was subsequently seen by a fisherman approximately 60 miles east of St. Lucia, the boat has not been recovered as this issue of *Compass* goes to press.

Any sightings or other relevant information can be reported to your local Coast Guard and to Edgar Roe, (758) 518-7784, edgar@edgarroe.com.



Five Bays, Colombia, Closed
Lourae and Randy Kenoffel report: Colombia Coast Guard has "closed" the Five Bays (just northeast of Santa Marta) to cruisers. They no longer allow cruisers to stop. Apparently, if you do stop, the Guarda Costa will ask you to depart as soon as possible — either to continue on to Cartagena or proceed to Santa Marta to clear in.

This is upsetting information as the Five Bays have always been very good places for cruisers to stop, rest, make repairs, enjoy the snorkeling and fishing, meet some friendly local Colombians, etcetera. Cruisers take note!

For more information contact sy_pizazz@yahoo.com.

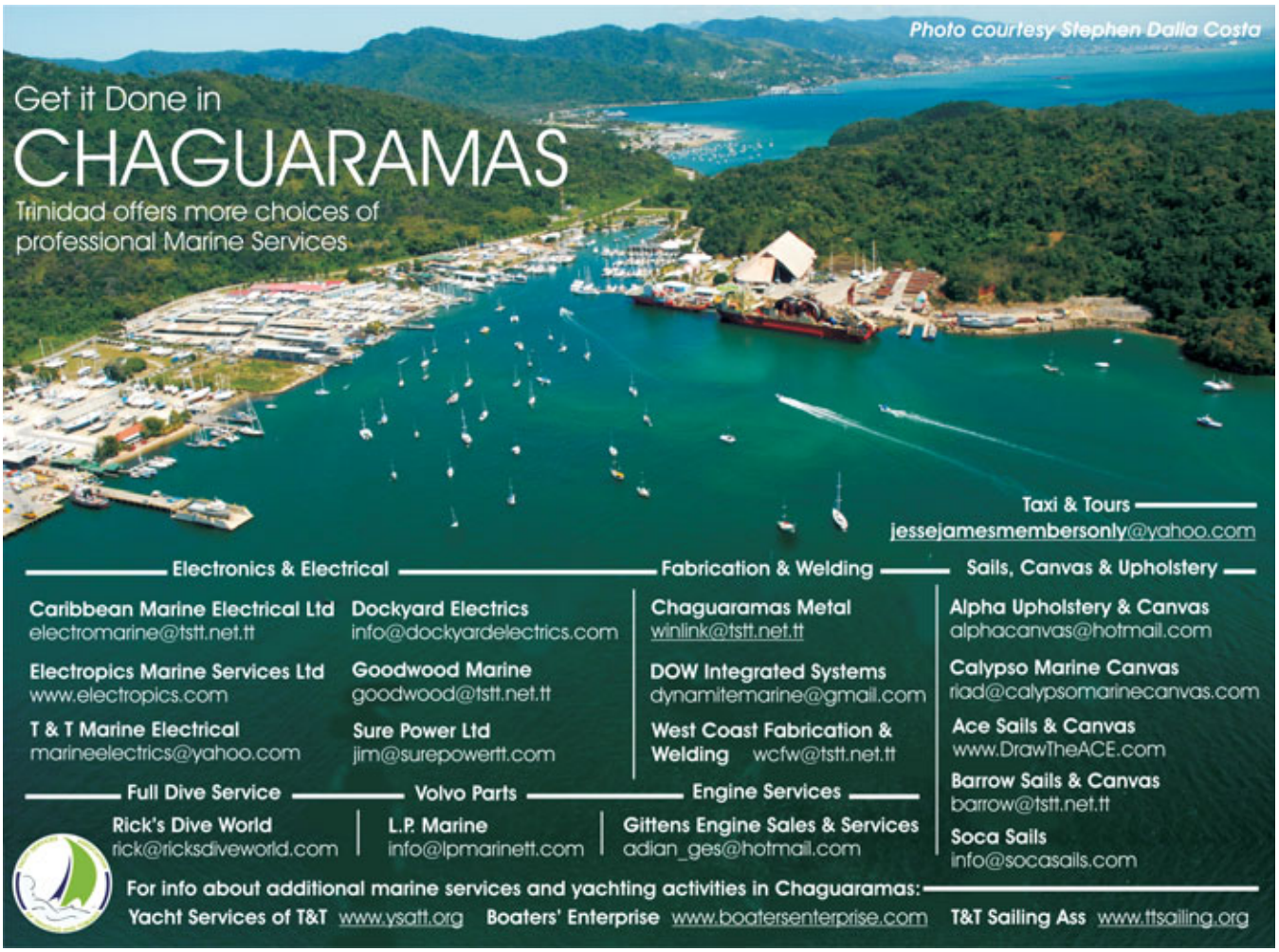
New St. Lucia Marine Park Fee
At its meeting in April, the board of directors of the Soufriere Marine Management Area (SMMA) in St. Lucia took the decision to charge persons entering the park, including those arriving by yacht, a daily Environmental Maintenance Fee of EC$10, beginning July 1st. This will be in addition to fees charged for yacht moorings.

For more information visit www.smma.org.lc.

Antigua Launches National Sailing Academy
June 5th saw the official opening of the National Sailing Academy (NSA) of Antigua & Barbuda at Nelson's Dockyard. Students in the Youth Sailing Programme at the Antigua Yacht Club (AYC) displayed their sailing skills to the gathered crowd,

—Continued on next page





—*Continued from previous page*

…which included NSA patron Governor General Dame Louise Lake-Take, Prime Minister the Honourable Dr. Winston Baldwin Spencer, and area representative Eleston Adams, along with a who's who in the Antiguan yachting industry.

The ceremony was opened by AYC Commodore and President of the NSA, Elizabeth Jordan, who thanked those who had made significant contributions to help start the Academy. Reviewing the history of the AYC Youth Sailing Programme, she showed a picture of the class of '93. It contained 18 students, of whom nine are now working full time in careers within the marine industry — the blueprint for what the Academy is trying to achieve. Also of note from the class of '92 is Faraday Rosenburg, now captain of superyacht *White Wings*.

The Academy is removing logistic and financial barriers to youth entering the marine industry. Previously, those who were able to take part in the AYC progamme either lived in the area or had the financial resources available. With co-ordination from the Ministry of Sports and Education and the Ministry of Transport, those children who select sailing as their sport of choice will be transported once a week to Falmouth or Jolly Harbour for their tuition, with the cost being covered by the Academy. Aside from sponsorships, every yacht which docks in Antigua will be asked to make a donation to the programme of US$1 per foot of overall length.

Other Academy board members are Pippa Pettingell, who runs the Youth Sailing Programme at Jolly Harbour; Karl James, twice Olympian sailor who is Senior Instructor at AYC; Graeme Swatton, director of Swalings International School of Swimming who is heading up the swimming programme; John Duffy, president of the Antigua & Barbuda Marine Association; Peter Anthony of Ondeck Ocean Racing, the charter company that will provide training once the children have gained enough experience to move onto bigger boats; and Eddison Williams, who acts as liaison between the Government and the private sector.

The Prime Minister expressed his support for the programme, citing it as a significant investment in the development of the nation's youth in the marine sector.

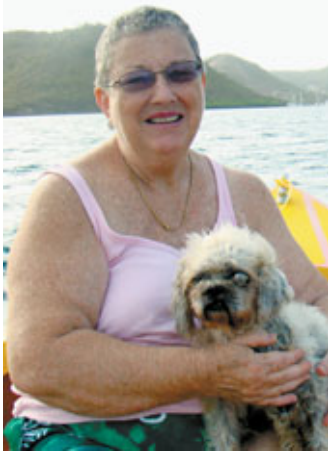
The presentation ended with a video sponsored by Woodstock Boatbuilders, North Sails and Antigua Rigging, showing what children enjoy about sailing and swimming, and some of the careers now enjoyed by many Antiguans who have taken part in the sailing programme at the Antigua Yacht Club.

For more information visit www.nationalsailingacademy.org.

Eight Bells

KEN MACKENZIE, best known in the Caribbean as the long-time owner and skipper of the famous classic 80-foot Herreshoff ketch *Ticonderoga*, died on May 27th in Massachusetts at age 69. Ken was instrumental in organizing the yacht races in 1974 and 1975 that evolved into the Antigua Classic Yacht Regatta; he participated in 12 Antigua Sailing Weeks; raced in Bermuda Fitted Dinghy Races; with *Ticonderoga,* was overall winner of the 1976 Bermuda to Newport Race; was America's Cup Reserve Crew on the 12-metre *Enterprise*; was a helmsman on *Mistress Quickly* for 1979's Cowes Week and Fastnet Race (a race in which 17 lives and 21 boats were lost, but *MQ* finished safely); raced in the Southern Ocean Racing Conference on *Mistress Quickly* 1980-81, made many trans-Atlantic passages and experienced eight survival-type storms including 1973's Hurricane Gilda; and captained *Off Soundings* and *Physalia*, both 70-foot motor sailors, and *Lord Jim*, a 72-foot Alden schooner.

MARILYN KAY PRICKETT-WOMERSLEY of the yacht *Caribdream* died on April 1st in New York at age 66. Marilyn lived aboard *Caribdream* with her husband, Alan, and was active in recovery efforts in Grenada after Hurricane Ivan in 2004. A gathering of friends and family was held at Clarkes Court Marina on her birthday, June 11th. Donations in Marilyn's memory were made to Grenada's Pink Ribbon Society, an organization dedicated to promoting breast cancer education and supporting people whose lives are affected by breast cancer.



A long-time member of the cruising community, Marilyn Womersley of yacht Caribdream *will be missed*

Saffir-Simpson Scale Revised

The US National Oceanic and Atmospheric Administration's National Weather Service will implement a new hurricane scale for the 2010 season called the Saffir-Simpson Hurricane Wind Scale. Using the original Saffir-Simpson Scale, it keeps the same wind speed ranges for each of the five hurricane categories, but does not tie specific storm surge and flooding effects to each category.

The original scale has been widely used to convey the threat levels of tropical cyclones. Current changes were made because storm surge values and associated flooding are dependent on the storm's intensity, size, motion, barometric pressure, the depth of the near-shore waters and local topographical features. As a result, storm surge values can be significantly outside the ranges suggested in the original scale.

As an example, NOAA cited Hurricane Ike in 2008, which was a very large storm that made landfall on the Texas coast as a Category 2 hurricane with a peak storm surge of 15 to 20 feet. In contrast, Hurricane Charley struck Florida in 2004 as a Category 4 hurricane, but produced a peak storm surge of just six to seven feet.

Storm surge forecasts will continue to be included in hurricane advisories and statements. Beginning with the 2009 hurricane season this information has been expressed in terms of height above ground level, giving residents a better understanding of the potential for flooding at their location.

Visit www.noaanews.noaa.gov to see the Saffir-Simpson hurricane wind scale summary table.

St. Lucia Dinghy Project Update

Bruce McDonald reports: The on-going 505 dinghy restoration based at IGY Rodney Bay Marina in St. Lucia, received some international attention in the form of a recent visit from Australian 505 guru Malcolm "Pip" Pearson.

—*Continued on next page*



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

—Continued from previous page

The President of the International 505 Class Yacht Racing Association has some 48 years of 505 racing experience, which he doesn't mind sharing. He studied the dinghy, scratched his chin and said: "It's a marvelous undertaking and I'm choked that I can't be more involved."



Students (from left) Derick Wallcot Mathurin, Kirwin Wade Lord, Ken William and Kervin Germain, with teachers Sheldon Issac and Desslar St. Rose, are joined by 'Pip' Pearson (in the blue cap), Nancy Marez, Adam Foster, Edgar Roe (red cap) and Ted Bull (seated at center)

Saint Lucia Yacht Club's (SLYC) Sailing Captain, Edgar Roe, orchestrated a casual gathering at the restoration site with co-operation from fellow Australian, IGY Marina Manager Adam Foster. The trio had never met in Australia but the Australian sailing community is close knit and Pip was more than happy to give some moral support for the project.

Pip sailed the 505 World Championships in 2008, the Australian Nationals in 2009, the North American Championships in 1966, 1970 and 1972, and raced with Dennis Surtees, the sailing king of San Francisco Bay, where they won three North American and five Pacific Coast Championships. He also competed against Rodney Bay Marina's developer and former owner, the late Arch Marez (father of 505 donor, Nancy) prior to Arch setting sail for St. Lucia.

Also rallying around the 505 restoration was Nancy Marez, donor of the 505, who is still actively involved in the project. SLYC's bosun Ted Bull and Junior Training Manager Uli Meixner joined Island Water World's Ian Cowan to give some welcome advice and support to the students of Gros Islet's Secondary School, who are both learning and working on the project under the watchful gaze of IGY's professionals.

Site-ings

Fantasy Island Marina at Roatan, Honduras now has a blog, ***http://fantasyisland-marinaroatan.blogspot.com***, which has useful information including the Cruiser's Guide to French Cay Harbor, Fantasy Island Marina information, and numerous links of interest to cruisers. And for a bit of nostalgia, the intro music and video of the TV series "Fantasy Island".

Interested in the Grenadines' environment? Check out ***http://environmentalattackers.org***.

New Works at Underwater Sculpture Parks

The Underwater Sculpture Park at Moliniere Bay, Grenada saw the unveiling in February of a new, seven-foot-tall sculpture by local artists Rene Froehlich and Jefferson "Buju" Thomas. This is the first work by local artists to be added to the original 65 sculptures done by English-Guyanese artist Jason deCaires Taylor. Designed to form a complex reef structure for marine life to colonize, the Underwater Sculpture Park has become a "must see" for divers and snorkelers.

Meanwhile, Taylor has created another underwater sculpture park in The National Marine Park of Cancun, Isla Mujeres and Punta Nizuc, Mexico. The Cancun Marine Park is one of the most visited stretches of water in the world with over 750,000 visitors each year, placing immense pressure on its resources. The location of the sculptures will promote the development of natural reefs, relieving pressure on them by drawing visitors away. Already the first three sculptures installed in November 2009 have been a great success, drawing much interest from tourists and showing immediate exponential coral growth. The locations were sited specifically within an area of the national marine park severely damaged by hurricanes and tropical storms, an ecosystem in need of regeneration.

For more information visit www.underwatersculpture.com.

Carriacou 'For the Kids' Auction July 31st

When passing through Carriacou on your way south to your hurricane hole, be sure to leave your unneeded stuff with the Carriacou Yacht Club for the July 31st auction benefiting the Carriacou Children's Education Fund (CCEF). They accept all those spare boat parts that you have never used, household goods, clean used clothing, and, of course, cash.

These efforts make it possible for several students to attend the TA Marryshow Community College and for a large number to have the required uniforms for primary and secondary school. Your contribution makes a big difference in these children's lives.

If you are not rushing south, be in Carriacou for the annual CCEF activities directly preceding the Carriacou Regatta Festival (see ad on page 14).

For more info about CCEF, contact boatmillie@aol.com.

Errata

In last month's review of *The Spice Necklace* by Ann Vanderhoof, a memoir of sailing and eating in the islands, we lamented that there was no index to the numerous recipes in the book. Good news — although a list of the recipes was not in place in the Advance Reading Copy we received, there is, in fact, a list of recipes in the final book. (It's arranged by category: Starters & Snacks; Drinks; Mains; Soups, Salads & Sides; Sweets & Baking; and Spice Blends, Condiments & Marinades.) Okay, so now we can't find much if anything at all wrong with this excellent book. Go buy it (see links at www.spicenecklace.com)!

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Eduardoño Boats of Colombia, on page 17; Ford Motor Company of Trinidad, on page 47; and Offshore Risk Management of Tortola, on page 11.

Good to have you with us!

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

Business Briefs

More Customer Satisfaction at Parts & Power

Parts & Power Ltd, of Tortola, recently completed a four-day Organization and Time Management course for their personnel. The training concentrated on increased Customer Satisfaction through better Organization and Time Management. Topics



included meeting customer commitments, meeting project deadlines, better communication through e-mail correspondence and scheduling tips.

For more information on Parts & Power see ad on page 9.

SVG Air's New St. Lucia Service

On June 1st, SVG Air began daily service to and from St. Lucia's Hewanorra International Airport. Scheduled flights are available connecting Hewanorra with St. Vincent, Bequia and Canouan. Flights to Union Island can also be arranged for groups of four or more. Hewanorra receives direct flights from major North American, European and Caribbean cities, and with SVG Air's new flights you can get from St. Lucia to the Grenadines in less than half an hour. So convenient!

For more information on SVG Air see ad on page 19.

Carriacou Maroon 2010 a Big Success

Edwin Frank reports: The new-look Carriacou Maroon & String Band Music Festival, held April 30th through May 2nd, received rave reviews from visitors and residents alike. Musical performances by visiting bands including Lashing Dogs of Tortola, the Old Time Jammers of Tobago, and the Mamai Kweyol group from St. Lucia were highlights, and dancing and drumming by the Zenaida Productions and Esoteric Drummers of St. Lucia was outstanding. Groups from Carriacou performed the island's famous Big Drum dance as well as chants, poetic presentations, and a mix of other dances and skits that enchanted the crowds. Local delicacies such as "smoked food", rolled rice, rolled coo-coo, stewed pigeon peas, and ground provisions made sure no one went hungry over the weekend, and craft items on display were a feast for the eyes. The rich cultural rituals and libation activities were also made to take their rightful places, as the mermaids and ancestors were fed and nourished as tradition dictates.

There is no doubt that the executive producers, sponsors, volunteers, and everyone involved in different aspects of the festival are satisfied that their time and resources



were indeed committed to an event that was well appreciated and has the potential to mature to a world-class level within Grenada's Calendar of Events.

Ondeck 'Rum Runners' Deliver Special Bounty

Ondeck Skipper Pete Whitelaw and crew Mark Barton, Rory Johnson and Roger Johnson became known as 'The Rum Runners' as they stepped off their 65-foot yacht *Spirit of Minerva* at Gunwharf Quays, Portsmouth, England on May 8th, completing the 3,500-nautical-mile Ondeck Atlantic Challenge from the Caribbean via the Azores.

The four 'Rum Runners' were so named because they and the rest of the crew on board had stopped off in the birthplace of rum, Barbados, to pick up a special cargo to carry to the UK — the very first shipment of Mount Gay's 1703 Old Cask Selection super-premium rum. The Minister of Tourism for Barbados, The Hon. Richard Sealy, signed the bottles, which are to be auctioned for charity, and a presentation case containing six bottles was carefully stowed on board before leaving the dock.

As well as *Spirit of Minerva*, three other Ondeck Farr 65 yachts completed the Atlantic Challenge. Each yacht sailed with a skipper and professional crew as well as those paying for the experience. Eleven of the crew used the race as a qualifying passage to complete their Ocean Yachtmaster Certificate, but most of the competitors had never experienced an ocean passage before.

For more information on Ondeck see classified ad on page 46.

Tackle Your Energy Problem at Wallace & Co.

Switch to LED Lights. LEDs last longer — never change a bulb! Ultra-low energy consumption. No filament to burn out or break.

Wallace & Co., Bequia, stocks a big variety of LED lights and bulbs, including those for navigation.

Also new: Trojan 6V batteries and deep cycle 12V batteries.

Check out the new stock at Wallace & Co., Bequia.

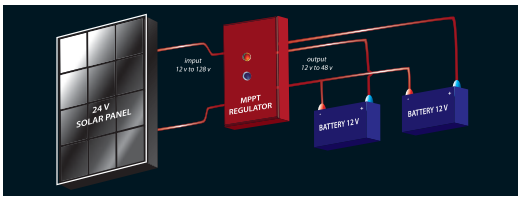
For more information on Wallace & Co. see ad in Market Place section, pages 43 through 45.

144 Volt DC Hybrid Electric Drive System Installed in Trinidad

Caribbean Marine Electrical Ltd. was selected to design and install the 12V DC and 125V AC electrical systems for a 55-foot luxury catamaran built in Trinidad. The owner specified the most efficient LED dimmable lighting and state-of-the-art electronics and conveniences.

—Continued on next page

NEW 24 V SOLAR PANEL
DOUBLE YOUR ENERGY



xantrex
CP-Solar

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

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

After Sale Service CATANA ALLIAURA MARINE JEANNEAU

—Continued from previous page

To power the yacht and its systems the owner decided on a 144V DC Hybrid Electric Drive System, a new "green" technology. It saves fuel and re-generates 144V DC while under sail. Caribbean Marine Electrical put its 14 years of experience into this first-of-its-kind project in the Caribbean, installing the Hybrid Electric Drive according to the manufacturer's specifications. The main challenge was to successfully and safely integrate the 144V DC Electric Drive System with the 125V AC Shore Power and Inverter Supplies with the 12V DC Service.

The yacht has been sailing the Caribbean for the past 12 months, and on several occasions Caribbean Marine Electrical has been in touch with the owner, who reports that "all systems are go" and he is happy with his choice to "go green".

For more information on Caribbean Marine Electrical see ad in Market Place section, pages 43 through 45.

International School Accepting Registrations

Primary, Junior, Secondary and University Preparation are available at The International School, St. Lucia. The school offers a dynamic curriculum, excellent



Students at The International School in St. Lucia can learn sailing, too

staff, transferable skills and an unbeatable rate of acceptance to universities overseas. Look for reduced rates for local students, and boarding options for international students. Textbooks and a wireless air-conditioned environment are provided.

Register now for September while places are available.

For more information on The International School see ad on page 37.

Marine Services Now Under One Roof In Tobago

John Stickland reports: For the first time in Tobago there is now a marine services company that offers everything you might need for cruising in this undiscovered region of the Caribbean. With a wide range of beautiful, secure and safe anchorages, Tobago has plenty to offer cruisers. This is a hurricane-free destination, unspoiled and quiet, offering tranquil spots to lime away the hours. Away from the sandy beaches, Tobago has one of the oldest protected rainforests in the world and an abundance of flora and fauna — both on land and underwater.

Store Bay Marine Services Limited, based on the waterfront at Cable Beach, provides water, diesel, gas and propane together with laundry and internet facilities (long-range WiFi).

The company has established strategic partnerships with major marine suppliers in Trinidad and other CARICOM countries, which means that chandlery can be delivered duty free within 36 hours. With our extensive freight forwarding contacts we can also ensure prompt delivery from both the USA and Europe.

Our team of service engineers can undertake repair, maintenance, fabrication and installation at short notice in the following areas: Marine Electrics and Electronics; Refrigeration and Air Conditioning; Marine Woodwork, Metalwork and GRP; Canvas Work; Outboard Engines (2 & 4 Stroke); Diesel Engines; Plumbing (Water & Gas); Commercial Diving.

Store Bay Marine Services also offers long term in-water storage at reasonable rates with secure and maintained moorings, 24-hour security and a regular inspection and reporting programme.

Throughout 2010 Store Bay Marine Services will be expanding its range of services and increasing its operations to cover the northern anchorages of Tobago, offering island-wide assistance to cruisers.

Store Bay Marine Services (SBMS) was founded by English yachtsman John Stickland, who has 20 years' sailing experience. He has spent the last three years sailing single-handed around the Caribbean. Prior to that his cruising grounds included, Europe, Africa and South America.

SBMS is committed to creating a cruiser-friendly environment in Tobago, providing information, guidance and assistance for visitors.

For more information contact John Stickland at john@sbms.co.tt or ring (868) 390-5408.

Something Special from A&C Yacht Brokers

Every so often a yacht broker has something truly unique to offer. The three-masted schooner *La Boudeuse* is such a vessel. A&C Yacht Brokers of Martinique is well known as an agent for Dufour and Fountaine Pajot production yachts, but the 46-metre, Dutch-built, 1916-vintage *La Boudeuse* is something else! If you need a



day-charter head-turner, a handsome contender for classic regattas, or perhaps your very own pirate ship, come to Martinique and have a look.

For more information on A&C Yacht Brokers see ad in Market Place section, pages 43 through 45.

***Iolaire* Sold**

Don Street has sold the iconic wooden yawl, *Iolaire*. The 46-foot *Iolaire* was built in 1905, and for almost half a century Don sailed her (for most of the time she was engineless) throughout the Lesser Antilles, cruising, racing, raising a family, writing, selling yacht insurance, and researching his seminal sailing guides and the popular Imray Iolaire charts. *Iolaire's* new owner, a sailor and boatbuilder, took possession in June. Don says, "His father was Commodore of the Royal Western Yacht Club in Plymouth for many years so it certainly looks like *Iolaire* is going to a good home."

Meanwhile, the unstoppable Street, celebrating his 80th birthday this month, is busy working on *Gypsy*, the 1937-vintage Dragon that he races with his friends and family.

Visit Don's website at www.street-iolaire.com.

Grenada Carnival with Horizon Yacht Charters

Horizon Yacht Charters Grenada offers an all-inclusive, skippered, seven-night Catamaran Special to celebrate the Grenada Carnival in August. The Grenada Carnival is perfect for sailors who seek a blend of adventure, exceptional cruising grounds, music and plenty of cultural tradition. Summer special offers exclusive for Carnival charters are also available for bareboat charters for seven, ten or 14 nights.

For more information contact horizonjacqui@spiceisle.com.

22% more (sea) horses

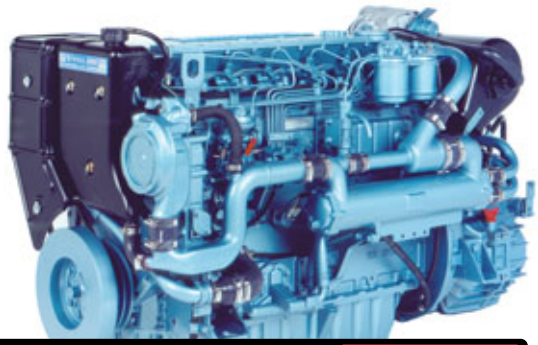
The Perkins Sabre M225Ti is designed to replace the Perkins M200 and M235 and provides more than 22% additional available horsepower in the same package.

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



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

That is how ABC MARINE was born.

ALL YOU NEED FOR BOATING & FISHING

Caracasbaaiweg 158 - Curaçao - Neth. Antilles

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

bas@abcboatsnv.com www.abcboatsnv.com

Open Monday - Friday 08.30 - 17.30
Saturday 09.00 - 13.00



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

curacao MARINE

call: + (5999) 4658936 email: curacaomarine@interneeds.net website: www.curacaomarine.com

CARIBBEAN ECO-NEWS

Regional Whale Watchers Seek Support

Experts, international whale-watching industry representatives, civil society groups and international NGOs met at a symposium in Sainte Luce, Martinique, from February 18th through 21st. The symposium addressed opportunities for building local, sustainable "blue" tourism and combating threats to marine mammals in the Caribbean.

The Symposium strongly urged Caribbean governments to give their full support and encouragement to whale-watching activities as a valid and sustainable means of protecting marine mammal populations and creating jobs, earning foreign exchange and providing sustainable livelihoods for fishermen and local coastal communities.

Whale-watching has become a US$2.1 billion global industry, with whale-watching as a tourism activity growing in the Caribbean and Central American region at a rate of 12.8 percent (2008), three times more than the growth rate of the global tourism industry (4.2 percent). Countries in this region are now earning nearly US$54 million from whale watching as part of their tourism product, while earnings from whale hunting are minimal. These figures indicate that whale watching contributes to sustainable development and helps to preserve biodiversity and natural heritage, for the benefit of fishers and local communities.

The symposium called on all Caribbean Governments to ensure that any participation by them in the International Whaling Commission (IWC) reflects these economic and ecological realities of the region. The symposium further recalled the principled position of Dominica's Prime Minister, Roosevelt Skerrit, for his 2008 decision to withdraw his government's support for whaling at the IWC as being "incompatible" with Dominica's brand as a "Nature Isle", and calls on the leaders of other OECS countries to join him.

The IWC's 2010 meeting is being held as this issue of *Compass* goes to press.

No Dumping Garbage from Ships in Caribbean

Decisive action by the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) at its 60th Session, held March 22nd through 26th, has resulted in the adoption of a resolution prohibiting the discharge of all garbage by ships in the Wider Caribbean Region as of May 1st next year.

With the adoption of an MEPC resolution establishing May 1st, 2011 as the date on which the MARPOL 73/78 Annex V (Regulations for the Prevention of Pollution by Garbage from Ships) Special Area regulations take effect in the Wider Caribbean, this region becomes the sixth zone to be protected against the discharge of all garbage from ships, other than organic materials under certain conditions (based on distance from shore and particle size). This is a very timely move, as maritime traffic is expected to continue to dramatically increase in the Caribbean region with the expansion of the Panama Canal.

The Wider Caribbean Region contains 28 coastal and insular countries that have coasts on the Caribbean Sea, the Gulf of Mexico and part of the Atlantic Ocean. It covers an area of more than 3.3 million square kilometres, from the United States to French Guiana. The region's highly productive but extremely sensitive marine ecosystems provide a livelihood for many coastal communities and more than 41 million people live within 10 kilometres of the coastline.

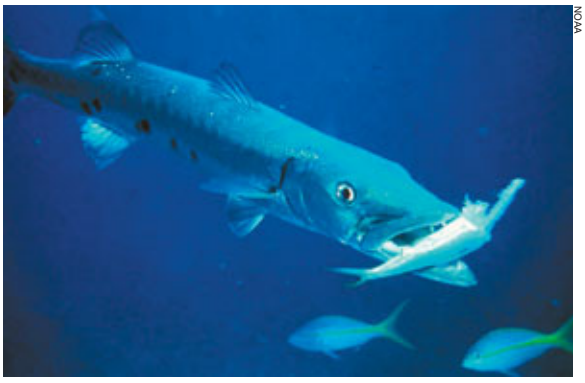
Garbage in the marine environment can damage habitats and kill wildlife, and can also impact the quality of life of local communities and affect the economies of a region, notably by its consequences on tourism.

A study conducted by the United Nations Environment Programme (UNEP) assessed that litter from ocean-based sources of pollution (such as fishing nets, gear and supplies, ropes, etcetera) accounted for at least 11 percent of all marine litter in our region.

Chris Corbin, UNEP Caribbean Regional Coordinating Unit Programme Officer for Pollution Prevention, congratulated the countries for their collaboration on this matter, but also stressed the importance of having the entry into force as soon as possible of the related pollution control agreement for Land Based Sources of Marine Pollution. This will further assist efforts to tackle the problem of solid waste and marine litter in the region.

Big Fish Lacking in Big Pond

Sharks, barracuda and other large predatory fishes disappear on Caribbean coral reefs as human populations rise, endangering the region's marine food web and


NOAA

ultimately its reefs and fisheries, according to a study by Chris Stallings of the Florida State University Coastal and Marine Laboratory.

While other scientists working in the Caribbean have observed the declines of large predators for decades, the comprehensive work by Stallings documents the patterns in far more detail at a much greater geographic scale than any other research to date. His article on the study, "Fishery-Independent Data Reveal Negative Effect of Human Population Density on Caribbean Predatory Fish Communities", was published in the May 6th, 2009 issue of the journal of the Public Library of Science (www.plosone.org).

—Continued on next page

—Continued from previous page

The study documents in detail the declines of marine predators on Caribbean coral reefs that occur alongside human population growth, jeopardizing the region's marine food web and ultimately its reefs and fisheries. Stallings found that nations with more people have reefs with fewer large fish because, as the number of people increases, so does demand for seafood — and bigger fish are usually fished first.

Given that about half the world's population lives near coastlines and that the world population is growing, demands for ocean-derived protein will continue to increase, Stallings warned. He said meeting such demands while retaining healthy coral reefs may require multiple strategies, including implementation of marine reserves, finding alternative sources of protein, and increased efforts to implement family-planning strategies in densely populated areas.

Meanwhile, a marine ecologist who has studied some of the most pristine and untouched coral reefs in the world says there is a way to fight back against devastating deaths of coral reefs caused by climate change and warming oceans.

Enric Sala, a former professor at Scripps Institution of Oceanography and now a National Geographic Fellow, said damaged coral will grow back if it is in a healthy environment with lots of predator fish. "This is not rocket science," said Sala. "If we allow the fish to return, we can buy time and allow for something to be done about climate change." Most of the coral in the Caribbean is badly degraded, he said. There are exceptions off Cuba, Belize, Costa Rica and Mexico. The way to bring back the reefs, he said, is to create marine reserves that allow for the restoration of predator fish.

Reduce the fishing effort by half, take away fishing subsidies, create protected areas and fix climate change, Sala said. While it will take time to deal with climate change, he said the first three steps would buy that time.

Venting

According to an April report in BBC World News (http://news.bbc.co.uk/2/hi/science/nature/8611771.stm), what are believed to be the world's deepest undersea volcanic vents have been discovered in the Caribbean. The vents, known as black smokers, are located 5,000 metres (3.1 miles) down in the Cayman Trough.

The volcanic chimneys, which spew out water hot enough to melt lead, were caught on film by a British-led team. Marine biologist Dr. Jon Copley said: "Seeing the world's deepest black-smoker vents looming out of the darkness was awe-inspiring. Super-heated water was gushing out of their two-storey-high mineral spires, more than three miles beneath the waves."

Expedition leader Doug Connelly said: "We hope our discovery will yield new insights into biogeochemically important elements in one of the most extreme naturally occurring environments on our planet."

The team, led by the UK National Oceanography Centre in Southampton, sailed across the Caribbean on the scientific research vessel the *James Cook*. The discovery was made with the help of two deep-sea vehicles. Firstly, a robotic submarine called *Autosub6000* enabled the team to map the seafloor of the Cayman Trough in fine detail. Then a vehicle called *HyBIS*, equipped with high-definition cameras, was lowered and captured detailed images of the smokers.

By studying life around the hydrothermal vent systems, which are dotted along the deep-sea mountain range that girdles the planet, the team hopes to increase the understanding of the way marine communities interact. This, in turn, could aid efforts to better protect endangered marine species. Senior researcher Dr. Alex Rogers, from the Zoological Society of London, said, "The densities of animals and the biomass of life around these hydrothermal vents is just staggering."

However, scientists will not have these extraordinary environments to themselves for long. Gold, silver, copper and zinc are all present in the mineral-rich emissions of the vent systems and recent advances in deep-sea oil exploration are giving miners the chance to exploit these areas for the first time. Dr. Copley is well aware of the moral and political questions being raised by the team's groundbreaking work.

He believes that we are at a crucial crossroads in the use of the deep ocean.

He can see a future where nation states squabble over natural resources, but he is optimistic that the international co-operation demonstrated on his current voyage will lead to sensitive study and sustainable exploitation of the deep sea's riches. "Hopefully there's a different path forward if we've got the courage and determination to take it," he told BBC.

Adopt a Sea Turtle!

In April, the Venezuelan environmental group Fundacion La Tortuga launched its "Adopt a Sea Turtle" campaign. The goal of the project, run in conjunction with the Grupo de Trabajo en Tortugas Marinas de Nueva Esparta, is to involve children, young people and adults in an interactive way to raise funds for environmental conservation activities, especially those involving the protection of sea turtles.



Fundación La Tortuga President Alberto Boscari says, 'Five of the seven types of sea turtles in the world live in Venezuelan territory, so we can consider ourselves privileged'

Five of the Earth's seven species of sea turtles are found in Venezuela. The symbolic "adoption" of a turtle will offer opportunities to participate in "turtle camps", night watches to guard nesting areas, the release of hatchlings, turtle rescues, lectures, and sea-turtle monitoring and evaluation projects.

For more information visit www.fundacionlatortuga.org/FLT/node?page=1

—Continued on next page

Better Boat Insurance

BETTER COVERAGE
BETTER PRICES
BETTER SERVICE

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

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

JOTUN

FOR THE BEST IN VESSEL PROTECTION ABOVE AND BELOW WATER

HIGH PERFORMANCE ANTIFOULINGS FOR TROPICAL WATERS:

Jotun SeaQueen the BEST in self polishing only
Jotun SeaQuantum Classic UNsurpassed in life time
Jotun Seaquantum Ultra the ULTIMATE combination of efficiency and service life
Jotun SeaAlu copperfree for Aluminum vessels

JOTUN OFFERS ALSO A FULL RANGE OF PRIMERS, INTERMEDIATE-, SPECIALTY- AND TOPCOATS.

Technical Information and Dealer Inquiries:
ECHO-MARINE - QUALITY COATINGS,
TRINIDAD
Tel.:+1 868 634 4144 or 1072
email: jotun@echo-marine.com
JOTUN is also available at all Trinidadian shipyards as well as all branches of
ISLAND WATER WORLD + + + +
BEQUIA VENTURE in the GRENADINES
bequiaventure@vincysurf.com / (784) 458 3319





—Continued from previous page

Last Mangrove Wetland in Barbados Disappearing

According to a May 6th PRNewswire (www.prnewswire.com) report, a recent environmental study shows the last remaining mangrove in Barbados is disappearing because of outside pollution and poor water quality.

The Graeme Hall wetland is a red mangrove forest that has existed for some 1,300 years. It is the only wetland in Barbados recognized internationally under the Convention on Wetlands of International Importance (Ramsar). It acts as a Caribbean flyway stop for migratory birds between North and South America.

The 800-page study (available at www.graemehall.com/press/papers/Graeme Hall 043010 MEA.pdf) prepared for the Graeme Hall Nature Sanctuary by Environmental Engineering Consultants of Tampa, Florida shows the Sanctuary has suffered a 77-percent reduction in salinity in the past ten years due to an inoperative government-run sluice gate. The huge reduction signals "an inevitable failure of the mangrove ecosystem" as freshwater flora and fauna take over.

The study also cites damaging factors including dumping of raw sewage into the wetland instead of the sea by the South Coast Sewage Treatment Plant; contaminated storm water runoff originating from 1,150 acres of government-managed drainage systems; and commercial and residential pollutants from adjoining properties.

Graeme Hall Nature Sanctuary occupies 42 percent of the Ramsar wetland at Graeme Hall, and is owned by Peter Allard, a Canadian investor and philanthropist who has put more than US$35 million into the 35-acre eco-tourism site to preserve the last significant mangrove woodland and wetland on the island. The Sanctuary closed its doors to the general public in late 2008 when problems of pollution and water quality became overwhelming.

The original environmental investment was based on the area being protected as a brackish mangrove ecosystem.

Despite a 6,000-signature petition by citizens of Barbados to create a 240-acre national park at Graeme Hall, a new government zoning policy calls for commercial and residential development for the majority of the area.

International Funds Help Grenadines Marine Environment

The Sustainable Grenadines Project has attracted funding from international sources for three different projects aimed at conserving the marine environment in the Grenadines.

The first project, entitled "Strengthening Reef Management in the Grenada Bank", has been funded by the US National Fish and Wildlife Foundation. The project will be carried out in collaboration with the Marine Protected Areas (MPAs) across the Grenada Bank, and will aim to build reef management capacity by strengthening networking, monitoring and evaluation, and decision-making for sustained marine and coastal conservation. The project will create management, institutional, and draft legal documents that will improve MPA management. Regional management structures will be strengthened as a result of the network that has been created and will provide for more efficient protection and conservation of coral reef habitats.

The US National Oceanic and Atmospheric Administration (NOAA) has approved the project entitled "Developing a Framework for a Comprehensive Marine Multiuse Zoning Plan for the Grenadine Islands". The project will build on pre-existing initiatives in the Grenadine islands of St. Vincent & the Grenadines and Grenada by the Sustainable Grenadines Project, the Marine Resource and Space-use Information System Project (MarSIS) and Protected Area Systems Plans developed by both countries to increase MPAs through the development of a multiuse zoning plan for the Grenadines.

Finally, the Neotropical Migratory Bird Conservation Act has approved a grant for the project entitled "Building Benefits for Birds and People: Ashton Lagoon Restoration Phase II". The Ashton Lagoon on Union Island was damaged more than a decade ago by a marina development project that was never completed. This project aims to restore Ashton Lagoon and the critical ecosystem functions and values it once provided, as well as economic and community-based benefits that are inherently linked to such a dynamic and complex ecosystem. The proposed project seeks to enhance wildlife habitat potential for birds, fishes, and other marine organisms by:

- restoring hydrology and tidal flushing within Ashton Lagoon through carefully engineered landscape manipulation of remnant marina structures that impede water circulation,
- development of sustainable local tourism and livelihood opportunities for local people, and
- increasing knowledge and awareness of the importance of mangrove and salt pond ecosystems and bird life in Union Island through exposure to their ecology, history, and economic and cultural importance.

WEATHER ON THE WEB

Cruisers have their favorite websites for researching a number of factors that affect their lives, not least of which is the inescapable weather. Steve Siguaw of *S/V Aspen* sent this useful list of Selected Caribbean Weather Forecasts for the Eastern Caribbean – Internet:

- Caribbean Offshore Waters Forecast – Wind and Waves for the Eastern Caribbean
  www.nhc.noaa.gov/text/MIAOFFNT3.shtml
- Atlantic Tropical Weather Discussion – Tropical Waves and ITCZ
  www.nhc.noaa.gov/text/MIATWDAT.shtml
- Atlantic Graphic Tropical Weather Outlook
  www.nhc.noaa.gov/gtwo_atl.shtml
- Sailing Weather Forecasts for the Caribbean
  www.passageweather.com
- NOAA Buoy for the Eastern Caribbean
  www.ndbc.noaa.gov/station_page.php?station=41040
- Wind and Wave Forecasts throughout the Caribbean
  www.windguru.cz/
- Volcanic Ash Advisory – Montserrat Activity
  www.ssd.noaa.gov/VAAC/messages.html
- Wind Forecasts from QuikScat for the Caribbean
  manati.orbit.nesdis.noaa.gov/quikscat/
  manati.orbit.nesdis.noaa.gov/dataimages21/cur/zooms/WMBas20.png
- Radar Image of the Eastern Caribbean
  www.meteo.fr/temps/domtom/antilles/pack-public/animation/animMOSAIC2.html

Another radar weather site the Compass Crew likes is http://hadar.cira.colostate.edu/ramsdis/online/RMTC_BAR_1km_vis.html





Above: Sister Flora, who requested supplies for the orphanage

Left: Children of Ile a Vache express thanks to Transcaraibes Rally sailors

Below: Sister Flora's boat shuttling supplies from a rally yacht

North Caribbean Cruising Adventure Packs Aid for Haiti



by Stéphane Legendre

Cruising rally participants recently delivered two tons of essential humanitarian items to Sister Flora's orphanage at Ile à Vache on the south coast of Haiti.

The 11th edition of the annual Transcaraibes cruising rally ran from March 30th through April 22nd. The route this year was little different from previous years, taking the fleet from Guadeloupe to Saint Martin, the Dominican Republic, Haiti and Jamaica before ending at Cienfuegos, Cuba. Twelve boats registered this year, fewer than last year's 20 owing to the economic recession.

The participants, including Canadian, Italian and French sailors, gathered at Marina Bas du Fort at Pointe-à-Pitre, Guadeloupe for a windless start. The 180-nautical-mile leg between Guadeloupe and St. Martin was covered in 36 hours. Most of the boats decided to use the Rivière Salée passage to save time and fuel for the long journey north.

At Marina Fort Louis, St. Martin, as in previous years a warm welcome took place — on the first evening at the Saint Martin rescue center (SNSM) for a welcome briefing and on the second evening at the marina for a wine and cheese party.

The stopover at Saint Martin also meant all the boats sorting out and stowing some two tons of goods, including food and school supplies, bound for Haiti. Sister Flora's orphanage had sent a list of their needs after the January 12th earthquake and rally organizers knew exactly what was urgently required. The Saint Martin Rotary Club's action was predominant in gathering the supplies. Also notable were the efforts of former rally participant Corinne, a medical doctor from Martinique, who managed to send all the needed powdered milk by plane to Saint Martin.

The yachts were soon loaded and set to depart for the Dominican Republic. Our beautiful first stop there was at the exquisite Marina Casa de Campo, where we stayed three nights relaxing and visiting the historical quarter of Santo Domingo.

Then the real adventure started. The following stops were Isla Catalina and Isla Beata, crowded with its famous, ugly but friendly iguanas. Then we anchored at a slice of paradise that everyone had been looking forward to: the famous Bahia Las Aguilas, a five-mile-long spotless beach, right next to the Haitian border.

A short overnight passage took us to the well-known Ile à Vache, where some heavily loaded boats could deliver all the humanitarian goods we had taken aboard. Sister Flora's two boats came along and shuttled all the cargo straight back to the orphanage in the small village called Madame Bernard.

The next day was the village's market day, so we organized an excursion to visit both the market and the orphanage. Rally participants were happy to see that all the boxes we had carried from St. Martin were stored carefully in a locked room. The 400 pupils from the school thanked us with their smiles and friendliness. The Madame Bernard market was one of the poorest most of us had ever seen in our lives, making us aware of what bounty we had brought.

After two days we took off for Marina Errol Flynn at Port Antonio in Jamaica. Two days there, full of reggae, gave us just a hint of this beautiful island, so special and so attractive.

Cienfuegos, our final destination, was reached after a long and very slow, windless passage. We arrived late, but we managed to settle at Marina Marlin, where a wonderful welcome to Cuba awaited us.

The next day we all went on a tour to the cities of Trinidad and Havana. The magic of the island operated again as every year and this year's rally sailors were astonished to discover Cuba and its delights.

That ended this year's north Caribbean adventure. Half of the boats proceeded westward to Guatemala's Rio Dulce to store their boats for the hurricane season, and the rest carried on with various individual plans.

Come and join us next year from April 2nd through 22nd.

For more information visit www.transcaraibes.com.

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*

Carriacou Regatta 2010

July 25th to August 2nd



ACTIVITIES AFTER DARK

SUNDAY JULY 18th

6:00AM GPSCCU MARATHON ROADRACE
1:00PM SEA FOOD FESTIVAL

SUNDAY JULY 25th

7:30AM CHURCH SERVICE
Anglican Church - Harvey Vale

5:00PM OFFICIAL OPENING (Tennis Court)

TUESDAY JULY 27th

7.00PM KARAOKE COMPETITION
Regatta Jupa

WEDNESDAY JULY 28th

9:00PM BOAT CRUISE (MV Amelia A I)

FRIDAY JULY 30th

10:00PM GREEN HYPE SOCA FETE
Wear something GREEN!!!

SATURDAY JULY 31st

9:00PM MS. AQUAVAL QUEEN SHOW

SUNDAY AUGUST 1st

11:00 PM REGATTA GLOW FETE

BOAT RACING

FRIDAY JULY 30th

9:00AM YACHT RACE (Tyrell Bay)

1:00PM SLOOP TRIAL RACE (Windward)

SATURDAY AUGUST 31st

9:30AM ROUND D ISLAND RACE (Windward)

10:00AM YACHT RACE (Hillsborough)

11:00AM LONG OPEN BOAT RACE (L'Esterre)

SUNDAY AUGUST 1st

10:00AM FIRST RACE IN SERIES FOR WORK BOATS / OPTIMIST

2:00PM SECOND RACE IN SERIES FOR WORKBOATS & OPTIMIST

MONDAY AUGUST 2nd

10:00AM YACHT RACE (Hillsborough)

11:00AM FINAL RACE IN SERIES FOR WORKBOATS & OPTIMIST

ONSHORE PROGRAM

SUNDAY AUGUST 1st

1:00PM TRIATHLON
2:00PM ROAD RELAY (MALE / FEMALE)
2:30PM BALLOON SHAVING COMPETITION
3:30PM NEEDLE & THREAD
3:40PM EGG & SPOON
3:50PM BALLOON RACE
4:00PM MUSICAL CHAIRS (MALE & FEMALE)
4:30PM WEIGHT LIFTING COMPETITION
5:00PM BEER DRINKING COMPETITION
5:30PM MAY POLE DANCE
11:00PM REGATTA GLOW FETE

MONDAY AUGUST 2nd

2:00PM APPLE EATING COMPETITION
2:30PM TREASURE HUNT
3:00PM SWIMMING RACES
3:45PM MODEL BOAT COMP/ROW BOAT
4:00PM GREASY POLE
5:00PM BUNS & COKE OBSTACLE
5:15PM DONKEY RACE
5:45PM TUG-O-WAR
7:00PM C'COU BIG DRUM PRESENTATION
8:00PM PRIZE GIVING CEREMONY

LAST LAP JAM

VIBES 13 SOUND SYSTEM

GRENADA
CARRIACOU • PETITE MARTINIQUE
The Spice of the Caribbean

sol

LIME

REGATTA NEWS

***Special Delivery* Wins 2010 Atlantic Cup Rally**

Eighteen boats departed in brisk northeast winds on May 2nd for the 850-mile passage of this year's Atlantic



Cup offshore sailing rally from Tortola to Bermuda. The Rally and two Cruising classes enjoyed two days of reaching winds before high pressure filled in and motoring began.

Special Delivery, a Taswell 58 sloop sailed by Bill and Diana Quinlan of Florida, was first to finish and Overall Handicap Winner for the event. The Quinlans are veterans of seven rallies and past winners of the Caribbean 1500 Rally.

The Atlantic Cup fleet, hosted by Nanny Cay Resort and Marina in Tortola, received a warm welcome and awards dinner at the St. George's Dinghy and Sports Club in Bermuda at rally's end.

The Cruising Rally Association returns to Nanny Cay later this year with the 21st 2010 Caribbean 1500, slated to start November 1st, making it the largest and longest-running offshore cruising rally in the Americas. Steve Black, president and founder of the Cruising Rally Association, anticipates a record entry of returning ralliers.

For more information on future rallies and seminars visit www.carib1500.com

Glorious Anguilla Regatta

The 8th Annual Anguilla Regatta was held May 7th through 9th in Road Bay. Twenty boats from Antigua, St. Barth's, Dutch and French St. Martin, and Anguilla B Class local boats raced for trophies, prizes of Laurent-Perrier champagne, and glory. Although there was the threat of rain Friday and Saturday mornings, by race time, the clouds dispersed making weather and wind conditions near perfect for racing.

The Spinnaker Class had four hot contenders: two Melges 24s, with Frits Bus skippering *Team Coors Light* and Rouait Didier on *French Connection*; plus the Beneteau First 36.7 *Kick 'Em Jenny*, skippered by Ian Hope-Ross, and Jan Vanden Eynde's Open 750, *Panic Attack*. *Team Coors Light* won first place with *Kick 'Em Jenny* second.

In the non-spinnaker class, Richard West represented Anguilla in *Charm III*, a 1928 Alden Malabar V schooner, while St. Martin entries included Colin Percy in his Nonsuch, *Antares;* Philippe Herve in his Beneteau, *Vanille;* Garth Steyn in his Catalina 36, *Moondance;* and Leo Ligthart sailing a Jenneau Sun Odyssey, *La Diablotin*. This race also saw the welcome return of *Charm III's* nemesis from St. Barth, Ira Epstein's vintage Robert Clarke-designed ketch, *Lone Fox*.

Despite blowing out the mainsail on the first day of racing, *Vanille* managed to win every other race and took first place for that class. *Antares* took second.

In Multihulls, Sylvie and Jean Ricour in their Brazapi 41 cat, *Guinmamalou*, could not repeat their first day win, but provided stiff competition to Robbie Ferron of St. Maarten in his Lagoon 410 catamaran, *Katzenellenbogen*, who swept the rest of the series to take first overall.

In the newly added West Indies Workboat class, both Carriacou sloops, *Genesis* from Antigua skippered by Alexis Andrews, and Laurie Gumbs' *Tradition* of Anguilla, exemplified an older era of sail in the Caribbean, with *Genesis* winning all three races.

Always an exciting feature of the regatta is the local Anguilla boats racing under Anguilla Boat Race Authority rules. This year, the B Class boats took to the water, and in a close finish, *F5*, captained by Orris of Island Harbour, took the win, followed by *ROBB* captained by Beggar.

Anguilla Regatta is organized by the Anguilla Sailing Association, in partnership with the Anguilla Tourist Board. Sint Maarten Yacht Club once again provided expert administrative assistance. The regatta is the flagship fundraising event for the Anguilla Youth Sailing Club. Their mandate is to provide Anguillian children with the opportunity to sail while learning seamanship, boat safety, environmentalism, and leadership skills. In keeping with the AYSC philosophy, the deck of *Charm III* was filled with young and eager sailors.

The 9th Annual Anguilla Regatta will be held May 6th through 8th, 2011.

For more information visit www.anguillaregatta.com.

25 for Captain Oliver's Regatta

Stéphane Legendre reports: The 6th annual Captain Oliver's Regatta, presented by Coors Light, took off May 15th in St. Martin with two days of great sailing, despite weather that forced some of the 25 racers to take chances in the Saturday's courses.

The skippers were briefed by regatta director Stuart



Knaggs during the opening cocktail party at Iguana Bar, Captain Oliver's Marina on the Friday evening, and Captain Oliver, alias Olivier Lange, made an encouraging opening speech, despite being weakened by a fierce battle against cancer. Saturday evening Hooter's calendar girls presented the "Hooter's Choice Award" to their favorite sailor.

The Saturday courses were changed from anticlockwise around the island into two different courses because of the weather conditions: for the racing classes, clockwise around the island from Great Bay and for the cruising classes starting in Great Bay, going around Tintamarre, both classes finishing by Oyster Pond. Sunday's courses were set in the channel between St. Martin and St. Barth's, starting out from Oyster Pond.

The winners of the seven classes were:

Cruising Monohull: First, *Moondance*, Garth Steyn (prize of a haul-out and antifouling treatment sponsored by Island Water World). Second, *Antares*, Colin Percy. Third, *Tamaya*, Ronnie van Sittert. Performance Monohull: First, *L'Esperance*, Bobby Valasquez (prize of two air tickets sponsored by WinAir). Second, *Kick 'Em Jenny*, Ian Hope Ross. Racing Monohull: First, *Budget Marine Gill*, Andrea Scarbelli (prize of watches sponsored by Goldfinger and SXM sails gift certificate). Second, *Team Coors Light*, Frits Bus. Third, *Panic Attack*, Jan vander Eynde. Cruising Multihull: First, *Gimamalou*, Jean Michel Ricour (prize of a gift certificate from The Scuba Shop). Second, *Muscade*, Eric Wyszynski. Racing Multihull: First, *Tryst*, Pat Turner (prize of a gift certificate from Bobby's Marina). Second, *Karibuni*, Eric Clement, who also won the prize of fastest around the island. Corporate Challenge: First, *2 CH LC Flemming*, Valade/Hulin (prize of a course certificate from Maritime School). Second, *Lions Club*, Jacques Yves Gruel. Third, *Turtle Island*, Arnaud Anquilt. Beach Cat: First, *Image Real Estate*, Olivier Bernaez (prize of two watches from Goldfinger).

The Captain Oliver's Regatta trophy, including a weekend stay at The Captain Oliver Hotel, was won by *Moondance*.

"It's been a great regatta," says Knaggs. "We had close competitive racing and high performance; this year many boats came out to race in the cruising class, though we missed many friends from St. Barth's."

For more information visit www.coyc-sxm.com.

USVI's Barrows Named 2010 US College Sailor of the Year

Thomas Barrows of St. Thomas, USVI, a graduating senior from Yale University, has been named the US Inter-Collegiate Sailing Association's 2010 College Sailor of the Year. Barrows grew up in St. Thomas and was cruising with his parents before learning to sail through the junior program at St. Thomas Yacht Club. Three sailors from St. Thomas are on the 2009/2010 ICSA All-America Sailing Team: Barrows, Taylor Canfield (Boston College) and Cy Thompson (Roger Williams).

Since his arrival at Yale in 2006, Barrows has been a key player and was named Sailing Team Captain in 2008 and 2009. He won the 2007 Laser North American Championship and competed at the 2007 Pan American Games in Brazil. He represented the US Virgin Islands in China at the 2008 Olympic Games.

At age 12 Barrows met Zach Leonard, Yale's Director of Sailing, when the latter spent four months in St. Thomas. Leonard had a significant influence on Barrows, especially after he left the island. Barrows: "We weren't sure what path to take, coaches to hire, events to enter. Zach was always very helpful in giving guidance, and pushing me to do well in school. I never thought about going to an Ivy-league college, but he showed me that that was a realistic goal. I'll always feel indebted to him



for allowing me to have this experience."

Barrows majored in Sociology and thinks he may become a professional sailor in the future. His immediate plans are to represent the USVI again in the Laser, this time at the 2012 Olympic Games. With that goal in mind, this summer he will compete in the XXI Central American & Caribbean Sports Games in Puerto Rico.

Preparing for Carriacou Regatta

Frank Pearce reports: Carriacou Regatta is drawing nigh. Carriacou boats race on their own courses, while visiting and local yachts race different courses. The regatta has two divisions: the yachts and the local boats. There is no handicap system for the local boats: the fastest or best-sailed boat wins. Simple!

Prior to the annual early-August weekend, there is frantic activity amongst the Carriacou sloop fleet preparing for the racing. Some of the boats are careened. To do this, a large waterlogged log is kept moored at the village of Windward. The log is attached to a sloop's main halyard, all ballast is removed from the sloop, and she is heaved over until the keel is just above the water. The side decks are well under water at this stage and she sits there tethered by her masthead to the log. The bottom is scrubbed off and painted and then the sloop is righted and heeled the other way to clean the other side of the hull.

Some boat owners take a more modern approach. Tyrell Bay Yacht Haulout is going full stretch: the owner of the yard, Jerry Stewart, offers competing sloops a free haulout prior to the races — a generous gesture that helps keep the spirit of the regatta alive. Bottoms are being cleaned, even propellers removed and the



KEDISHA COMPTON

apertures temporarily faired with plywood. Anything for more speed, man!

Some of the sloops are used on a day-to-day basis for fishing or carrying small cargoes. Before the regatta the working sails are removed and the "racing" sails are bent on. These are mainly fully battened Bermudian mainsails. It could be said that these sails are not true to tradition — these vessels were originally gaffers — but with the modern rig and the original hull, the boats are very fast. Most of the boats are about 36 feet long and have a crew of about ten local guys, all experts and mostly skippers and voluble. Lots of shouting and contradictory advice is needed.

For more information see ad on page 14.

***Kate* to Race in November's Golden Rock**

Kate, the elegant Caribbean-based 12 Metre gaff-rigged wooden sloop, has been chartered for the 6th Annual Golden Rock Regatta, November 13th through 17th, by a team from Alabama.

—Continued on page 27

BARBUDA: One of Nature's Gifts

by Liesbet Collaert



MARK KILTY

Darwin the boat dog and the author enjoy a moment overlooking Barbuda's east coast

Anybody who's been cruising extensively has long realized that living on the water is nothing like the idyllic, romantic image landlubbers dream of. Errands, boat problems, misadventures, bad weather and uncomfortable anchorages are all part of the daily boat life.

But, once in a while, a rare perfect day comes along. It's a day on which Mother Nature shows her appreciation for us free-spirited, peaceful and sea-loving cruisers. It's a day that puts a smile on every sailor's face. Recently those smiles belonged to my partner, Mark, and me.

The plan for the day was to sail our 35-foot catamaran, *Irie*, from the southern coast of Antigua to western Barbuda. While rounding the main island, progress was a bit slow, since the mountains blocked most of the wind. We didn't mind and enjoyed taking in the view of the shoreline with its many bays and beaches. Venturing sea turtles kept popping their heads up around us, noticeably changing their thoughts from "La la la, I'm happily floating around" to "Holy cow, what a big white monster," quickly disappearing after a frantic paddle and dive. We had to dodge around some of these unsuspecting creatures who had their tails pointing to *Irie* instead of their faces.

Once we reached open water between the sister islands, the weather turned beautiful, with blue, sunny skies and an ideal 15 knots of wind from the perfect direction. Really! Mother Nature nicely pushed little *Irie* forward at seven knots, while she fueled our solar panels and wind generator at the same time.

Mark and I were blissfully smiling and appreciating the sailing conditions when all of a sudden the clothespins snapped. "Fish!" After heading up and slowing down, Mark reeled the handline in while we both peered into the water, not knowing what to expect. Our victim was fighting and in its efforts to break free, got caught in our second, thinner handline.

Once the creature got close to the boat, we saw it was a giant barracuda with a tangled mess of line trailing behind him. We finagled the line off, but taking the fishhook out was a less attractive task. Mark was not willing to come anywhere near the massive teeth and I wasn't too thrilled about it either, so it didn't take long for him to convince me the hook would eventually rust out. We cut the lucky beast free and I retrieved the other, tangled line. In doing so, I felt a little tug at the end and just like that, a tuna had grabbed the secondary lure and replaced the barracuda on the dinner menu!

On a clear day in the Eastern Caribbean, you can almost always see the faint shape of an island in one direction or another. We saw smoke rising from Montserrat while anchored in northern Guadeloupe and some islands are visible from 20, 30 and sometimes 40 miles away. Except Barbuda. As a matter of fact, this flat island stays hidden as long as possible and just when you wonder whether you'll run into it, something long and skinny pops up at the horizon less than five miles away.



In our case, a huge white stationary structure gave the location of the island away. Such a thing didn't agree with the information we received about Barbuda being very pristine and not built up at all. Once we got closer the big object appeared to be a mega-yacht at anchor, stopping in the country for lunch. Imagine that: breakfast in Guadeloupe, lunch in Barbuda and dinner in Nevis. If we had to sail to a different country for every meal, we'd starve to death. And, we wouldn't get a chance to enjoy any place along the way.

Of all Nature's gifts, Barbuda might well be one of the biggest. Its people help to keep it unspoiled with tourists. All you hear from other cruisers about the peace and quiet is true. The anchorages are uncrowded with good holding, clear water, jumping fish and curious turtles. Most places have a constant ocean breeze, because of the flatness of the land. Different kinds of birds are often seen and heard. White (sand) bordered by green (brush) and blue (sea) are the main colours on the shore side. If one shows up with a full fridge and full tanks, one can spend a long time enjoying the surroundings.

Visiting the south shore of Barbuda requires some maneuvering around dark patches of reef, but once settled in five to ten feet of calm, protected water, you can easily go to shore for nice walks. There are sandy, rock-strewn roads to follow in any direction. They crisscross a seemingly infinite, barren land dotted with brush, cacti, stones, a couple of salt ponds and a few abandoned shacks.

—Continued on next page

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



—Continued from previous page

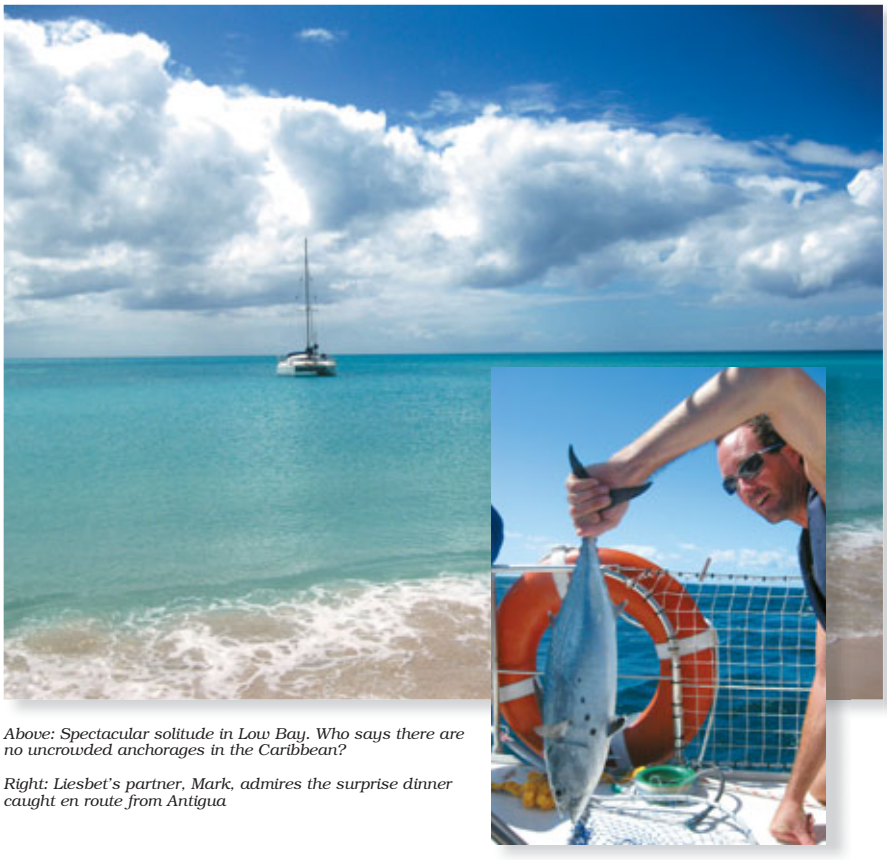
On the rocky shore of Spanish Point, sea spray from crashing waves takes care of any sleepiness left on your face in the morning. When a heavy swell is running, you can see the water spout up above the island from your boat at anchor. Standing on top of the rock-pile ruins of the old fort gives you an idea of the flatness and vastness of Barbuda, but from the sand dunes along the southeast coast, the view of the interior and the sea vistas with breaking reefs are more spectacular. Keep an eye out for wild donkeys, horses and chickens.

The beach between Cocoa and Palmetto Point is something else. This quiet stretch of pinkish sand is so softly packed that you sink in up to your ankles during walks. That and its impressive length make for good exercise during the cooler hours of the day. The fancy Cocoa Point Lodge on the southern tip should be avoided, unless you don't mind being chased away by the unfriendly staff.

When we arrived at Low Bay on Barbuda's west coast, we expected to see a few other boats. We were told the next boat would be at least a mile away. Instead, we had no neighbours in the visible distance. The last boat we passed was anchored near Cocoa Point, 15 miles away. Since it wasn't rolly at all, we started to wonder whether anything else was wrong in this area. Why was no one else visiting this peaceful coast? Whatever it was, it disappeared two days later, when a couple of other boats dribbled in and "interrupted" our lovely, appreciated loneliness. One mile away suddenly seemed pretty close! The only footprints on the beach, however, still belonged to just us.

After cruising for a year and a half in the busy Caribbean, Barbuda proved to be a refreshing change. It is as close as anyone could get to the Bahamas without visiting them. A spectacular moonrise, a jumping ray and the remoteness enhanced our stay in this gift of Nature. It is a bit challenging to get around and you have to be self-sufficient upon arrival, but this is part of the charm and maybe the reason Barbuda is still — surprisingly enough — a "hidden secret", as the locals call their island. Go explore and sample a piece of the secret; it's worth it!

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



Above: Spectacular solitude in Low Bay. Who says there are no uncrowded anchorages in the Caribbean?

Right: Liesbet's partner, Mark, admires the surprise dinner caught en route from Antigua



Antigua: Outdoor World Ltd - Tel: 268 4607211 • **Aruba:** Island Watersports - Tel: 297 5873590 • **Bahamas:** Harbourside Marine Tel: 242 3930262 / Marine & Land Industries - Tel: 242 3522219 • **Bermuda:** A & P Marine Ltd. - Tel: 441 2953333 • **Bonaire:** Boto Blanku Marine Services - Tel: 599 7175050 • **Curacao:** A&F Motors N.V. - Tel: 599 4654865 • **Grand Cayman:** Kirk Marine - Tel: 345 9463575 • **Jamaica:** Yamaja Engines Ltd. - Tel: 876 9278700 • **Puerto Rico:** Caribbean Nautical Group - Tel: 787 5532344 • **St. Lucia:** KL Marine Ltd. - Tel: 758 2861397 • **St. Martin:** Ocean Xperts - Tel: 590 590522472 • **St. Vincent:** KP Marine Ltd. - Tel: 784 4571806 **Turks & Caicos:** MPL Enterprise Ltd. - Tel: 649 9462227 • **Colombia:** Eduardoño S.A. - Tel: 574 3727455

Eduardoño
BOTES / BOATS
www.eduardono.com

DESTINATIONS

A SUMMER FOR YOU

Grenada Review:

by Chris Doyle



Above: The view from Port Louis Marina across the Carenage to Grenada's historic capital, St. George's

Below: Hiking opportunities abound; this is in the mountains above Tufton Hall

Promptly at 0730, Monday to Saturday, the Grenada Cruisers' Net fires up:

"Anyone for turtle watching?"

"This is Rikki from de Big Fish. Tonight being Thursday we have live music with happy hour."

"On Friday at Clarkes Court Bay Marina we will be having traditional fish and chips."

"I am looking for volunteers to teach kids!"

With events going on nearly every day of the week, Grenada has become a popular place among cruisers to hang out for the summer. In fact, throughout this year so far, Grenada seems to have had a small yachting boom. In part this is thanks to the many small businesses that have sprung up and settled down in the many bays along the south coast. Another critical component has been the completion of Port Louis Marina in St. George's Lagoon.

St. George's

St. George's has always been the prettiest town in the Caribbean. It stands on a hill between the sea and the protected Carenage, and is built of brick with fish-scale tile roofs, giving it an immediate picture-book appeal that has featured in hundreds of paintings and postcards. But for years, the lagoon just opposite (part of which was the site of the very first European settlement in Grenada) has been a mess. When I first arrived in Grenada in 1969, the finishing touches were being put on a fancy new marina here called Grenada Yacht Services. Unfortunately the reign of this marina was short; it deteriorated into a dilapidated ruin sprinkled with rusting wrecks that seemed to fester forever.

The friendly Grenada Yacht Club, across the lagoon, sold fuel and put in good docks, but the view was of a junk heap, which not only made the lagoon ugly but, by virtue of being on its doorstep, detracted from St. George's itself.

Port Louis, now in place, has transformed the lagoon with its modern docks and beautiful gardens; there is even a little tower you can climb to take in the view. The effect has been to turn the whole of St. George's Harbour into a really special place; one of the finest city harbors in the Eastern Caribbean. If you want to enjoy the "off season" here, Port Louis Marina is offering a 40-percent discount for the summer months.

During construction of the new marina, some yachters complained that there was no longer room to anchor in the lagoon. However, as yachts started anchoring just outside it, many have come to appreciate how pleasant it is to be anchored in the open, in clean swimming water, off cliffs and beaches. The anchorage runs almost all the way down to Grand Anse and many more cruisers are now accessing Grand Anse, with its shopping and restaurants, by dinghy. Unfortunately we have a small problem in that some of this anchorage contains productive reef, which is now getting trashed by yacht anchors; in these areas we need some moorings.

Hanging out in St. George's has also become fun. The Grenada Museum offers a series of cultural events that take place upstairs on Friday nights at 1730. They include steel pan, jazz, storytelling and local dance. In the same building is a small, but very good tapas bistro, open every day except Sunday. And just across Young Street is Pebbles Jazz Club. The jazz takes place on Tuesdays and Saturdays and they bring in some world-class musicians, making it prime evening entertainment.

The South Coast

Grenada's south coast is well endowed with protected bays. Many years ago a stationary hurricane to the east forced me to stay in Grenada for a one-week charter, and we found plenty of different anchorages to play in, though there was almost nothing ashore in any of them. Over the last years small businesses have been attracted to these bays, creating a varied and convivial atmosphere for those summering here.

One of these bays, hardly used and not even named on charts a few years back, has became the home of Le Phare Bleu Marina (I now call it Phare Bleu Bay). This lovely small project has two fine restaurants, one set in an antique lightship, and a fine little shop (buy the daily bread). It is a friendly place where locals come to fish on the dock and kids play on a "pirate shipwreck" that has been built in the shallows. From here, all the way to Mt. Hartman Bay, the south coast makes a convoluted protected waterway, easily accessible by outboard or small sailing dinghy.

Woburn is the closest small settlement and convenient for a bus to town. A new attraction is the family-run, French accented, Whisper Cove Marina, which contains an amazing butcher shop.

—Continued on next page



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

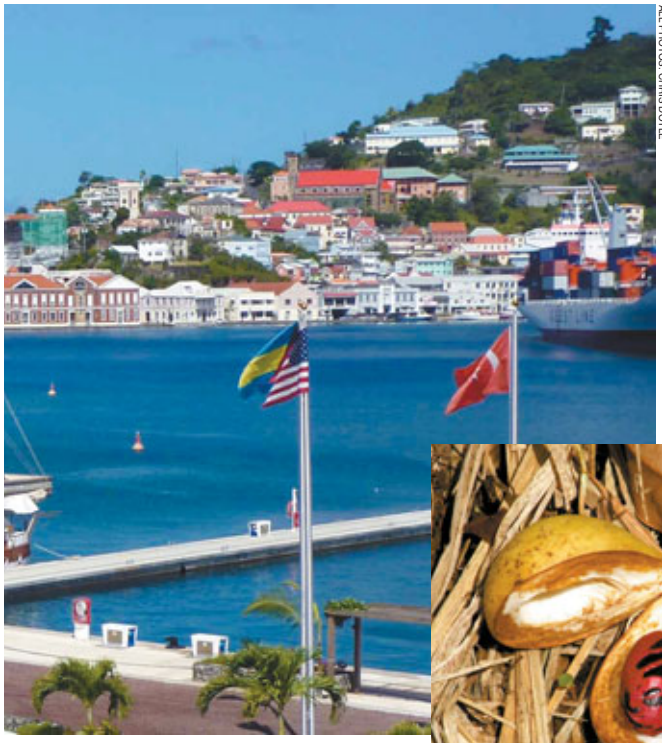


Restaurants

- 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



ALL PHOTOS: CHRIS DOYLE



On Fish Fridays, the village of Gouyave on Grenada's west coast is a sea-foodie's Mecca



A nutmeg, fragrant emblem of the Spice Island

—Continued from previous page

Gilles buys local animals, hangs them in a room-sized chiller and produces wonderful cuts of fresh meat. He also makes hams, smoked fish, sausage and bacon. These feature in the restaurant, which is open most days for lunch and on some nights for dinner. Gerard, who runs the dock, has a workshop and good tools, which he sometimes rents to those with a project.

Across the water, Clarkes Court Bay Marina has a bar and restaurant which is popular for fish and chips on Fridays, pot-luck on Saturdays, Sundays for afternoon games, Wednesdays for steel pan and burgers and Tuesday for movies. Sometime, find your way in to the Little Dipper dock and walk up through the fruit garden to Joan's great local restaurant overlooking the bay.

Hog Island is best known as a cruisers' hangout and for their Sunday barbecue. Yachts also anchor in Mt. Hartman Bay, where Martin's Pub at the marina often has a Friday night barbecue.

Prickly Bay Marina's Tiki Bar is famous for its Friday night steel pan followed by a combo. On the other side of the bay, De Big Fish gets hopping, especially on Tuesdays and Saturdays when they have early live music and happy hour specials. It is also one of the best lunch spots. Young people can go party late at night at Bananas, a short walk away. Wander up towards the medical school, and Options is a new food court with shacks selling local food, sushi, Mexican, pizza, shark-and-bake and more. For classier fare try Moko Jumby on the same road, or the Dodgy Dock at True Blue Bay.

Out and About

Starting about Wednesday each week, the morning net will start to talk about Fish Friday at the village of Gouyave on the island's west coast. Gouyave is the fishing capital of Grenada and on Fridays the fishermen do a little direct marketing: stalls are set up all over, traffic is stopped, and you can buy every kind of seafood from the vendors. It has become a popular local event. Buses are organized that will take you there return for about EC$20.

One of the other things that will turn up from time to time on the morning net is the offer of an "island tour". I am told this is a great and popular trip, but any island tour of Grenada should just be a taste to whet your appetite, because Grenada has a gorgeous interior, and if you are on a budget, buses can take you to most good spots.

For example, pack lunch, start early in the morning, and take a bus from St. George's going over Grand Etang. Get off at the Forest Center, walk a hundred yards or so back up the way the bus came and you will see a marked trail to the west which will take you right across the middle of the island. Take the short detour to Mount Qua Qua with its lovely view over the Grand Etang Lake before continuing down to Concord. [See detailed hiking directions and map in "Monkey Paws and Waterfalls" by Devi Sharp in the March 2010 issue of *Compass*.] You will pass a few lovely secluded waterfalls along the way. When you hit the main road, you can get a bus back to town. Another destination not to miss (but not visit on the same day) is Seven Falls. The trail for this is also on the Grand Etang Road, but a bit further north, downhill from the Forest Center. It would also be easy to spend a day messing in the river above Tufton Hall, behind Victoria. Go up far enough and you come to the highest waterfalls in Grenada.

A fun way to see some of the country and get to know locals is to join in with the Hash House Harriers (these have been described as drinkers with a running problem). They have buses that leave town for whichever part of the country they have decided to harry, and it is all announced on the morning net.

The island tour may have taken care of the Belmont Estate and the River Antoine rum factory. But in case it did not, put them on your itinerary. The Belmont Estate, between Tivoli and Hermitage, is where the cocoa for the Grenada Chocolate Factory is grown. You can see it being dried in the sun, and find out about the process of making chocolate. The River Antoine Rum Factory (take the coast road from Tivoli then head north) tour is like being in a time machine. Rum is made here today, much as it was a couple of hundred years ago. You want to call first and make sure you go when it is in action so you can see the big water wheel crushing the sugar cane and watch the heated juice being ladled ever warmer in a series of coppers heated by fire from the crushed cane stalks.

Boat Work and...

If you have work in mind, Grenada has two good boatyards — Spice Island Marine and Grenada Marine — and a host of support services for any kind of job (see www.mayag.net/Suppliers).

And while maintaining your boat, how about you? Island Dental Clinic is a new dental office with modern equipment and two good young Grenadian dentists who are keen and interested. Between them, the Sunshine Medical Clinic, and Dr. Yaw in Prickly Bay, there is nothing you cannot get done from a complex crown to an implant, and at about half US prices.

For cruisers, summer in Grenada just might be the "on season".



MERIDIAN PASSAGE OF THE MOON

JULY & AUGUST 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!

July	
DATE	TIME
1	0331
2	0441
3	0451
4	0532
5	0615
6	0701
7	0751
8	0845
9	0944
10	1045
11	1146 (new)
12	1246
13	1343
14	1436
15	1528
16	1618
17	1708
18	1759
19	1851
20	1945
21	2039
22	2132
23	2225
24	2315
25	0000 (full)
26	0002
27	0046
28	0128
29	0209
30	0330
August	
1	0411
2	0455
3	0542
4	0633
5	0728
6	0827
7	0927
8	1027
9	1126
10	1222 (new)
11	1316
12	1419
13	1501
14	1553
15	1646
16	1740
17	1835
18	1929
19	2021
20	2112
21	2159
22	2244
23	2327
24	0000 (full)
25	0008
26	0049
27	0129
28	0210
29	0253
30	0338
31	0427

World Cruiser's Online Resource
www.bwsailing.com
√ 2 Free Issues of *Blue Water Sailing* magazine
√ 100s of Boat Reviews
√ Latest Cruising News & Notes
√ Exclusive Link to Yachts for Sale
√ *BWS*'s Cruising Classifieds
√ Worldwide Marine Weather Forecasts
BLUE WATER Sailing
The World's Best Cruising Magazine

JUST A SAIL

by Larissa Stendie

Sailing is pure magic; at once the most thrilling and relaxing activity I have ever enjoyed, and I fear I'm hopelessly hooked.

We left Bequia early in the morning of January 21st on what became a 35-hour offshore and coastal sail. I loved taking my watches on the rough open stretches between islands where the current made the sail choppy and rollercoaster-like. We were generally heeled over at a steep angle, sailing hard on the wind, and so in using the head I'd brace myself against the door, and when trying to sleep between watches, I'd wedge on an edge and hope body parts didn't fall completely asleep while the stressed dog leaned into me and panted 200 times a minute. We ate holding onto our plates, and tried to occupy our minds and bellies against seasickness (of which I've miraculously and mercifully had NONE… thus far), which made watches above deck preferable in rougher seas.

During the day we passed close enough to St. Vincent to see into the little bay of Wallilabou where the first "Pirates of the Caribbean" film was shot. We couldn't see much of the remaining set except for several storefronts, but the steep cliffs and lush vegetation brought memories back. A few minutes after passing the island, we sailed past a pod of pilot whales (which look like small black dolphins) cartwheeling and fishing.

Shortly thereafter we set several heavy lines with gigantic hot-pink and shimmering blue squid-like lures to troll and test our luck. Apparently, and sadly, much of the Caribbean has been overfished to the point where large game fish are far offshore, and medium (edible) sized fish are tough to find near the islands. Later, as I was sleeping up front on the bow in a comfy, rolling depression lined with sailbags, Chris drew my attention to a large flock of seabirds that were diving for fish driven to the surface by schools of hunting tuna. In a synchronistic dance, the small fish were attacked from above and below, though all we could see were the dips and dives of the brown, black and white birds. As we sailed through the fray, we felt tugs on the lines, and though one escaped, I hand-reeled a two-foot blackfin tuna aboard. I was surprised by how little he fought, but he was partially drowned by being pulled behind the boat going six knots. Such a beautiful, delicate fish, with a black back, wide taxi-yellow stripe and spiky-looking tail fins, iridescent white belly, and these huge, liquid, expressive anime eyes. Chris filleted it almost immediately and I ate the freshest, sweetest sashimi ever, warm from the sun. It was the perfect size to feed the three of us for dinner with fresh avocados and limes from Bequia.

Dozens of shooting stars fell and the bright hammock of moon shed almost enough light to read…

With wetter weather systems passing, the sun set in shades of neon orange from behind violent-looking swaths of black cloud crossing the skies. We shot past a distantly visible St. Lucia in the afternoon, Martinique during the night, and after the scare on the 8:00PM watch — my first in the dark, when I lost my bearings and swung the boat which caused the boom to fly wildly across the deck (hopefully you only do that once) — when I came back on at midnight, I loved night sailing. Once comfortable with wind speed (about 20 knots that night), bearings (look to the stars, distant lights of land) and weather (dressed in foul-weather gear to foil the wind and spray), there were dozens of things to see. Both sky and sea were alive with stars as phosphorescence glowed on each cresting wave and scattered out from our wake in sparkling points. Dozens of shooting stars fell and the bright hammock of moon shed almost enough light to read, only occasionally obscured by fast-moving clouds, as Martinique glowed faintly orange in the east. Singing myself awake, I ran through repertoire I hadn't thought of for years, struggling to remember all the words. I kept our heading almost due north while watching satellites whiz across, and tossing back little flying fish that landed on deck. On my own boat, I will hang pan-pipes off the cockpit, for from the small holes in railings for attaching wind-generators or radar, the wind plays flute on sailboats, and though tuneless, Aeolian, soulless, the sounds are otherworldly, ethereal, and haunting.

Even when wet and chilled, I marveled that the best part of that fantastic day was that not a single unusual event occurred, and that all this is simply the norm cruising.

The author sailed with Chris Morejohn and daughter Kalessin on their S/Y Hogfish Maximus. *Larissa Stendie is a Canadian artist, activist and adventurer, in the Caribbean for the winter learning to sail. Visit her blog at www.lstendie.blogspot.com.*

Port Louis Marina, Grenada – beautiful, welcoming, and affordable

port louis
GRENADA
WEST INDIES







Port Louis Marina is justifiably known as one of the best appointed, full-service marinas in the Caribbean. With its spectacular location adjacent to the island's capital – and on the doorstep of the unspoilt Grenadines – it's the perfect base for cruising, all year round.

Now, with our new summer rates, a berth at Port Louis Marina is even more affordable. You'll enjoy all the convenience and luxury the marina has to offer, including exemplary dockside facilities, 24-hour security, marina-wide wi-fi and more. Technical services, chandleries and haul-out facilities are also available, either on-site or close by.

In addition to its welcoming atmosphere and stunning natural beauty, Grenada is close to 12°N and therefore outside the hurricane belt, which means yachts can remain safely afloat throughout the summer. The island also benefits from its own international airport, with direct flights to Miami, New York and London.

Port Louis Marina is owned and operated by Camper & Nicholsons Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome you.

For more information about securing a summer berth at Port Louis Marina, please contact Danny Donelan on +1 (473) 415 0837 or email danny.donelan@cnportlouismarina.com

SPECIAL SUMMER RATES – MAY to OCTOBER*

LOA in feet	Monthly rate	LOA in feet	Monthly rate
up to 32	$330	up to 65	$1150
up to 40	$520	up to 75	$1350
up to 50	$715	up to 80	$1760
up to 60	$930	up to 100	$2265

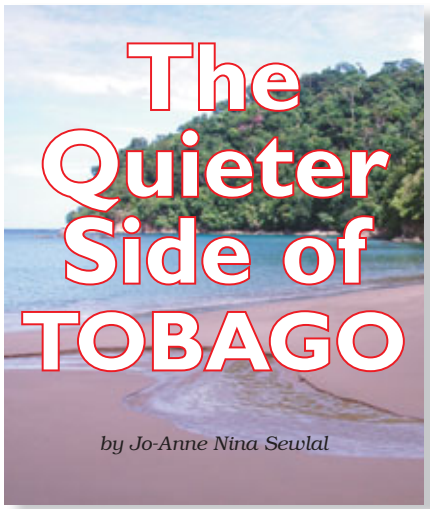
**Prices valid for bookings of one month or longer, between 1 May and 31 October 2010.*

Camper & Nicholsons
YACHTING SINCE 1782
MARINAS

www.cnportlouismarina.com

ITALY | MALTA | TURKEY | WEST INDIES

www.cnmarinas.com



The island of Tobago is generally considered the quieter half of Trinidad & Tobago and a popular tourist destination. For yachtspeople, it offers a taste of the traditional Caribbean and a refreshing getaway from boatyard chores. For locals it is a place to escape the commotion and hubbub of Trinidad, especially during long holidays such as the Carnival and Easter weekends.

Its popularity has increased by the introduction of more transport options. It is easily accessible from Trinidad by air or by ferry, the latter of which is slower but cheaper. About six years ago the trip by ferry used to take up to six hours. Currently there is a fleet of fast ferries which are outfitted with cinemas, restaurants and bars, that make the trip to the sister isle in approximately two hours. If you don't want to sail there on your own boat, this is an attractive option.

Most of the activities in Tobago happen in and around the capital city of Scarborough on the south of the island. However, when I visit Tobago I like to stay at the other end of the island, away from it all in the village of Charlotteville.

On the way to Charlotteville you will pass through the village of Speyside, which is where you want to go to visit the island of Little Tobago, also known as "Bird of Paradise" Island. This tiny island, with an area of 101 hectares, is a wildlife sanctuary and home to the Red-Billed Tropicbirds. Owning to its conservationist nature, one has to seek permission from the Forestry Division to visit the island. If you go with an authorized tour guide they will advise you about the regulations. There is a network of trails on the island for hiking.

Little Tobago has a rich history and was once used as a meeting point by the Caribs during the 17th and 18th centuries. It was given its second name because in 1918, William Ingram, an avid bird lover, purchased the island and released 24 pairs of Birds of Paradise (*Paradisia apoda*) acquired from Aru Island, New Guinea. From the jetty you can see Goat Island, which was the former home of the ornithologist James Bond, who wrote the well-known field guide, *Birds of the West Indies*.

Another site to visit on the way to Charlotteville is Flagstaff Hill. From this vantage point you can see some of the tiny offshore islands such as St. Giles Island and a rock arch called London Bridge, which is popular with divers as the currents in that area pull you through the arch. Note that some of Tobago's diving spots are for experienced divers; guides are available.

Above: Take a short scenic hike from Charlotteville and you might have Pirate's Bay all to yourself

Below: The view from Flagstaff Hill, including the distinctive London Bridge, well known among scuba divers as a drift dive



Charlotteville is a tiny fishing village on the north coast, about an hour's drive from Scarborough. It may look as though time forgot this area but it is outfitted with the basics: a gas station, library, police station, two mini-marts (one of which doubles as the post office), community centre, of course a fish depot, and a couple of restaurants. There is also a small internet café and shops where you can buy music CDs and movies on DVDs. There are stalls offering handmade souvenirs, such as jewelry and intricate carvings of the local wildlife on the backs of dried calabashes (gourds).

There is no shortage of places to stay on this side of the island. There is also no shortage of places to eat. As anywhere, it is always cheaper to cook your own meals, but if you want to have the "dining out" experience, I would recommend Sharon & Pheb's restaurant in Charlotteville. If you are looking for authentic local food, this is place. You get a little bit of everything on your plate — for example, macaroni pie, baked chicken or fish, potato salad, fresh salad, and the list goes on — and it is all equally tasty.

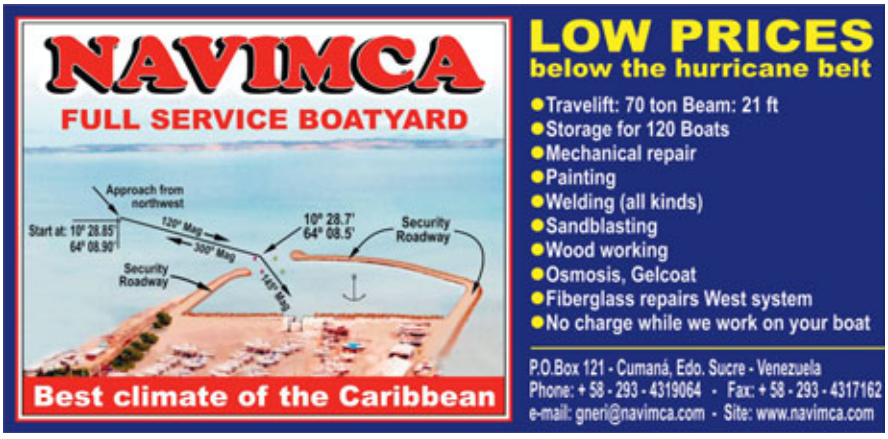
If you are up to exploring the land, visit Pirate's Bay. You can drive if you have a 4x4 vehicle, but it makes a pleasant short hike. Walk straight through Charlotteville and follow the dirt road at the end up a hill. Along the way you get some great views of Man-O-War Bay. At the end you are greeted by a long stairway. This will lead to one of the most beautiful bays (in my opinion) on the island. It has a wide expanse of sand and calm waters and the best part is that it is not crowded, except for the occasional weekend party. If you visit during the week you might have the entire bay to yourself — now that is truly paradise! It is a good location for snorkeling: a small coral island located in the bay is home to a variety of corals and other sea life including moray eels, sea urchins, bristle worms, Bluehead Wrasses and Sergeant Majors.

If you head in the opposite direction, you can visit Fort Campbelton, which is located between Charlotteville and Hermitage Bay. There is an old cocoa house that stands along the way, a silent reminder of the days of the vast cocoa estates that once covered both Tobago and Trinidad. This industry is currently undergoing resurgence.

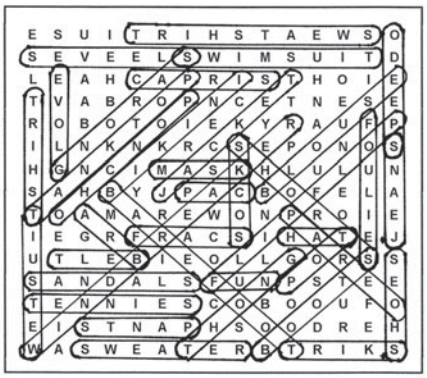
There are many ancient structures on the island as a result of the island's turbulent history as it changed hands many times, at various times becoming a colony of the British, French and Dutch. The best-known of these structures are forts: for example, Fort George in Scarborough, which is a museum, and Fort James, which has a "mystery tombstone" whose inscription has baffled generations of visitors. Ruins on the beach at Campbelton's Bay that consist of two rooms might not have belonged to a fort, as one might first think. The thick walls of this structure suggest that at one time it might have been used to store gunpowder or house prisoners.

This part of the island may be quiet, but there is a lot to see and do. So I hope when you visit our sister isle you will not stick to the "tourist" places but get out and explore the quieter side of Tobago.

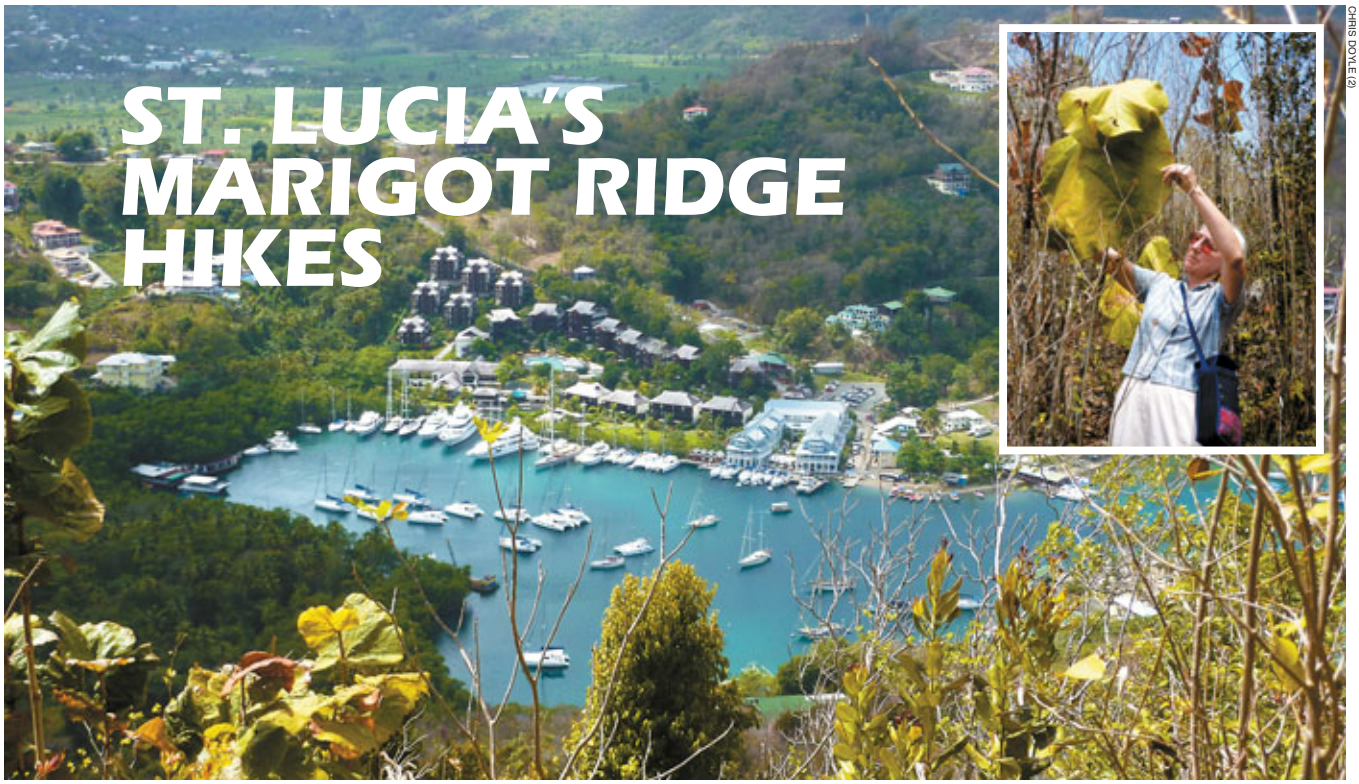
Jo-Anne Nina Sewlal is a doctoral student at the Department of Life Sciences at the University of the West Indies' St. Augustine, Trinidad campus.



FASHIONS FOR THE BOAT PUZZLE
Solution



ST. LUCIA'S MARIGOT RIDGE HIKES



CHRIS DOYLE (2)

Main photo: You get an eagle's-eye view of the inner bay from the ridge

Inset: 'I have never seen more large-leaf sea grape trees than on this hike'

AS you sail into the inner lagoon of Marigot Bay, St. Lucia, look to the north. You will see a few buildings along the shore, behind which the land climbs to a 600-foot-high ridge. The top part of this hill is a national park and there are two excellent short hikes here. If all goes according to plan, one day they will be linked by a well-marked ridge trail, which will allow you to start at Rainforest Hideaway and end at Doolittle's.

The main ridge hike takes about an hour from the dock to the top and back again. The trail for this hike starts near Rainforest Hideaway. (If you eat in this romantic and upscale restaurant the night before, you won't have to feel guilty about the calories as you will hike them all off the next morning!)

The best and easiest way to find the trail is to dock the dinghy at Rainforest Hideaway, wander up to the Mango Beach Inn, and ask the staff to put you on the trail, which starts at the their highest gate. Mango Beach's Judith Verity and her team have been really kind about this, and for a small fee can also supply you with a guide in the form of Jo Jo, their gardener.

However, if you prefer to find your own way from the water's edge, here is how you do it: Walk up past the bar at Rainforest Hideaway, pass through the first gate right above, and then follow the wooden walkway and steps down just to the east of Rainforest Hideaway. A path here leads through the mangroves. But after just a few steps (and the path is really unclear at this point), head uphill. The first part of the path is poorly marked but it basically runs outside the fence line of Mango Beach Inn and joins the main path at the top gate of the Mango Beach Inn property.

From here on up the path is very clear and looks like it was designed by an engineer as it goes directly and almost in a straight line to the top of the ridge. It can be slippery and is very steep in places, but trees are often perfectly positioned to make handholds, and towards the top, in the three places where the going gets tough, long ropes have been tied in place to provide you with a good handhold. Shoes with a good grip are almost essential.

I have never seen more large-leaf sea grape trees, *Coccoloba pubescens*, than on this hike. These trees, relatives of the common sea grape found on many beaches, have giant leaves, big enough to come in handy as a sunshade or umbrella. In the dry season, their dead leaves litter the floor of the trail.

Watch out also for hermit crabs. This is typical habitat for them and footsteps can make them retreat into their shell — upon which they often lose traction and start rolling downhill, which has led some hikers to believe that the trail is littered with aggressive little rocks determined to attack them.

When you reach the summit, turn left and follow the ridge for a short while; you will find a meditation platform with a great view.

The other trail, the sunset ridge trail, starts in the Doolittle complex. It is less steep and doesn't go as high as the main ridge trail, but it also has a lovely ridge viewpoint. Since you have to go quite a long way through private property with "no trespassing" signs, I suggest you go into Doolittle's to get permission and ask for directions to the beginning of the trail. Once you pass through the gate in the big fence where the trail starts, it is very clear. If you go to watch the sunset, take a flashlight and make sure you get back before they lock the gate!



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

Tomb of the Well Known Sailors

by Merab-Michal Favorite



Above: This sailor's grave in St. Barth's has become a shrine to those lost at sea

Rain pelted down on the stone steps as I ascended toward artist David Wegman's studio above Le Select in Saint Barth's. When I stepped out of the rough weather and into his bungalow a wave of nostalgia came over me; I couldn't believe a place like this still existed amongst a sea of multimillion-dollar real estate. It was as if I had stepped back in time a number of years, which was appropriate (like the weather) because the story he was about to tell me happened 20 years ago. The story he would tell me was of a local pirate legend, a post-mortem journey, and an act of friendship.

As Wegman strummed his guitar from 1860 he told me about his friend Kenny Capen. Such a good friend was Kenny that Wegman liked to keep him close by. In fact, he kept part of Kenny's skull and femur bone under his bed. You see, Wegman believed that Kenny had sent him a message from beyond the grave on more than one occasion. Kenny, like most people, had felt a need to become immortal and has, because Wegman uses parts of Kenny in his artwork.

"A Pirate Wreck" is the title of Wegman's latest sculpture molded after Kenny's remains. It is also the seventh in a series of sculptures done with Kenny's "parts".

"[The piece] represents Kenny because Kenny was a pirate and a wreck, he was a smuggler who did prison time in both Texas and Puerto Rico, he was an escapee, he escaped from prison only to be recaptured and locked back up. Yes Kenny was a pirate, and that is why my art represents him," said Wegman. (As I write this, the sculpture is currently on display at Entre-Deux in Gustavia, Saint Barths.)

Kenny Capen was born in 1954 in Corpus Christi, Texas. He gave up a life of nine-to-five jobs, strip malls and television to be a smuggling sailor. Kenny liked the Caribbean, but he really liked Saint Barth's. Kenny sailed around the islands in his wooden boat, *Espolita*, and somewhere along the line met David Wegman who was also a smuggler and old-school sailor. The two became good friends.

According to Wegman, Kenny was in Antigua getting supplies and visiting old friends one day when he suddenly dropped dead of heart failure. His nephew Steve Capen confirmed the diagnosis but questions whether heart failure was the real cause of death.

"I just find it hard to believe that a thirty-six year old would drop dead of a heart attack," said Steve.

Some of his friends, including David Wegman, decided it would be best to bury Kenny at sea, to give him a true pirate's burial.

"We just thought that would be the most logical thing to do," Wegman said of the decision.

Steve Capen remembers the burial well. His father and mother flew down from Texas to see the ceremony. "I was only fourteen, but I do remember them flying to Antigua for the burial, and them telling me what a nightmare it was."

As it turns out the nightmare was that, post-mortem, Kenny had made other plans. Instead of sinking to the bottom and resting there peacefully like a good corpse, Kenny, whose coffin had been weighted with chains and fitted with slits to let in the water, somehow managed to float to the surface and sail his way back to Saint Barth's (a distance of approximately 85 miles).

"During the funeral we watched as the coffin sank into the sea. Then everyone went to shore. I guess after that it floated to the surface and the wind brought it to Saint Barth's," said Wegman.

Steve Capen was unaware of where the final resting place of his uncle was. He did however confirm that there were several problems with the burial, including the corpse of his uncle washing up on a beach somewhere.

Wegman believes that Kenny traveled such a distance because some of his closest friends were unable to attend the funeral. "[For that reason] Kenny just came to them instead," said Wegman.

According to Wegman, two days after the funeral a fisherman reported seeing birds circling over a floating box near Saline.

"We thought it might be Kenny, so we went out to look for the box," said Wegman, "but we never found it."

Two days later, another fisherman found the casket broken up at Gouverneur with a body inside. By this time Wegman knew for sure it was Kenny.

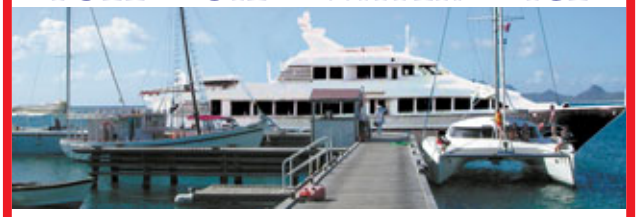
"There was really no doubt at this point," he said. According to Wegman, the gendarmes confirmed it with an autopsy.

It may have been Wegman and friends who convinced the gendarmes to let them bury the body in a local cemetery, or it could have been the hassle of getting the body back into Antigua, which was responsible for Kenny's final resting place. An Antiguan law called the Cadavers Importation Act requires a cadaver import permit issued by the Chief Medical Examiner, which could have complicated things. Whatever the case, the body stayed in Saint Barth's. Wegman said that he and a few others laid Kenny's body in a hole in the cemetery. He remembers it being Good Friday when they made Kenny's headstone out of a Heineken box filled with cement. After that, Wegman left Saint Barth's to sail around the world.

Eight years later, Wegman returned to Saint Barth's. He decided he'd pay his friend Kenny a visit. He was cleaning the grave site when he noticed the skull and femur bone…

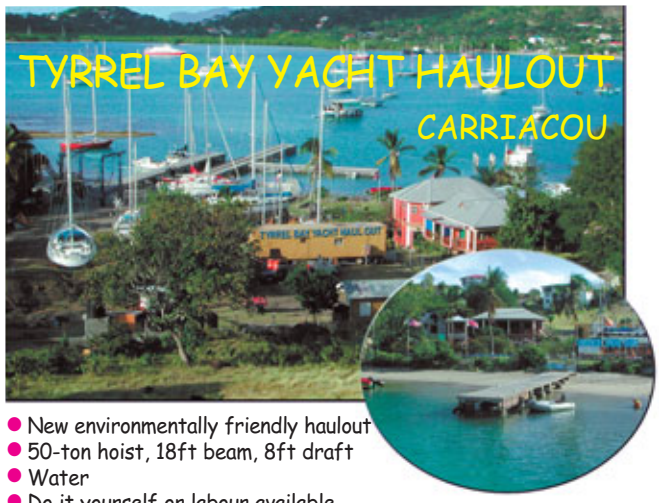
—Continued on next page

B & C FUELS ENTERPRISE
Petite Martinique
The best fuel dock in the Grenadines for:
FUEL • OIL • WATER • ICE



Cheapest prices in the Grenadines
Unobstructed dock in calm water
16-18 feet of water alongside
Suitable for Large Power Yachts
Easily approached from Carriacou, Union I., Palm I. & PSV

Contact: Glenn Clement or Reynold Belmar
Tel/Fax: (473) 443-9110 email: golfsierra@hotmail.com



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

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



Right: Artist, musician and circumnavigator David Wegman in his studio

—Continued from previous page

...had erupted from the dirt. Wegman claims that it actually happens a lot in the Caribbean on account of the weather.

"Now up until this point, I had been using mostly cow bones [for my art]," said Wegman. "It was then that I said to myself, why not use Kenny's bones?" Without consent, Wegman extracted the bones and took them back to his studio.

From that day on Wegman used molds of Kenny's bones to make traditional Jolly Rogers for his artwork. Currently he is up to number eight. The bones have remained under Wegman's bed for the last 12 years. When asked what he thought Kenny would think of his partially excavated body lying under his bed, Wegman said, "He would have loved it!"

In fact, Wegman claims that approximately two years later Kenny sent him yet another message. It happened shortly after the 50th anniversary of Le Select, which was close to the tenth anniversary of Kenny's death. Wegman learned that fellow sailor Roy — no last name was given — had fallen off his boat and was lost at sea.

"We didn't really know each other's last names, we just kind of went by first names," Wegman said.



Wegman's sculpture 'A Pirate Wreck' features molds of his old friend Kenny's skull — and cross bones



Roy had been one of the friends responsible for burying Kenny at sea in Antigua. Wegman felt bad about Roy not having a proper burial, so he decided to dedicate Kenny's grave to all the sailors who lost their lives at sea. He called it the Tomb of the Well Known Sailors, and decided to have a little dedication ceremony the next day.

It was the next day when Kenny sent his final message. Wegman and friends made a cross bearing the title of the tomb. They were sitting around the grave playing music and singing in a kind of Caribbean island-style devotional.

"A monarch butterfly flew down and landed on the cross. That's when another guest present at the ceremony whispered to me that a butterfly landing on something is a Buddhist sign meaning *message received*," said Wegman. "It was Kenny's final message to me."

Since then the grave has become an infamous site. Ashes have been sprinkled upon it; names have been written on the cross. The burial site has become an eclectic mix of remains that mark a universal grave responsible for representing those sailors who were both loved and lost.



DOMINICA MARINE CENTER



MERCURY Inflatable Boats

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

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

AVAILABLE:
6' 7" (200cm) 46lb(21kg)
7'10" (240cm) 75lb(34kg)
8'10" (270cm) 86lb(39kg)
10'2" (310cm) 92lb(42kg)
11'4" (340cm) 99lb(45kg)

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

MERCURY Outboards
NORTHERN LIGHTS
LUGGER
Cummins
YANMAR

DOMINICA MARINE CENTER
18 Victoria Street, Roseau
Dominica, WI
767-448-2705 Ext Marine
Fax: 767-448-7701 VHF 16
info@dominicamarinecenter.com

Agent:
Budget Marine, Doyle Sailmaker, SeaChoice Products

Dealer:
Mercury Marine, Yanmar Marine

Your Marine Store at Venezuela and the Caribbean

VEMASCA Marine Chandlery

VENEZUELAN MARINE SERVICE, C.A.

The Best Marks!!

SIMRAD · Sea Hawk · AWLGRIP · xantrex · AB · WEST SYSTEM · WESTERBEKE · MAGMA · GARMIN · SHURflo · NEW ENGLAND ROPES · Raymarine · caribe · PETTIT · Trojan · HARKEN · JOTUN · JABSCO

• PUERTO LA CRUZ: Av. Prolongación Paseo Colón, Sector El Paraíso, C.C. Puerto Ensenada, Local # 7 ,8 y 9 PB, Telfs.: 58-281-267.82.32 Fax: 58-281-267.81.75 Cel.: 58-414-834.27.72, Estado Anzoátegui Venezuela / E-mail: ventas@vemasca.com
• ISLA DE MARGARITA: Av. Raúl Leoni, Telfs.: 58-295-264.16.46 (Master), Fax: 58-295-264.25.29 Cel.: 58-414-788.21.47, Porlamar Venezuela
E-mail: sales@vemasca.com / www.vemasca.com Proximamente en Marina (Soon at Carmelo´s Marina at the beach)

XANADU MARINE



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

SHELTER FROM THE STORM

by Jim Hutchinson

Let me offer the simplest solutions first:

The best way to avoid weather threats to a yacht (in all latitudes) is to sell the boat and go home.

The next simplest is to put the boat in a boatyard. Anybody unable or unwilling to secure their boat in the water for wind forces several times greater than most of us have ever experienced should haul out for hurricane season. Boatyards are probably the safest place your yacht can be. You can hang with your friends in the bar until the electricity, water and phones go out. Then go to your yacht, your private storm shelter, with its independent electrical, water and communications systems, which also contains your tools, medical kit and all the things you are supposed to take to a hurricane shelter ashore — plus things you would have forgotten. But let's assume the worst: you wind up in a pile of toppled boats, dismasted and holed. Would you rather be awash in a pile of boats blown ashore? Haul out early.

Protecting a boat in the water is more complex. It is in an environment that the vast majority of people simply do not want to seriously deal with. That still leaves quite a few of us who do, or are willing. We are an endangered species. Unprepared boats seeking shelter where we have set up for a storm are a greater danger to us than the storm itself.

And there are those who decide (for either good reasons or bad reasons) that the



BELA ALMEIDA

storm won't hit, or won't be that bad, or whatever. Such boaters should remain in an open anchorage. If they are right, no problem. They can abandon ship if they see they are wrong. *Do not make a late move into a hurricane hole where people who took it seriously have been working to protect their property and their lives.* Anybody that arrives in my hole with less than six hours of daylight before the wind starts is my enemy. And it is *far* better to have 12 hours of daylight to set up. Move early or stay put.

Despite 25 years aboard in the tropical and sub-tropical North Atlantic, we've only been hit by full storm force winds four times — call me lucky. Two were Category 3 hurricanes from which I expected direct hits, but only got storm force winds. The other two were direct hits from a tropical storm and a Category 1 hurricane. For the first Category 3, I broke every rule in the book (departing a [marginally] landlocked anchorage, sailing unfamiliar waters at night to a place I'd never been, and moving towards the storm's track) to earn the shelter that we needed, which was directly on the forecast track. The forecast was wrong, the eye crossed where we had been. The other Category 3, we ran the wrong direction, away from the forecast track, but towards the actual track... which wound up *being* the actual track. Due to a late start, we stopped 30 miles short to allow a full day to set up. I expected a direct hit, but the eye went where I had intended to be, instead.

One doesn't know what the hurricane will do, so the main thing is to find shelter with plenty of time to set up.

—Continued on next page

—Continued from previous page

I've lost count of the times I've set up and didn't get hit. Some were precautionary, some I thought we might get hit, a couple of times I expected to be clobbered.

The first two of our four hits, we rode at anchor. The recent two, the strongest two, we were snugged into mangroves. No damage or injuries so far, some problems, lots of work. Let me stress that we have never experienced Category 2 or stronger winds, *much less* (and I mean *much* less) the waves such winds can send into unprotected bays. So, I'm no expert.

Our ground tackle is fairly serious. I rate it at 90 knots, though it has only been tested to 60 knots. Ninety knots is twice the force of 60 knots. A hundred and twenty knots is a lot more. Most of the boats anchored where Hurricane Ivan's eye passed dragged. But some of the boats were seriously anchored and doing fine until another boat came down on them. Most yachts simply do not have sufficient ground tackle for such conditions. Moreover, both the deck hardware and the holding ground need to be sufficient. And the anchors must be well laid out and deeply set.

I consider the mangroves to be the best possible protection from hurricanes for a boat in the water. Some places it is illegal (strictly enforced) to tie into (or even to) the mangroves — to protect the mangroves. Almost everywhere it is illegal (or should be) to cut the mangroves. The mangroves need protection for important ecology reasons, but also, to protect us and those ashore from storms and tsunamis. And, also, so our grandchildren will have shelter from the storm and fish to eat.

Arguably, the mangroves are safest if boats anchor entirely clear of them. My argument is that a boat securely tied into the mangroves does far less damage than a boat crashing into them, wrecking itself and possibly others, and spilling its diesel and chemicals in the water. On the other hand, if the storm doesn't hit (and most times that one should prepare, the storm won't hit, not seriously) tying into the mangroves does more damage than never touching them. How much? When I do it, as little as possible — not much.

I pick a small indentation in the mangroves, tie the bow into it (cradled by the roots) and run lines into the mangroves from every cleat. I sight a fair lead from the cleat to a serious branch or trunk, then to a branch or trunk beyond. If the branches don't seem serious enough (healthy and as thick as my leg), I run the line on to a third and a fourth branch, as nearly in line as possible, threading the rope through the small branches to get a fair lead. Each branch gets a loose clove hitch. Then I tension the line, passing as much slack as possible back towards the boat, setting the clove hitches as I go. The lines are run above deck level to allow for a small storm surge. I climb into the mangroves from the bow, above the slippery roots and dangerous oysters — *do not start the storm with slashed feet.* I move slowly and carefully through the mangroves, breaking as little as possible, cutting nothing. It takes hours.

I reckon the mangroves to be the best possible protection for the boat, and the boat, once sheltered and secured, the best possible protection for me. And being aboard, in turn, makes the boat safer. When the storm hits, I'll be aboard.

A friend with more hurricane experience than I read this piece. We disagree on staying aboard. To my ending, "I'll be aboard," he added, "Wish me luck!" He has a point, though we basically agree on the survival potential of the individual boat. If his boat isn't where he left it after the storm, it will probably be because someone else wiped him out. So, yes, wish me luck.

—Continued from page 15

… Regatta News

Launched in 2006, *Kate* was built on St. Kitts by Philip Walwyn. She is bronze-fastened Oregon pine over mahogany frames with length overall at 78 feet, a beam of 11 feet four inches, and draws seven feet six inches. Now rigged as a gaff sloop, it is planned that she be re-rigged as a gaff yawl over the summer months. Though the yawl configuration will affect her official rating, her speed should increase substantially.

Kate was precisely designed to the 'First Rule' (1907) of the International 12 Metre specification. *Wooden Boat Magazine* is sponsoring the wooden vessel class for this year's Golden Rock.

The Golden Rock Regatta kicks off in Great Bay, St. Maarten for the first race on November 13th; next day the fleet races to Gustavia, St. Barth's, followed on the 15th by a single-leg run to the finish line off the cliffs below Fort Oranje on Statia. On the 16th, in commemoration of the first salute accorded the flag of the United States, the First Salute Race, a series of windward/leeward legs, will take place in front of Fort Oranje, followed that evening by prize giving at the Fort.

The next day an informal race back to Oyster Pond, St. Maarten culminates in a buffet at Captain Oliver's, with dancing to live music.

For more information visit www.goldenrockregatta.com.

Calling All ARC'86 Children!

This year is a significant milestone for the famous Atlantic Rally for Cruisers (ARC) as the 25th edition will set off from Las Palmas de Gran Canaria to Rodney Bay, Saint Lucia on November 21st. To help celebrate, event organizers World Cruising Club want to hear from those who took part in the historic first rally in 1986, especially from any ARC'86 children.

There are veteran sailors and yachts of the first ARC taking part in ARC 2010 and World Cruising Club is preparing an especially warm welcome for them!

World Cruising Club's Jeremy Wyatt says, "The first ARC was a great adventure for all those involved, especially families sailing with children. Family boats have always been an important part of the rally ever since the first ARC in 1986. We would love to hear from anyone who was under 16 years old when they sailed in ARC'86; we'd like to know your story, your memories of the ARC, whether you still sail now as an adult. We know you 'ARC kids' are out there, so please get in touch!"

Contact World Cruising Club at mail@worldcruising.com or post a message via the website at www.worldcruising.com.

Jolly Harbour YC News

Jolly Harbour Yacht Club (JHYC) of Antigua hosts a sailing event every Saturday all year long, including winter, spring, summer and autumn race series each with seven races, and trips to other islands, destinations or events. Everyone is welcome to sail on Saturdays or come take a weekend trip.

JHYC's Youth Sailing Program, which teaches Antiguan kids to sail for free, helped sailing to become part of the national curriculum in Antigua schools and is working with the Government to expand the program to as many children a possible.

For more information visit www.JHYCAntigua.com.



READERS' SURVEY 2010 RESULTS

What's New:

- More Local Boaters
- WiFi an Anchorage Must
- Grenada Customs & Immigration Officers Conquer 'Most Efficient and Courteous' List

The results of the 2010 *Caribbean Compass* Readers' Survey, our fifth in 15 years, have just been tallied. We want to stay on the course readers like best, so thanks go to all who took the time to share your opinions, concerns and suggestions. (Some of you mentioned you'd like to be able to complete future surveys on-line; we'll keep that in mind.) Although this is not a scientific survey, the information it gathers gives a good indication of who *Compass* readers are, what content is desired in a Caribbean sailing rag, and what issues are important to the Caribbean sailing community. We've taken note of what you'd like to see more (and less) of in future issues of *Compass*, so stay tuned!

We'll be sharing pertinent information with the appropriate government agencies and other groups, and using the rest to bring you an ever-improving *Compass*. And we think that anyone interested in the Caribbean boating community and yacht-tourism industry will find intriguing trends in the results.

Who Answered the Survey?

As in previous surveys, the typical *Compass* survey respondent in 2010 is a regular repeat or long-term visitor to the Caribbean, cruising the islands aboard his or her own yacht, which is usually on the move. Four-fifths of these boating visitors said that they came to the Caribbean with the intention of staying for more than one year, and many have been here for a decade. (We know we also have lots of other readers who are short-term visitors, but who didn't see the survey in the April 2010 issue.)

But we saw a demographic shift in the 2010 survey. Now, for the first time, we had a quite significant proportion — a third of all respondents — who are boat-owning citizens or legal residents of Caribbean countries. In our 2004 survey, only about 17 percent of respondents were local boaters.

As usual, respondents were almost equally divided between male and female, but now the 25-to-44 year old cohort is making inroads on the majority, who are in the 45-and-over group. (Note that it is not unusual for middle-aged readers to be over-represented, and younger ones under-represented, in surveys of this type. The over-45s apparently tend to have fewer distractions and more time to complete surveys.)

As in previous surveys, the overwhelming majority of respondents report that they read the *Compass* every month and usually read most articles, rating them highly. The places where views and opinions get aired — your own Readers' Forum and What's on My Mind departments — continue to receive top marks. Some readers note that although they don't read certain columns, they realize that they are important to others, for example: "I don't race, so Regatta News doesn't interest me much, but lots of folks love it." Even departments that do not have universal appeal have their handful of ardent fans.

There was a good geographical spread of responses received from Puerto Rico through the Lesser Antilles to the ABCs. Printed copies of the *Compass* are reportedly easy to find, and more than two-thirds of these copies are read by two or more people. The majority of respondents hold onto a hard copy of *Compass* for a month or more.

Survey respondents always say they find the advertisements in *Compass* "useful" or "very useful". To nail down what they mean by this, one of the new questions in the 2010 survey asked if readers have actually purchased products or services after reading about them in the *Compass*. The majority of respondents say they have.

Another new question asked if readers recommend the *Compass* to their friends. The unanimous answer was "yes".

We also asked readers about the following issues:

Yacht Security

Three years ago, 60 percent of respondents "agreed" or "strongly agreed" that "Security for yachts is getting to be more of a problem", which showed a slight decrease from earlier surveys. But this year, that figure has increased to 75 percent.

In 2007, 62 percent of respondents *disagreed* with the statement: "Local authorities are taking adequate action to ensure security." This year, an alarming 85 percent indicated that they feel action taken by local authorities to ensure security is inadequate. One respondent added, "We all need to be proactive and aware of our own security."

In light of this, it is interesting that about the same proportion of respondents as in our 2004 and 2007 surveys — approximately three-quarters — still feel that "The Caribbean is relatively safe compared to most other tourist destinations".

The Environment

As in previous surveys, more people are in favor of the introduction of marine parks than not, and agree in principle with park entry fees ("if it benefits the management of the park") — but not quite as overwhelmingly as before.

There was no disagreement with the statement "If yachts are charged a fee to enter a country, part of that fee should be put toward proper facilities for disposal of yachts' garbage". One respondent noted, "Garbage is littering the anchorages. No one wants to see it, but it also seems no one wants to do anything about it."

As in previous surveys, the majority agreed that "Disposal of yacht garbage should be banned on small islands without adequate facilities", but one respondent added a caveat: "You should be able to leave it there if they sell it."

A Desirable Anchorage

According to this year's survey respondents, as always in the past, a desirable anchorage has, far above all else, a clean environment and friendly people. In the 2010 survey, the next most desirable feature was a brand-new one: WiFi. Following, in descending order of importance, are: dinghy docks, fuel and water, and a security patrol. Rated as not quite so important were shops and restaurants, marina facilities and moorings.

Heading the list of features that make an anchorage undesirable are: security problems, overcrowding with moorings and docks, an unclean environment, harassment, noise, and overcrowding with boats. "Cruise ships", "wake from ferries", and "speeding dinghies" were undesirable features added as write-ins. Lack of facilities in general did not especially make an anchorage undesirable, but lack of "garbage disposal facilities" was a common write-in concern.

Once again, fully 100 percent of survey respondents say they prefer to be in areas without jet-skis. One respondent pointed out, however, that, "In terms of noise, jet skis and planing dinghies are indistinguishable. It is what they do that makes them vile."

Are good free anchorages becoming hard to find? Here's a conundrum: half the respondents who answered this question said yes and the other half said no!

In another new question, we asked, "What makes a 'working' (repairs, maintenance, etcetera) destination desirable?" Skilled service providers headed the list, followed by low crime rate, value for money and, to a lesser degree, favorable weather and duty-free concessions. Additional features desired added as write-ins were: "easy access to parts", "oil, diesel and battery disposal", "professional attitudes", and "no mosquitoes!"

Customs & Immigration

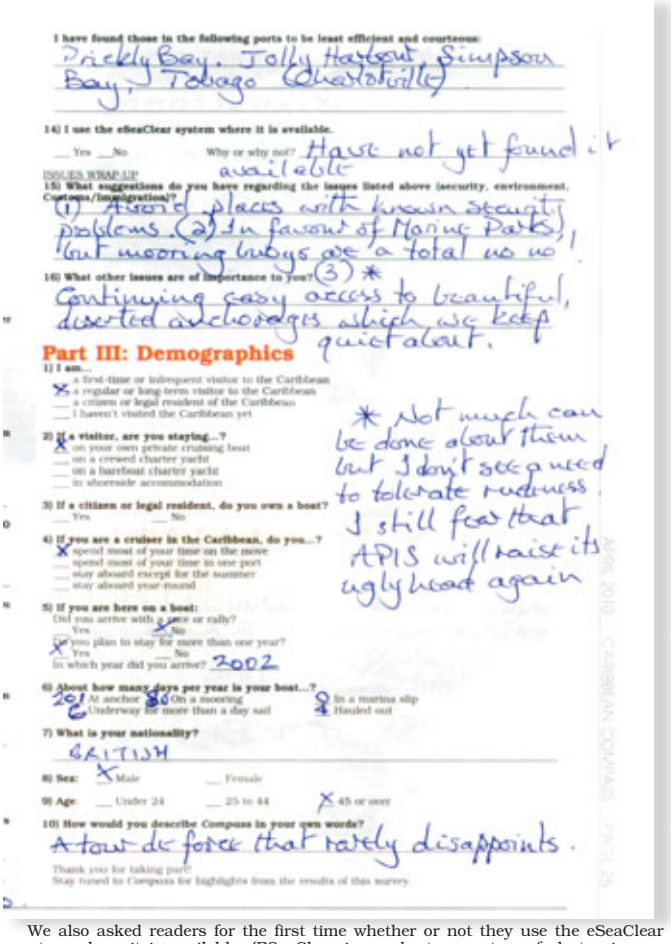
Seventy-seven percent of this year's respondents agree that most Customs and Immigration officers in the Caribbean are efficient and courteous, down just slightly from the last survey.

In our last three surveys, respondents said that they found the "most efficient and courteous" Customs and Immigration officials on the islands of Bequia and Martinique. But this time Grenada — which was voted "least efficient and courteous" in the 2001 survey — surged far into the lead. Kudos to Grenada for this emphatic turn-around.

Martinique placed a solid second "most efficient and courteous" for the fourth time in a row, representing 12 years of consistent performance.

"The French islands" — Martinique, Guadeloupe, and St. Barth's — if taken as a whole, would have come out on top, and the Grenadines — Bequia, Union and Carriacou — if taken as a whole, would have tied for second place with Grenada.

We will have a private word with the ports named "least efficient and courteous".


I have found those in the following ports to be least efficient and courteous:
Prickly Bay, Jolly Harbour, Simpson Bay, Tobago (Charlotteville)

14) I use the eSeaClear system where it is available.
___ Yes ___ No Why or why not? Have not yet found it available

ISSUES WRAP-UP
15) What suggestions do you have regarding the issues listed above (security, environment, Customs/Immigration)?
(1) Avoid places with known security problems. (2) In favour of Marine Parks, but mooring buoys are a total no no

16) What other issues are of importance to you? (3) *
Continuing easy access to beautiful, deserted anchorages which we keep quiet about.

Part III: Demographics

1) I am...
___ a first-time or infrequent visitor to the Caribbean
X a regular or long-term visitor to the Caribbean
___ a citizen or legal resident of the Caribbean
___ I haven't visited the Caribbean yet

2) If a visitor, are you staying...?
X on your own private cruising boat
___ on a crewed charter yacht
___ on a bareboat charter yacht
___ in shoreside accommodation

3) If a citizen or legal resident, do you own a boat?
___ Yes ___ No

4) If you are a cruiser in the Caribbean, do you...?
X spend most of your time on the move
___ spend most of your time in one port
___ stay aboard except for the summer
___ stay aboard year-round

5) If you are here on a boat:
Did you arrive with a race or rally?
___ Yes X No
X you plan to stay for more than one year?
___ Yes ___ No
In which year did you arrive? 2002

6) About how many days per year is your boat...?
20 At anchor 80 On a mooring 8 In a marina slip
6 Underway for more than a day sail 4 Hauled out

7) What is your nationality?
BRITISH

8) Sex: X Male ___ Female

9) Age: ___ Under 24 ___ 25 to 44 X 45 or over

10) How would you describe Compass in your own words?
A tour de force that rarely disappoints.

Thank you for taking part!
Stay tuned to Compass for highlights from the results of this survey.

* Not much can be done about them but I don't see a need to tolerate rudeness. I still fear that APIS will raise its ugly head again

We also asked readers for the first time whether or not they use the eSeaClear system where it is available. (ESeaClear is a voluntary system of electronic pre-arrival Customs notification for yachts traveling in the Eastern Caribbean, based on a standardized Customs clearance form. It gives yacht skippers the option of filling out Customs clearance forms on-line in advance of arrival at a port of entry rather than doing so by hand upon arrival.) Virtually all respondents said "no", giving a wide range of reasons, including: "worried about information being kept on computers", "cyber forms are unaccountable and unresponsive", "old dog, new tricks", and "yachts don't run to a timetable". A number of answers were similar: "most islands are not ready", "computer at destination not working", "have not found it available" and "haven't come across it yet". However, the sole respondent who uses it says it is "convenient" and wishes it were available in all ports of entry.

In our report on the 2004 Readers' Survey, we wrote: "There is a loud and clear call in this fourth survey for sub-regional unity regarding yacht clearance. Readers suggest that Customs and Immigration procedures be standardized (and even computerized) for the entire Eastern Caribbean." And in answer to this year's question "What other issues are of importance to you?" one respondent echoed that common and long-standing plea: "To make the Eastern Caribbean chain of islands a one entry/exit zone for yachts, so that clearing in and out for each island becomes unnecessary." Some things never change. Or will they?



US NATIONAL PARKS SERVICE

Captain William T. Shorey and family

A Caribbean Sailor's Contribution to the US Whaling Industry

by Norman Faria

July 13th, 2010 is the 151st anniversary of the birth in Barbados of William T. Shorey. In 1886, he was the first African-American to captain a whaling vessel on the west coast of the United States, and one of the first nationwide.

Perhaps more importantly, his inspirational working life in the whaling industry, which was so important at the time, underscored the contribution of immigrants to the United States. They helped build up that great country's economy and all aspects of its social life and culture. Some, like Captain Shorey, were from the Caribbean, even at that early date.

Captain Shorey died in 1919 in Oakland, California where he had retired with his American wife Julia Ann, who died in 1944. He is one of the featured individuals in a succinct but little-known work titled *Black Hands, White Sails: The Story of African-American Whalers* by Patricia McKissack and Frederick McKissack (published in 1999 by Scholastic Inc., New York, and available at amazon.com).

Whaling in the 1800s was a major part of the US fisheries sector. Whale oil was extensively used for lubricating machinery and for consumer items such as candles and soaps. By 1850, there were more than 500 US whale ships in both the Atlantic and Pacific Oceans. The ships stayed away from home port for as long as four years. Some of them visited the Caribbean in pursuit of the whales. Sometimes, as they put into port for food and rest, the captains signed on men from the islands as part of the crew. Most likely this is how Captain Shorey got to Boston, Massachusetts in 1876 at the age of 17. The son of a Scottish-born planter and a black woman in Barbados, he probably signed on as a cabin boy.

The focus of the book is on the relatively high number of black sailors and those from the Caribbean area, the Cape Verde islands and Native American communities, in the whaling industry. Some rose to be prominent businesspeople and shipbuilders. According to the McKissacks, by 1850 some 20 percent of the 3,000 whaling seafarers out of New Bedford, one of the main fishing harbours on the northeastern US seaboard, were Afro-American.

There were two main reasons for this relatively high figure. One was that whaling was an opportunity for black (and some Amerindian) slaves to obtain some sort of freedom. The sailors were actually given a special identification paper that permitted them to move freely in ports where slavery was still practised. It must be remembered that commercial whaling really got underway in the 1700s, over a hundred years before. Slavery in the US was formally abolished in 1865 but a ship landed slaves from Africa in Alabama as late as 1859.

Secondly, New Bedford (Nantucket was another main whaling port) and the surrounding townships were home to many Quakers. This "white" religious group was a significant advocate against slavery. The word had got around that they had long freed their slaves. The area was also a staging area, or stop, on the "Underground Railroad" escape route for slaves travelling toward Canada and freedom. Some Quakers were, however, themselves unscrupulous businesspeople.

One black (his mother was an Amerindian) ship owner named Paul Cuffe (died 1817) was a Quaker. Cuffe himself captained some of his ships and visited the west coast of Africa and the West Indies with cargo. His vessels were mostly black crewed. Again, it is likely that some Caribbean young men came to the US that way during that time.

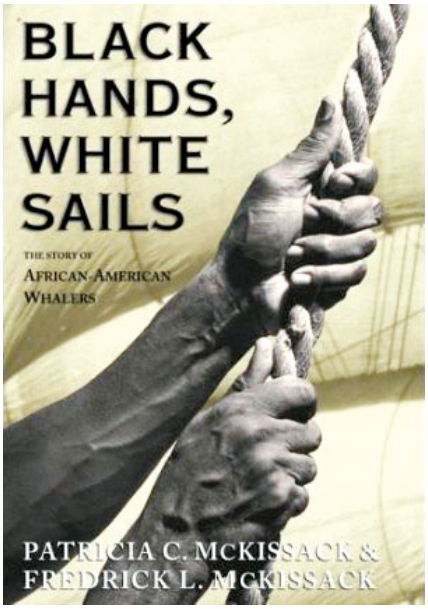
As an aside, there is evidence that a number of white whalers jumped ship in the islands. That is how the ongoing indigenous and allowable whaling activity in Bequia in the St. Vincent Grenadines was mainly started. There were also small whaling stations in Barbados, at and around the west coast town of Speightstown, during this period.

Whaling life, or "going oiling" as the workers said, was rough. Cautioned the McKissacks: "Even though the Quakers might have been socially liberal, their influence stopped at land's end... Once out at sea, men of colour were often at the mercy of bigoted captains, prejudiced mates, and racist crew members." Generally though, from what I read of the industry in other sources, black and white and other coloured working-class sailors got on well together. Because of safety factors, they had to work as a team and in general they realized their interests were the same. All "greenies" (the term comes from being so seasick that their faces turned a sort of green colour), ordinary seamen, would get only 1/120th of the profit of the ship at the end of the voyage. The ship's owners alone took 50 percent while the captain and officers received a sizeable portion. The McKissacks also write that the studies of ships' logs and other records show that "lays" (the pay received at end of voyage) of blacks were lower than whites who had the same qualifications.

In other ways, for both black and white, a sailor's life at the time had its tribulations. Food was less than satisfactory. Fresh vegetables and "ground provisions", as the Caribbean sailors would say, like potatoes, ran out after a few weeks. Living conditions in the cramped crews' quarters up in the bows were filthy. They could never get rid of lice they brought from the rooming houses of unscrupulous landlords (some of them black). Stale smells like that of blubber oil and sweat abounded. Loneliness was a problem on long voyages, with the singing of sea chanties and making of scrimshaw something to while away the time. One's life could easily be lost to an angry whale attacking the flimsy small whaleboat from which the mammals were killed with harpoons. Not surprisingly, only 20 percent of the black sailors returned for a second trip, though the figure was probably near that for white sailors as well.

The New Bedford and neighbouring Boston areas had a high proportion of black Portuguese-speaking sailors who settled there and eventually intermarried with local (Amerindian and white) women. The men had been signed on in the Cape Verdes, a group of islands off Africa that were colonised by Portugal.

By the time Captain William Shorey came ashore in 1908 with his family (his wife would often accompany him on his whaling trips before their two sons and daughters came along) the writing was on the wall for the industry. Oil (petroleum) was being commercially pumped in the mid-1800s; it would be a substitute for whale oil. It came just in time for the cetaceans, too. By then, they were virtually wiped out in most of the Atlantic. Today, owing significantly to the work of Greenpeace and other environmental groups, the great whales are largely protected, although that might change with a ruling at the International Whaling Commission meeting that is underway as this issue of *Compass* goes to press.



The value of this *Black Hands, White Sails* is that it highlights the important inputs of immigrants in a little-known area of US society, and the role of ethnic minorities, particularly black people, in that contribution. We note, in contrast to the situation today, the relatively easy way the overseas-born could enter the US. Shorey himself was probably given a slip of paper by the ship's captain and he obtained residency status that way. It is not known if Captain Shorey ever returned to Barbados on one of his 22 voyages. There are several Shorey families still on the island and it would be interesting to see if any have connections to this remarkable man.

Unlike others such as Frederick Douglass (who caulked whale ships' seams as one of his jobs), and Cuffe, who were civil rights activists, Captain Shorey's contribution was through his own unstinting dedication to disciplined, honest work and intelligent, fair and courageous leadership as a ship's captain. Moreover, he is an inspiration for those who continue with the time-honoured traditions of travelling and making homes in other countries, working with people of other races.

A former merchant seaman on the Geest Line, Norman Faria is a Compass *correspondent in Barbados*



JULY 2010

♈ ARIES (21 Mar - 20 Apr)
Creative ventures will be a slog to windward for the first three weeks but breezes will be fair in the latter part of the month.

♉ TAURUS (21 Apr - 21 May)
Early this month there might be static on your personal channel and doldrums in your love life, but romance will blow back in during the third week and static will clear in the last.

♊ GEMINI (22 May - 21 Jun)
Your energy for marine business dealings will be low. Add to that a stormy romantic climate and this could be a month of tough sailing. Hang onto the helm and all conditions will be favorable next month.

CANCER ♋ (22 Jun - 23 Jul)
This will be an easy time for you, so relax and do something fun. Throw a cockpit party or sail to new places.

♌ LEO (24 Jul - 23 Aug)
As romance wanes, your creative communications will be under full sail. Take advantage of this time to express your ideas on ways to improve *your* boating life.

♍ VIRGO (24 Aug - 23 Sep)
Nautical business matters will be enlightened by your enthusiasm and work ethic. Along sails romance midmonth to add warmth to the mix and also bring an extra positive note to your business dealings.

♎ LIBRA (24 Sep - 23 Oct)
Creative endeavors will be a beat to windward and communications garbled, so give yourself and your cruising companion(s) a break. Find a port with plenty of onshore entertainment for them so you can have the boat to yourself and just veg out.

♏ SCORPIO (24 Oct - 22 Nov)
You've got three more weeks to ride the tide of the current positive creative aspect along with a good aspect in communications. Make the most of this influence now, in case it all ebbs and leaves you high and dry at the end of the month.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Romance will flow for the first two weeks but could later ebb into bickering and arguments. A late-month solo sail away from it all may be just the ticket. Communications will be excellent for the entire month.

♑ CAPRICORN (22 Dec - 20 Jan)
Whatever creative attempt you invest in this month will end up foundering, so concentrate instead on a positive boating-business aspect and the romance that will sail in to distract you mid-month.

♒ AQUARIUS (21 Jan - 19 Feb)
It looks like a rough passage for romance, with gales of arguments and misunderstandings this month. Reef the main, batten down the hatches and don't make an issue out of anything; July will pass.

♓ PISCES (20 Feb - 20 Mar)
This month should see the last of any boat-business nightmares, but ease your mainsheet — any efforts to hurry the process will only make things worse. Too much fretting over related problems may have detrimental effects on your love life.

Crossword Solution

ACROSS
2) MUSIC
6) SEA
7) WAVES
8) CHAIN
9) RAIN
11) SLAM
12) BARKING
14) DECK
15) TAXIS
17) HATCH
19) SSB
21) ROWDY
23) OUT
25) BUS
26) BAR
27) ROW
28) FRO
29) DOGS
30) LOUD
34) DIN
35) BAY
36) WHISTLES
38) RATTLE
39) SIREN
40) BUOYS

DOWN
1) HEAR
2) MAIN
3) CLANK
4) FAN
5) YELL
10) ANCHOR
11) SLAPS
12) BOARD
13) NOISES
16) SHUT
18) HARBOR
19) SAILORS
20) BOATS
22) WORLD
24) HALLIARD
31) ON
32) WAKES
33) FERRY
37) HORN

Pirates of the Southern Caribbean:

GRENADA TO TRINIDAD

Island Poets

The passage from Grenada to Trinidad's fair isle,
Has just a bit more challenge and requires a bit more guile.
You're often hard upon the wind and currents do not aid,
And Venezuelan pirates some traps for us have laid.

A yachtsman's greatest nightmare — to be stopped by force at sea,
But dreaming will not help at all what's now reality.
One yacht has just been boarded and stripped with pointed gun.
This is no joke — not anymore — something must be done.

Other yachts have had their share of incidents no longer rare.
Of boats that follow in the night, keeping quiet just out of sight.
Of boats that circle round a yacht with men both hard and mean,
And only disappear again when the yachtsman's guns are seen.

We've also heard from Curaçao, a woman has been found,
Thirteen days in a liferaft — news that will astound.
We hear her husband has been killed, for now we know no more.
But fear again it's pirates that are knocking at our door.

The boatyards are all worried that they will get less trade,
The yachts will all stay north of here and staff will not get paid.
The Government is idle, it seems it does not care.
Just keep it quiet for goodness sake and out of public glare.

But listen now they have decreed,
What we should do to make godspeed:
Report to Coastguards at each end.
There'll be more paperwork to tend.

If we get caught when we're at sea, what can the Coastguard do for me?
Grenada does not have the boats, so plans like this will get no votes.
Some say we should all sail at night, quite secretive without a light.
So pirates will not see us there; this crazy plan we will not wear.

The Coastguard fleet in Trinidad has grown and is now vast;
Its ships and boats are nice and new and all of them are fast.
The sailors don't get seasick and never hit a rock
Because you'll see those shiny boats all tied up to the dock.

Try calling on the VHF, the Coastguard is forever deaf.
The cell phone is no good for ships 'cause out at sea there are no pips.
Their manpower numbers are so thin and make those unused boats a sin.
A few patrols right round the clock would have the pirates taking stock.

We see the Coastguards in the bays in waters nice and still,
But never see them out at sea, out where the oilmen drill.
They should patrol those waters and get us safely through.
This would be good for training and use their boats so new.

If Trinis will not help the yachts, of other boatyards there are lots.
Grenada's growing sure and fast, for Ivan's blow is in the past.
So get the Coastguard fleet to sea, train the men, don't just drink tea.
Get off your butt and do a job; the yachts are not just here to rob.

— Skipper of S/Y Rocco Relic

FACT-OIDS

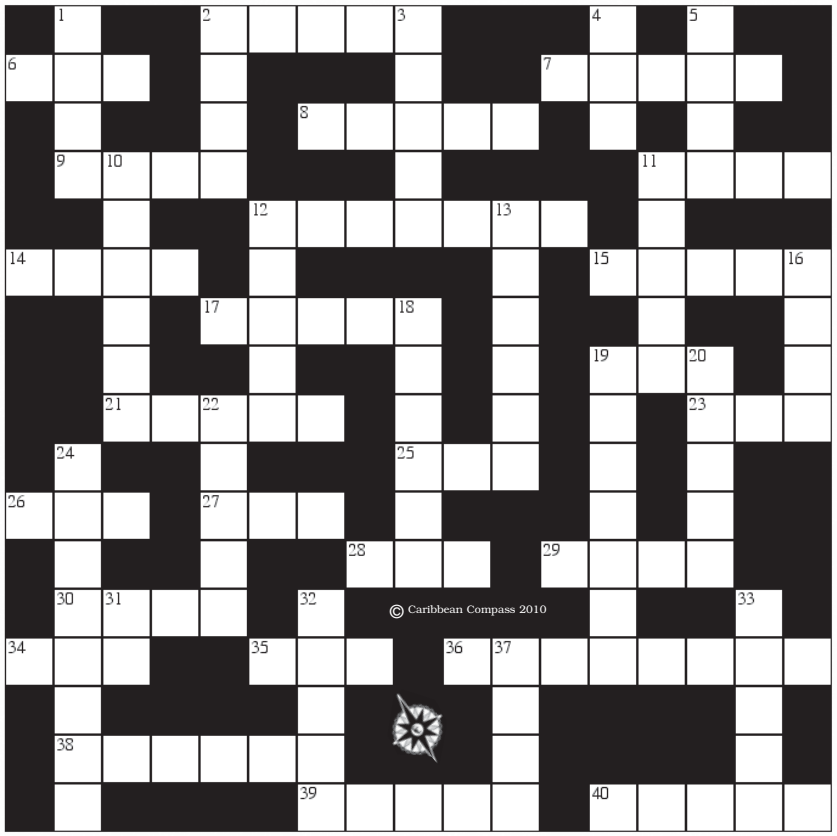


jerry-toon



"I think that crosswind may have drifted us a bit off course."

Compass Cruising Crossword



'NOISY HARBORS'

ACROSS

2) Noise people dance to
6) In rough weather this can make a roaring noise
7) These can crash on the shore
8) 10 Down _____ being let 23 Across goes "38 Across" and "3 Down"
9) "Listen to the rhythm of the falling ____"
11) The sound of a 14 Across + 17 Across being closed
12) 29 Across alarm sound
14) This can be aft, fore or poop
15) Water _____ roar through the anchorage, carrying passengers
17) Close this when the 34 Across from the 26 Across is too much
19) Radio for nets
21) Drunken 19 Down can get _____
23) Not in
25) 2 Across can be deafening on a "dollar ___"
26) Establishment that serves alcohol
27) Fight, or what you do with oars
28) The boat rocks to and ___
29) Man's best friends, except when 12 Across all night
30) Not quiet
34) Much indistinguishable 13 Down
35) *The* ___, a Trinidad magazine for sailors
36) Noisemakers attached to lifejackets
38) A rapid succession of short, sharp 13 Downs
39) An emergency vehicle uses a _____ as a warning
40) Sometimes these have warning bells

DOWN

1) Perceive with one's ears
2) ____ mast: central spar
3) Sound of a 24 Down against the 2 Down mast
4) ___tail, aftermost section of vessel
5) Holler
10) Hook or pick
11) Sounds of 7 Across against the hull
12) Get on a boat
13) Unappreciated sounds
16) If the 13 Down keep you awake _____the 17 Across
18) Port
19) Seamen
20) Small craft (plural)
22) 18 Downs all over the _____ have 13 Down
24) Line that pulls up a sail
31) Not off
32) Water action behind speed 20 Downs
33) The ____ signals 5 minutes before departure by blowing the 36 Down
37) Aural signaling tool

Crossword Solution on page 30

Everybody knows that cruisers are total fashionistas, spurning Georgio Armani, embracing Henri Lloyd, and setting unique clothing trends worldwide! Check your fashion sense with this word puzzle by Pauline Dolinski.

FASHIONS FOR THE BOAT PUZZLE

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

BAREFOOT
BELT
BIKINI
BLOUSE
BOOTS
BRA

CAP
CAPRIS

FLIP FLOP
FOULIES
FUN

GLOVE

HAT
JACKET
JEANS
MASK

PANTS
PAREO
PONCHO

SANDALS
SARONG
SCARF
SHOES
SHORTS
SKIRT

SLEEVES
SOCKS
SPEEDO
SWEATER
SWEATSHIRT
SWIMSUIT

TANKTOP
TENNIES
THONG
TOP
T-SHIRT

WETSUIT
WINDBREAKER

Word Search Puzzle solution on page 22

THE SWAN WHO THOUGHT SHE WAS A DUCK

by Lee Kessell

Ugly ducklings turn into beautiful swans, but Lucinda, who was already a beautiful swan, thought she was an ugly duck. How could this be?

Lucinda lived on a Caribbean Island with the rest of her flock, but how did they get there? Swans live north or south of the equator, migrating to feeding grounds, but they never cross over the tropics. Well, one year this particular flock got caught up in a hurricane that ripped across America and they were blown all the way to Dominica! Lucinda, the swan who thought she was a duck, hadn't even been born when this happened but her parents looked a real mess when they fell out of the sky and landed in a hidden lake. Not many of the swans had survived and all of them looked like ugly, stretched-neck ducks instead of snowy plumed swans. Their feathers, what was left of them, were gray and grizzled and their heads were quite bald.

Lucinda's mother had laid her only egg very shortly after they had landed and when the egg hatched, the little baby looked upon her scruffy-looking mother and thought she was a duck.

As time went by, Lucinda lost her grey cygnet feathers and she emerged as a beautiful, pure white swan. By this time, the surviving swans had raised families of their own and the male swans courted Lucinda. But poor Lucinda, who saw herself as an ugly, stretched-neck duck like her mother, thought that they were making fun of her and she felt so depressed that she hung her head in shame. Lucinda's parents had not lived very long after Lucinda had grown into a graceful cygnet so she had no one to tell her that she really was a swan and it seemed that she would live out her life alone and miserable.

How did they get there?
They were blown all the way to Dominica!

Like all swans, Lucinda knew how to feed herself. Floating on the Freshwater Lake in the Morne Trois Pitons National Park, she would up-end her tail and plunge down to the shallow bottom and snare whatever there was to eat down there. She grabbed little fish or plants with the serrations that were like sharp little teeth on the sides of her bill. She took her food to the surface where she swallowed it down because swans' necks are too long for them to swallow under water. She also ate whatever weeds and plants grew along the margins of the lake and she knew how to preen her feathers to keep them waterproof.

Now one day, Lucinda strayed off into a narrow arm of the lake and before she realized it she was trapped in a thicket of tangled sprigs and thorns. She tried her best to chew off the twigs but she couldn't turn around and she couldn't dive down either. No one missed Lucinda that first night but when she didn't show up the next night, the swans thought she had flown away, all except Sven, a young male who loved Lucinda. So at the first hint of dawn, Sven swam rapidly around the margins of the lake and just when he thought that Lucinda had indeed flown away, he discovered the narrow side channel and he carefully paddled up it until he saw the tangle of twigs and thorns and there, caught in the middle, was the slumped back and bent head of Lucinda.

Sven called to her in his throaty honking voice and when she didn't answer he was filled with terrible anxiety. So he called again and this time Lucinda opened one dim eye and gave a faint little honk in reply. This put new heart into Sven so he used those sharp serrations on the side of his bill with furious energy to chop his way through the tangles of briars to get to Lucinda. When he had cleared a passage he stroked Lucinda's head with his bill and then lowered his neck, filled his bill with water and poured it over her. He did this again and again until he saw that enough water was trickling into her parched throat. He now caressed her with the soft underside of his bill, gently reviving her and whispered that he loved her, always had, always would and could never live without her.

Lucinda heard this as if in a dream and dreamlike, she opened her eyes and found that she was gazing into the bright, black eyes of a brilliant white swan. Lucinda thought she had died and was being led into heaven, so she followed Sven out of the channel. Once at the margin of the lake, Sven stopped and begged Lucinda to be his wife, promising to love and care for her for the rest of their lives. Lucinda looked at Sven in wonder, suddenly realizing that she hadn't gone to heaven after all, but was back on the lake.

"But I am an ugly, grey, stretched-neck duck! How could you love me?"

"I love you for yourself. You are kind and gentle and I would love you even if you were the ugliest bird that ever lived, but Lucinda you are not ugly and I'll prove it." He led her into the middle of the lake where the water was just like a mirror and told her to look down. "Tell me what you see."

Lucinda looked down and saw a beautiful pure white swan. "I see YOU. I see a handsome white swan."

"Look again." And Sven moved over to float next to her.

"I see two white swans!"

"Yes. The first one is YOU, Lucinda!"

It took a little time for Lucinda to be convinced but before the day was over, she and Sven were feeding together and promising never to part.

So you see, Sven was rewarded for his loyalty and Lucinda learned that it isn't how you look that matters, it's how you are inside that brings true love.

THE END

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Do you remember the little seahorse we studied last month? How does the seahorse spend most of its day? Seahorses don't swim very well so they spend a lot of time resting with their tails wrapped around stationary objects on the sea floor. Their favourite habitat, apart from the coral reef, is seagrass, which provides anchor points for their tails. It also provides the necessary camouflage for the seahorse with its waving green leaves.

What is seagrass? It's the only vascular plant that can grow completely under seawater. Vascular means that the plant has internal tubes that carry water, gases and nutrients around the plant. Seagrass has leaves, stems and roots just like grass found on land and it grows in large areas called 'meadows' which resemble terrestrial grassy fields.

There are three main types of seagrass in the Caribbean. Turtle grass (*Thalassia testudinum*) has long flat leaf blades, about an inch wide, rounded at the end. Shoal grass (*Halodule wrightii*) also has long flat leaf blades but they are much thinner than turtle grass and the ends are blunt. The leaves of manatee grass (*Stringodium filiforme*) are like thin cylinders with a circular cross-section. All the grasses are found in coastal waters where the water is shallow enough to let sunlight through. Seagrass needs the energy from sunlight for photosynthesis to make food.

What are the differences between seagrass and seaweed? Seaweed is a type of algae with no root systems. Seagrass is a flowering plant with extensive root systems that hold the seagrass securely to the sea bottom.

We know that seagrass and terrestrial grasses are similar but what are the differences between them? Grass leaves on land have a shiny top layer of cells (the cuticle) that protects the leaves from water. The green chloroplast cells, which are needed for photosynthesis, form a layer underneath the cuticle. Seagrass leaves have no cuticle as they don't need protection from water and their chloroplasts are in the outer layer of cells so that they can catch as much sunlight as possible through the seawater. Terrestrial leaves have tiny holes called stomata on the underside to allow gases in and out of the leaf for photosynthesis and respiration. Seagrass leaves obtain the gases they need from the seawater by diffusion through the leaf surface. This is a difficult process so the leaves can store the gases in tubes called lacunae.


KAY WILSON/INDIGO DIVE

Seagrass is an important organism in the marine environment. We'll find out why next month.

Experiment to find the stomata on a leaf

Place a leaf in a pan of water and heat gently. Look closely at the underside of the leaf while it is in the water. You will see tiny bubbles of gas on the under surface of the leaf. As the leaf gets hotter, the air inside the leaf expands out of the stomata. So the bubbles will show you where the stomata are located.

THE SKY IN JULY

by Scott Welty

The Planets in July

This month Mercury, Venus, Mars and Saturn are lined in the western sky after sunset, with Mercury being the lowest and on up to Saturn. Venus will be the brightest (see Figure 1). As the month goes on Mercury, Venus and Mars will appear higher and higher and closer to Saturn. Keep track of these four as the month goes on. Mercury will present its usual viewing challenge, being so close to the sun, and won't be high enough until mid-month.

JUPITER - Rising around midnight all month.

EARTH - Overslept.

Sky Events This Month

July 11 - New Moon

July 14 - Pretty crescent moon joins the party just to the left of Venus (see Figure 1)

July 25 - Full Moon



FIGURE 1



FIGURE 2

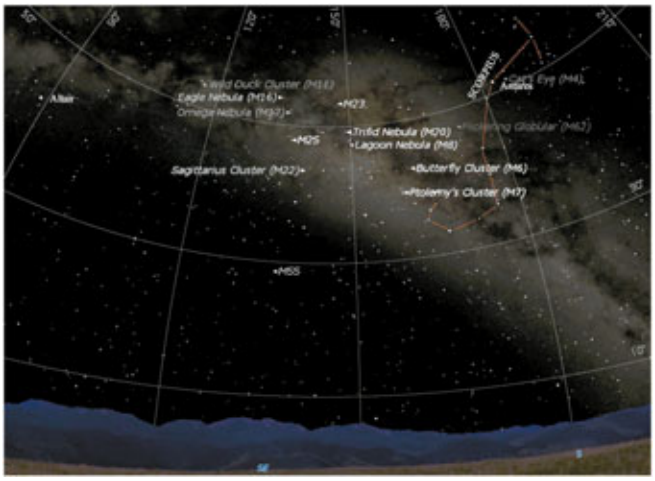


FIGURE 3

July 31 - A nice grouping of Mercury, Venus, Mars and Saturn. Look west after sunset (see Figure 2). This grouping will get even tighter a few days into August with Venus moving up to join Mars and Saturn. Should be fun to watch day after day.

Any day - Looking southeast this month gives you a wide choice of globular clusters and nebulae to try to find. Most of the ones shown in Figure 3 are just barely visible with the naked eye in dark skies as little smears but will 'pop out' with binoculars. Some details...

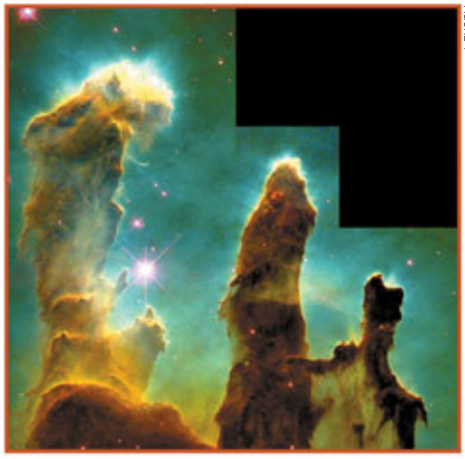


FIGURE 4



FIGURE 5

Clusters - There are two kinds here: Open Cluster and Globular Cluster. Both are collections of stars that are bound by their mutual gravity. A Globular Cluster is an older and more tightly connected collection. They are actually orbiting our main galaxy, the Milky Way. An Open Cluster is newer, more loosely connected and is within the disk of the galaxy.

Nebulae - These are gas clouds and they are connected, in one way or another, with the life cycle of stars. On one end a nebula may be interstellar gas and dust that is beginning to collapse to form new stars. On the other end a nebula can be the dying fragments of a star that has lived its life and then went out in a *blaze of glory** as a super nova.

As you can see below, some of these things have names while all of them have an "M" designation. The M stands for Messier Object after the Frenchman Charles Messier (pronounced "Messy, eh?" in Canadian) who in 1771 compiled a list of 45 'smeary' objects that were annoying him in his quest to discover comets. Some Messier objects turned out to be other galaxies while others are the clusters and nebulae discussed above. Eventually the list expanded to 110 objects (see Figure 5).

Details from Figure 3:

WILD DUCK CLUSTER (M11) - Open cluster of about 3,000 stars, 6,000 light years away. In dark skies visible to the naked eye as a fuzzy ball of light. With a telescope and maybe with binoculars there is a "V" shape and hence the name as it resembles ducks in flight.

EAGLE NEBULA (M16) - Famous for the Hubble telescope picture entitled Pillars of Creation (see figure 4).

OMEGA NEBULA (M17) - visible to naked eye. Has shape like Greek letter omega.

TRIFID NEBULA (M20) - This along with M21 and M8 should fit in the same binocular view. Try it!

SAGITTARIUS CLUSTER (M22) - The third brightest of all clusters. Shows up well with binoculars.

M23 - 100 stars in an open cluster. Nice dark background for binocular viewing.

LAGOON NEBULA - Hazy patch approximately 5,000 light years away. Embedded globules show the presence of active star formation.

M6 and M7 - Two open clusters. Both should fit in your binoculars at once.

To Contemplate While Having a Glass of Wine on Deck

**Going out in a blaze of glory...*

Interesting how star lives parallel human lives. A fast-burning "show-off" star will accordingly have a shorter life (James Dean) than a dimmer, long-lived star that burns more steadily and less ostentatiously (Andy Rooney). Also, the big, hot show-off will in fact go out in a "blaze of glory" that we call a super nova. We're all familiar with the concept of going out in a blaze of glory, but what real or fictional character has actually done this? I have my vote. I'll take James Cagney playing Cody Jarrett at the end of *White Heat* when he says, "Made it, Ma... Top of the world," and he then blows up the gas storage tank that he's standing on. Who's your favorite? Discuss.

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

Figure 1: The planets and crescent moon, as they will line up on July 14th, 1915 hours
Figure 2: The arrangement on the 31st, also at 1915 hours
Figure 3: Looking southeast at 2100 hours on July 15th. Let Scorpius be your guide. Two bright stars in the field of view are Altair and Antares

MARIGOT BAY St. Lucia
Doolittle's Restaurant
Nightly Dinner Specials & Entertainment

Monday: Ladies' Night
(Ladies dine free when accompanied by a gentleman)
Tuesday: Surf & Turf (Limbo Dancing/Fire Eating)
Wednesday: Trio of Fish (Live Entertainment)
Thursday: All-You-Can-Eat Pasta
Friday: Steak Night
Saturday: Bar-B-Q Buffet (Live Entertainment)
Sunday: Full a la Carte Menu

Doolittle's Restaurant provides free Wi-Fi for all its guests and patrons.

A la Carte menu also available with nightly dinner specials.

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

FREE CRUISING GUIDES

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

Jamaica Cruising Guide
JAMAICA CRUISING GUIDE
www.jamaicacruisingguide.com

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



Tide's Table — Canned Goods Essential

by Ross Mavis

With the emphasis on fresh food these days, the lowly can of tuna, salmon or sardines is often looked down upon with disdain. That disdain is misplaced, I say, as many a great lunch or supper has been made, and still can be made, from canned items.

The history of canning food to preserve it for later consumption is not new. As early as the mid-1800s, British expeditions such as that of John Franklin sought the Northwest Passage with their food supplies supplemented by crudely canned food. Regrettably, it is thought that the lead in the soldered seam of those cans caused poisoning that killed many of the Franklin crewmembers.

But in 1824, Sir William Edward Parry's third voyage to the Arctic used canned food with success. As a matter of fact, a can of beef and gravy from his voyage of 1824 was found and opened in 1939. Tests proved the contents to be safe and palatable after more than 100 years.

That being said, food preserved in cans should be discarded if the cans are bloated or damaged. Dented cans should be avoided as the dent may allow leakage and cause spoilage. Bloated cans or those that spurt their contents when opened indicate pressure from spoilage and botulism from spoiled food is deadly.

Today, there isn't a galley anywhere that doesn't have at least one can opener or a device capable of opening canned food. Although my wife and I don't use canned foods often, tins of lobster, crab, salmon, tuna and sardines are always a part of our larder. When the time is right, a tin of salmon is turned quickly into delightful salmon sandwiches for lunch. A wonderful fish casserole is also easily prepared by baking canned salmon with eggs and diced onion. For a quick appetizer when friends or family come alongside unexpectedly, we unashamedly serve sardines on toast points with mayonnaise, hot mustard and diced onion.

Many a tin of lobster and Finnan Haddie finds its way into Willa's delightful fish chowder. And only yesterday, I made crab cakes for supper from (you guessed it) canned crab. If you are a mariner, no doubt many items of canned food are safely stowed in your galley. Tins of pork and beans, corned beef, spaghetti sauce, soups of all kinds and even devilled ham serve boaters very well. My wife Willa remembers the time she traded tins of luncheon meat for bottled camp stove fuel to a boater wanting the meat supplies.



In Hawaii, where we visited a while back, the finest restaurants proudly feature Spam in various recipes. Yes, that's correct: Spam! One of the original canned processed luncheon meats so berated by many of us North Americans is considered a delicacy in Hawaii. I'm not promoting products like Spam but I do encourage you to use simple tinned products like fish, vegetables and some meats after carefully reading the label to check sodium, fat and sugar content. There's nothing better than finding a tin of salmon, tuna or crab in your pantry when you have little else on hand for lunch or a quick and easy supper. Besides, like the game show, the price is right.

Here's our Tide's Table crab cake recipe that Willa claims is better than any she had when living in the southern United States many years ago.

Tide's Table Crab Cakes
1 eight-ounce (225 g) tin of crab meat, drained
1/2 Cup (125 ml) dried breadcrumbs
1 egg, lightly beaten
1 teaspoon (5 ml) dry mustard
1 Tablespoon (15 ml) Worcestershire sauce
Scant 1/4 Cup (50 ml) mayonnaise
1 teaspoon (5 ml) lemon juice
1 Tablespoon (15 ml) diced garlic
2 teaspoons (10 ml) paprika
1 green onion, chopped
Chopped parsley
1 Tablespoon (15 ml) butter
1 Tablespoon (15 ml) vegetable oil
Flour to dredge

Pick through the crab meat to remove any pieces of shell. After draining the meat, place in a large glass bowl and mix in the breadcrumbs. In a small separate bowl, combine beaten egg, dry mustard, Worcestershire sauce, mayonnaise, lemon juice, garlic and paprika. Blend well and then combine with crab and crumb mixture. Mix in chopped green onion and parsley and form into small cakes about three inches round and one inch thick. Lay these on a waxed paper-lined tray and chill in the cooler for about 30 minutes or an hour. When ready, melt butter and oil in a hot fry pan and dredge each crab cake in flour before frying until crispy, turning once. Serve hot with lemon wedges or garlic mayo.

For answers to your food questions, contact Ross Mavis at Ross.Mavis@gmail.com.

Tasty Ways with TARRAGON

Tarragon is a small perennial herb of which only the leaves are edible. Two types are grown, the French variety (*Artemisia dracunculus*) with glossy sharp licorice-smelling leaves and the much blander Russian type (*Artemisia dracunculoides*). Most dried tarragon is French tarragon. This herb is excellent with seafood, fruits, poultry, eggs and most vegetables, as well as sauces.

Tarragon is a relatively new arrival on the world herbal scene. Unlike many other herbs, it was not used by ancient peoples. Native to remote areas of China and Russia, tarragon is believed to have been brought to Europe by the invading Mongols in the 13th century. Today, its primary producer is France.

Tarragon was once considered "the banishing herb". You'd burn the dried leaves while writing on paper what you wanted to banish (bad habits, people). Then you'd burn the paper with the remaining smoldering herb. It was also known to put guests at ease and make them feel welcome. It was carried in packet charms or sachets for love, peace and good luck.

Tarragon is the main ingredient in Béarnaise Sauce and the French favorite herb mixture, *fines herbes*. Tarragon makes excellent flavored vinegar and herb butter, alone or in combination with other herbs. Tarragon vinegar is easy to make. Put fresh tarragon sprigs and distilled white vinegar into a sterilized bottle. Taste after a few days. Continue steeping until it suits your taste. Once the taste is strong enough, remove the sprigs.

Heat greatly intensifies the flavor of tarragon, both fresh and dried. Care should be taken when using tarragon or it will overpower other flavors. A half-ounce of fresh tarragon equals a third of a Cup. One Tablespoon of fresh tarragon equals one teaspoon of dried.



Herb-Infused Oil

Select your favorite fresh or dried herbs. Consider combinations including tarragon, rosemary, thyme, basil, summer savory, oregano, chadon bene, marjoram, chives, dill, mint, parsley and bay leaf.

Select a suitable oil such as sunflower, safflower, or extra-virgin olive oil.

Wash and dry your choice of herb branches. Lightly bruise them to release the flavor. Place them in a clean glass container that seals tightly. Warm the oil slightly. Cover herbs with warm oil, and seal.

Leave in a cool, dark place for ten days or longer. (If you infuse olive oil it must be refrigerated.) If not strong enough for your taste add more herbs and reseal. If you do not strain the herbs out, the flavor will become stronger the longer it sits.

Refrigerate and use within two months. Use for salad dressings, cooking, or as a table condiment.

Tarragon Salad Dressing

2 Tablespoons fresh tarragon, finely chopped (or one teaspoon dried)
2 Tablespoons fresh parsley, finely chopped (or one teaspoon dried)
1 clove of garlic, minced
1/2 Cup sour cream
1/2 Cup mayonnaise
1 Tablespoon fresh lemon juice
salt to taste

In a bowl combine tarragon, parsley and garlic. Add sour cream, mayonnaise, lemon juice, and salt. Blend thoroughly.

Orange-Tarragon Mayonnaise

2 Cups fresh orange juice
1/2 Cup mayonnaise
1/2 Cup sour cream
2 teaspoons fresh tarragon, chopped (or 3/4 teaspoon dried)
salt to taste

In a medium skillet heat the orange juice until it thickens to a syrup. It should reduce to three Tablespoons in about 20 minutes over medium heat. Cool. Stir in the mayonnaise, sour cream, tarragon, and salt. Pour into a tight sealing jar and refrigerate at least overnight.

Fines Herbs Mix

1 Tablespoon tarragon
1 Tablespoon chives
1 Tablespoon parsley
1 Tablespoon chervil

If using fresh herbs, wash, dry and chop all ingredients, and then mix thoroughly. Add this mix at the end of the cooking process to preserve the herbs' flavor. Any unused remainder can be frozen.

If using dried herbs, combine the herbs, place in a glass jar and seal tightly. Refrigerate.

For the Gardener

Tarragon is a great herb to grow if you can find someone who already has it in his or her spice garden. Plant French tarragon, not inferior Russian tarragon, which is a different species. French tarragon rarely, if ever, makes seed, so it must be grown from cuttings. Those who are growing it will have some to share because this herb grows well with little effort; it requires little water.

It is a good cockpit or galley herb, but needs a good-sized (about eight- to ten-inch), deep pot, because its roots need plenty of room. Tarragon's name is from the Greek *drakon*, or dragon, because of its winding root system. The tangled roots will strangle the plant if it is not divided often enough. It is best planted in sandy soil with gravel at the bottom of the pot to facilitate drainage.

Keep this herb pruned so the plant is open to the breeze and try not to let it touch any other plant. Harvest tarragon when ready to cook with it. Cut about a third of a branch, then chop the leaves finely to fully release the flavor.



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

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

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

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

Marine Insurance
The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. My claims settlement record cannot be matched.

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

Year-round insurance coverage
Download our free guide to laying up from www.admiralyacht.com
Admiral Boat Insurance have been operating in the Caribbean for more than 25 years.
Our network of locally appointed surveyors and our knowledge of the area and facilities make us the sailor's choice for Caribbean marine insurance.
Call the Admiral team now on **+44 (0)1722 416106** or visit **www.admiralyacht.com** for an online quotation and free laying-up guide.
Admiral · BOAT INSURANCE ·
Admiral Marine Ltd, 4 Barnack Centre, Blakey Rd, Salisbury, SP1 2LP, UK
E-mail: quotes@admiralyacht.com Web: www.admiralyacht.com
Tel: +44 (0)1722 416106 Fax: +44 (0)1722 324455
Admiral Marine Limited is authorised & regulated by the Financial Services Authority



Dear *Compass*,

I just finished reading yacht *Panda's* article on Colombia's Bahia de Cholon in the March 2010 issue of *Compass* and having spent the last two summers there, I wanted to expand and/or clarify on a few of *Panda's* comments. First I would like to say that Cholon is a wonderful place with numerous places to easily visit by dinghy, excellent snorkeling nearby and good fishing. The local road is flat and easy to walk with very friendly locals to visit with. We never considered it "roughing it". It's a wonderful, quiet and safe place that has become more and more popular over the last three years as evident by the increasing number of cruisers that stop by. The bay is large enough that one can almost always find a quiet and private place away from other boaters if they want.

The entrance does have green and red buoys but as *Panda* pointed out, caution to the depth sounder is advised. Upon approach one can call on VHF channel 68, 72 or 74 and usually a cruiser will come out and help guide the first-timer in (the VHF channel seems to change frequently but is usually the same that is used in Cartagena). For cruisers new to this area the Northwest Caribbean Net operates daily on 6209.0 USB at 0815 Colombian time and for vessels underway an even check-in at 1700 Colombian time is usually available. It's a great source of information for vessels headed this way.

Panda stated that the US dollar value can be determined by dividing the Colombian peso by two and dropping all the zeros. That would make his example of 120,000 pesos worth only US$6, which would be a great buy for the three lobsters. But the math is incorrect as 120,000 pesos is roughly equivalent to US$60 and as *Panda* wrote, a very ridiculous price for the lobsters. The easiest way to convert pesos to dollars is to divide the peso by 2,000. *Panda's* caution is very accurate in regards to the guys that paddle out to the boat, so caution should be used when dealing with these vendors.

One doesn't necessarily need to make the short dinghy ride to Barú for gasoline, as it's usually available at one of the local *tiendas* that has a dock along the shore of Cholon. We've never had to use a funnel as the person selling the fuel does the transfer to our tank for us. Fuel in Cholon and Barú is more expensive than in Cartagena so plan accordingly. We've not had a problem with dirty fuel or water in the fuel in Colombia.

On the south shore just opposite of the entrance to Cholon is a small resort that has rooms, a bar and restaurant and wireless internet service. The internet is very reasonably priced at 5,000 pesos (US$2.50) an hour. For long-term stays, as *Panda* pointed out, the Comcel internet stick works quite well. The internet stick costs about 100,000 pesos and is yours to keep, and unlimited internet service runs about 85,000 pesos per month though there are daily and weekly rates as well. The SIM card in the internet stick can be recharged with any Comcel phone and minute cards are available in Barú. And the town of Barú is not a tourist destination; it is a small and poor Colombian town with numerous *tiendas*, a few restaurants and very friendly people.

It is a lovely place with plenty to do or, if one prefers, nothing to do. On the holiday weekends there can be a lot of boat traffic as it is a vacation spot for the wealthy Colombians. We like it there so much that we just got our *zarpe* from Panama and are making our way to Bahia de Cholon right now via the slow coastal route for another summer stay.

The Crew
S/V Bruadair

Dear Scott Welty,

As the *Compass* astrologer, I take umbrage to the implication in your astronomy column in April's issue that there is little veracity in the ancient art of "reading the stars". To attempt to debunk one of the oldest of the occult crafts is an insult!

By the way... what's your sign?

Madame Claire Voyage
Milky Way

Dear *Compass*,

We would like to thank *Compass* and Charles and Caroline Lamb for the letter they wrote in the Reader's Forum, April issue, about their good experience in St. Vincent. We endorse their article absolutely. We have just had the same wonderful experience. We took normal security precautions and felt very safe.

We like the more untouched islands, but had reservations about going to St. Vincent after talking to many other cruising people who give the island a miss, afraid of security issues. After reading Charles and Caroline's letter we motored cautiously into Cumberland Bay, St. Vincent. Joseph met us and offered to take our stern line. He patiently waited while we motored around the bay to check out the situation. We were ready to sail on to Bequia if we didn't feel comfortable. There were other boats in the bay and it is a protected anchorage with a spectacular mountain backdrop covered with lush vegetation.

When we asked him, Joseph, with his palm leaf hat and Rasta tail, attached our stern line to the rock in a very organized way and was very helpful with information about the area. He was not at all pushy.

In our eyes this island is a gem, so untouched and beautiful. I have reservations about writing this letter, as it would be nice if it stayed this way. However, I think it is unfair that the island has such a bad reputation with cruisers. We found the locals super-friendly and helpful. There are the normal vendors who come around selling vegetables and fruit, etcetera, but if you tell them you have enough they wish you a happy stay. We enjoyed the experience of catching the local mini-buses around this island with its spectacular scenery and friendly people.

A super-friendly local we met, Vincent, leases a vegetable plot on the northern end of the bay and works hard growing vegetables. We met him as we walked along the road. If any readers are going to Cumberland Bay we know he would appreciate any sort of vegetable seeds, like carrots, lettuce, cabbage, sweet peppers, etcetera, as he finds them expensive and hard to get on St. Vincent. Bennet at Beni's restaurant is his cousin, so the seeds can be left there for him if you are unable to locate Vincent.

The locals are so proud of their island and answered the many questions we had about their lifestyle as we walked in the local villages, one nearby being Spring Village. The children were all neatly dressed in uniforms as they walked along the roads to school. While we were there a big school of fish came into the bay and we saw the excitement as they worked as a community with a big net, rowboats and lots of people on shore to haul in the hundreds of fish.

We stayed in Cumberland Bay for four days. It has everything from great snorkeling with colourful fish and corals, to hiking in the beautiful countryside and interesting villages, to great little restaurants. There are plenty of entertainments as the locals play cricket and soccer under the palm trees on the beach. We thought we would have to wait till we were in the Pacific to see such an untouched beautiful island.

St. Vincent is one of our favorite islands in the Caribbean so far. Saba, Statia, Nevis and Dominica are also on that list as we head south to Trinidad and across the Pacific back home to Australia next year. Last year we enjoyed sailing in Turkey, Greece, Croatia, Italy, Malta and Tunisia before crossing the Atlantic.

We would like to end this article the same way as Charles and Caroline! Give St. Vincent a go: you might fall in love with this island, its spectacular scenery and its friendly people as we did!

Wendy and Stefan Bjarne
S/V Juliana II

Editor's note: Much has been written, pro and con, about the leeward coast of St. Vincent. We'd like readers to know that in prompt response to the news of an instance of harassment by a vendor, of persons aboard a yacht anchored at Wallilabou Bay (the next yacht anchorage south of Cumberland Bay) on April 6th, Compass *has been informed by St. Vincent & the Grenadines' Director of Tourism, Ms. Vida Bernard, that the Ministry of Tourism and the Royal St. Vincent and the Grenadines Police are acting on information received about the incident. The Ministry has extended an apology to the visitors involved for the unpleasant encounter on their shores and pledges to continue to work toward the development of yachting tourism in St. Vincent & the Grenadines.*

Dear *Compass*,

Being able to now download the *Caribbean Compass* on line is wonderful, as here in eastern Panama the printed copy is unavailable. In the April issue some discussion occurred as to bilge pump alarms and testing the automatic function of the pump. All bilge pumps must have an alarm wired into them.

—Continued on next page

—*Continued from previous page*

On *Panda*, our Morgan 41 O/I, we use small, but loud alarms obtained from Radio Shack, that cost three dollars each. I have an alarm in the binnacle, so we can hear if the pump is going off underway, and another in our aft cabin, which alerts us if a leak, such as an overflowing head, develops at night and brings water into the bilge.

To properly test an automatic bilge pump system the bilge needs to be flooded. For years I verified float switch operation, as our bilge is deep and poorly accessible, by using a fishing gaff to manually lift the floats and then listen for the pump to come on. Several years ago we flooded the bilge while replacing the packing in the stuffing box and to our disappointment one of the bilge pumps failed to come on. Later I checked the switch with the gaff and it did actuate the pump. The only way to simulate an alarm situation is to accurately duplicate the real trigger for that alarm.

Finally, all vessels should be equipped with a high water alarm. Ours is a good quality float switch located at the top of both of our electric bilge pumps and is wired into two, 110 decibel alarms. To kill the alarms, which is necessary if one is to think properly during a crisis, there is a switch located inside the engine room, forcing the operator to inspect that area before silence can be achieved.

Michael Rosner
S/V Panda

Dear *Compass*,

Michelle Fleming is correct in her article in the May issue of *Compass*: the south coast of Puerto Rico is good cruising. In fact, rather than the six days she spent running along this coast, it can easily provide three weeks or more of puddle jumping.

But making a mistake on entering Puerto Patillas, especially if coming from the east, can be disastrous. My guide to Puerto Rico and the Spanish, US and British Virgin Islands gives more detailed information on entering Puerto Patillas than does Van Sant's. (In comparison to the cost of running a boat and feeding a crew, the cost of a guide is negligible. Buy every guide available to an area you plan to cruise or traverse.) I am interested to note that the entrance is now buoyed. This information will immediately go into www.imray.com, where the mariner can find the updated information for all Imray charts.

Not having my guide on board, Ms. Fleming and her cruising companion missed what I consider the best part of cruising the south coast of Puerto Rico, the La Parguera area (see Street's Guide pages 30 through 33 and Imray Iolaire chart A11). This area provides a good half-dozen or more completely sheltered anchorages, inside off the village or outside behind one of the offshore reefs. I was told of this area by the late CCA Blue Water medal winner, Frank Casper of *Elsie II*, the world's most unassuming round-the-world single-handed sailor.

The only chart of this area is Imray Iolaire A11. The La Parguera section of the chart was developed from an unpublished US Coast and Geodetic (forerunner of NOAA) survey done in 1933. I discovered this survey when I was researching chart information in NOAA head office in DC back in the mid-Eighties.

I also discovered why we had so many surprises exploring the south coast of Puerto Rico, where I spent a lot of time on *Iolaire's* lower spreaders and got firmly "parked" between Cayo Real and Vieques (go to www.street-iolaire.com, click on through to "pilot stories" and you will find the amusing story). All the charts of Puerto Rico were done between 1901 and 1911, and except for major harbors, none of the areas had been resurveyed nor charts updated!

Don Street
Glandore, Ireland

Dear *Compass*,

There has been a steady stream of piracy articles in *Compass* in recent years, including, lately, ideas for resisting them.

Nan Hatch's April poem, "Pirates", dreams of giving pirates what they deserve — hooray! In May's Forum, Karl on *Cochi* proposes some methods — good luck.

About a year ago, I started a fictional tale that begins with an armed pirate attack in which my hero resists and, against all odds, wins. He was later asked by a friend, "And your judgment? Resisting armed pirates?" "It's got to be one of the stupidest things I've ever done. Still...."

My hero had used a sailing maneuver to defeat the pirates, a catastrophic jibe. The trick may or may not work, but only in a very limited range of circumstances, and with a boat with certain similarities to my own little yacht.

When my hero tells his story, his inventor friend, Gizmo, replies, "Three armed pirates wearing body armor. You wouldn't have had a chance if you had been armed." Gizmo's inventor mind then goes for the essence. "The secret was surprise. And using force greater than your own." But both agree that luck played a major role.

The two then invent some pirate traps, which my hero characterizes as, "Exciting stuff. Deliberately rigging a sailboat with lines intended to drag you overboard. Like playing with loaded guns." "Difference being," Gismo adds, "that flack suits protect against loaded guns, but not against loops of rope."

Resisting pirates has risks similar to running from an anchorage that is on the forecast track of a storm. Either choice could get you hurt. And some boats and crews are more competent than others. But there are far more experts in dealing with storms than dealing with pirates. And among the non-experts on pirates will be those who are, nonetheless, convinced of their untested strategies.

Among my favorites is the flare gun. I once fired a flare into the sea, and decided that if I'd hit a man with it, it would have bounced off and made him angry. He wouldn't burst into flame as he does in Hollywood or the rum shop. Pointing a flare gun at a single, lightly armed thief might work; it is a convincing show — he wouldn't know... maybe.

I don't put any credibility on the idea of outmaneuvering a powered speedboat with a yacht, other than possibly ramming them at close quarters... or maybe just bumping them and making them more angry. Some yachts may be fast enough to stay ahead in a chase.

It might be useful for bareboat companies to offer attractive packages to Special Forces units who want yachting vacations in areas where piracy is rife.

My advice on piracy is the same as my sailing mentor's advice on hurricanes. "The best thing is to be where they *ain't*."

Nan Hatch's poem wonders if "ego boost" is why pirates are so abusive to their victims. I think it has more to do with guilt, which they counter by deciding that their victims are vile, deserving of the worst.

Here's another quote from my story: "Good luck."

Hutch
S/Y Ambia

Dear *Compass*,

In response to Karl on *Cochi's* letter in the May issue on how to deal with pirates between Trinidad and Grenada, I too have now decided on a number of preplanned actions that I would deploy if sailing between these two islands:

- If at all possible I would travel during the day in any conditions other than 20 knots of wind and eight foot waves, to lessen the chance of coming across any yachts carrying out Karl's procedures on me!
- If I travel at night I would pay close attention to other craft, paying particular attention to craft that suddenly turn east if I am in their vicinity. If I find one maneuvering in such a way, I will immediately go in completely the opposite direction!
- I would keep my radio tuned to North Coast Radio to ensure that I know if I am being considered a threat by other sailing vessels.
- I would avoid going anywhere near the stern of any other yacht by approximately 200 feet for fear of entanglement in a line that is being trolled.
- I would at all times be looking out for craft in general that are in distress due to having lost their outboards, or are submerged or on fire, or whose crew are swimming helpless in the water after having had their boat mysteriously sunk.

If you think that these measures are too much for most of you please re-read Karl's letter and truly consider the merit of his actions, keeping in mind that boats that have been dealt with using these methods may well not be pirates. How does Karl know they are?

I am not sure where the real danger lies here: with us or them!

Scot Hermiston and family
Sea Warrior

Dear *Compass*,

Just a short note in answer to the letter from Yousaf Butt of *S/V Bibi Gul* (May issue of the *Compass*) regarding the security situation in Portsmouth, Dominica, having improved from what it was five years ago.

Last year my husband and I were beaten up and robbed of everything in Portsmouth by three men, armed with machetes and a gun, who swam out to our boat at night while we were anchored off the Customs dock.

I have been told by a number of people in Dominica that this was entirely our own fault, as we were not anchored in the patrolled area. The music was too loud for our liking outside Big Papa's restaurant and we had no idea at the time how very dangerous Prince Rupert Bay is.

The other couple who were also boarded, robbed and beaten up by the same men just seven weeks later were also at fault, having anchored outside the patrolled area, not as far away as us, though — they were near the Indian River when they were violently attacked.

I imagine that Yousaf Butt may not have been told about these attacks that took place so recently, or perhaps he has heard a different version of events.

My point is, however noisy and crowded the patrolled area is, do not take chances in anchoring anywhere else in the bay — it is not safe.

I am informed by the Dominican Police that one of the three attackers from last year remains free on bail. Also there have been other boardings and particularly violent attacks on yachts in Prince Rupert Bay in the past.

—*Continued on next page*

FOR SALE
96' UTILITY TUG
with luxurious interior



Current flagship of salvage company.
Twin screw working vessel,
12v71 Detroits 4.5:1 reductions,
fully fendered, 3 generators, full electronics.
Incredible interior, cork floors,
granite countertops, all stainless
appliances, whirlpool tub, hot tub.
Priced to sell $475,000 • Located BVI
becky@huskysalvage.com

The International School • Saint Lucia
Diploma Accredited by
New Brunswick • Canada
REGISTER NOW FOR ALL GRADES
INCLUDING GRADE 11 AND 12
(EQUIVALENT TO A LEVEL COURSES)
Kindergarten to University Courses
Personalised Boarding
For information or to register today contact:
Principal June Harkness via email
internationalschoolstlucia@gmail.com
or call us on: (758) 459 0989
the International School
saint lucia • west indies



www.intschoolstlucia.org

Jones Maritime Co.
Your Sail Training Headquarters in the Caribbean...
Ultimate Sailing Grounds • Professionally Maintained Fleet
Year Round Courses & Instruction • Certified Instructors



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

—Continued from previous page

For up-to-date, comprehensive, non-biased facts and statistics relating to crime throughout the anchorages of the Caribbean, including Portsmouth, Dominica, I advise readers to refer to the Caribbean Safety & Security Net, www.safetyandsecuritynet.com/reports.html.

Name Withheld by Request

Dear *Compass*,

In his "Tides Table" food column in May's *Compass*, Ross Mavis wrote an interesting piece on dark chocolate, in which he elaborated some of the health benefits of this product. He also recommended Xocai Healthy Chocolate, no doubt a worthy chocolate producer from Nevada.

I feel that in recommending an American chocolate, Ross must not know that some of the finest chocolate in the world is produced right here in the Caribbean at the Grenada Chocolate Company. Their main ingredient is organic cocoa beans grown at Belmont Estate just a mile down the road from their factory.

In 2005 the Grenada Chocolate Company won the bronze medal from the Academy of Chocolate, and in 2008 they won the Silver Medal for organic chocolate, which they shared with another company (no gold medal was awarded for organic chocolate that year). These are extraordinary achievements for a tiny Grenadian company.

Consumers have the benefit of knowing that Grenada chocolate is produced from organically grown cocoa and the people involved from the raw cocoa to the finished product are shareholders in the company, which is way cooler even than Fair Trade. Mott, the man behind the product, also tries to be environmentally friendly. He generates a good percentage of the electricity for the plant from a big array of solar panels.

Moreover, the Grenada cocoa is of a particularly fine flavor because it is mainly of the Trinitarios variety. (You can read all about the beans at http://www.grenadachocolate.com/beans.html.)

It is the cocoa that is good for you, so a chocolate high in cocoa content is better than one with more sugar. I may not have tried hard enough, but I could not actually find on the Xocai site what the percentage of cocoa the chocolate was. Grenada Chocolate has for a long time produced a 71-percent bar, which is in the high cocoa content category, as well as a 63-percent bar for those who prefer something sweeter. I am looking forward to trying their 82-percent cocoa bar, and the new 60-percent bar that comes with bits of roasted cocoa bean.

Much of the processing at Grenada Chocolate Factory is done with antique or custom-made machinery, and it is very much a "hands-on" product — even to the point that Mott now delivers his bars of chocolate to Carriacou by sailing them up from Sauteurs on a 14-foot beach cat that would not normally go out of protected waters.

So if chocolate is your thing, and you have not yet tasted Caribbean Grenada Chocolate, now would be a good time to start.

With regard to news of increased yacht fees in Grenada (as announced in the June issue of *Compass*), as a cruiser I am quite okay with Grenada entry fees now being charged by the month, rather than only on arrival.

As I sail through the islands and explore ashore, I get to use island infrastructure, including roads; I meet with a reasonable social order contributed to by a police force, an educational system and more. I get to pretty much anchor where I want among myriad delightful anchorages, none of which belong to me; I get to snorkel on reefs that also belong to the islands. I think EC$75 a month (less than US$30) is a bargain for this, especially when there are two people on board, at which point it comes to a little less than 50 US cents a day each.

Each island charges differently. Some charge by the boat's length, some by the ton and some by how many people there are on board. The latter is probably the most appropriate in terms of the load on the island's infrastructure. The Eastern Caribbean countries have now harmonized many rules and regulations so they are the same throughout the region; I could see benefits to both the yachting community and governments if these governments were to get together and come up with yachting charges that were the same wherever you are, though it is of course entirely up to each nation to decide what it wants to do.

If boats do leave Grenada because of the increase in fees, the effect on the economy will be negative, as the monthly charges are minimal compared with what a yachtsperson will spend while on the island. However, my personal feeling is that these rates are not excessive, and I would be very surprised if they caused an exodus of cruisers.

There are a couple of things the Grenada Government could do that would encourage yachtspeople to visit and stay in their waters. Normally people on yachts are checked in for three months, after which they have to go to the Immigration office at the Botanical Gardens to get an extension, which is nearly always granted. If the monthly extensions, up to five or six months (the time most people hang out for the hurricane season), could be dispensed by the Immigration officers at any port of entry, it would make it much easier for cruisers, as sometimes the Botanical Gardens visits involve a lot of waiting.

Also, if Grenada were to adopt the two-week in-and-out clearance, like Dominica, or even the three-day one like St. Lucia, it would encourage many more yachts sailing in the St. Vincent Grenadines to come and visit Grenada. I think these moves would be warmly welcomed by the cruising community.

Chris Doyle
Ti Kanot

Dear *Compass*,

Could this be the same Trinidad described by Ruth Lund in her article "Trini Home from Home" in the June *Compass*?

Approaching the Boca de Monos against the ebbing tide, in order to avoid the punitive Customs overtime charges awaiting the unprepared, the first thing that struck us was the oily, foul-smelling slick oozing out of the Gulf of Paria. Mixed with the flotsam of plastic bottles and polystyrene food containers were the dead fish and other detritus of undisciplined civilization. "I never see anything in my life like this," was the comment from my wife, who is Brazilian, and believe me, coming from a Brazilian that is saying something.

Dodging the more obvious islands of rubbish we motored slowly past the tranquil Scotland Bay into the busy commercial port of Chaguaramas. My first thought was how few yachts there were in the anchorage compared to my last lengthy visit in 2000, during my first circumnavigation; even the forest of masts on shore was much less than I remembered. (*The Bay*, a local publication put out by the Yacht Services Association of Trinidad & Tobago, reported that yacht numbers were down 36 percent in January and 22 percent in February. They, however, incorrectly in my opinion, put this fall down to recent piracy incidents off their coast.) My second thought was how many commercial vessels now cluttered the harbour. Drilling rigs, tenders and tugs filled the bay and lined the shore while fast pirogues weaved through the anchored yachts with no thought of safety or wake courtesy.

I was pleased to find another yacht at the Customs dock as rafting up was far preferable to going against the piles of the "yacht unfriendly" wharf and being battered by the wake of the passing fishing boats. As I looked about at the half-empty marinas the word that came to mind was "tired" — the place looked "tired". Paint was fading, signs were old and unreadable and large fishing boats now occupied the former berths of mega-yachts.

It is Sunday and the piercing hiss of the sandblasting from the dry dock blocks out the 24-hour drone of ships' generators, reversing trucks and the continual noise of loading and unloading ships. The oil industry does not rest. The howler monkeys don't stand a chance. Give me cruise ships any day.

The cross wake generated by myriad speeding pleasure and work boats has turned the anchorage into a roiling mass and we are now heading to shore to let our heads and stomachs find some equilibrium. For years the people affected have tried to get the local authorities to implement a No Wake Zone, but to no avail. At one stage someone even put up some signs, but the signs were reportedly stolen.

In the month we have been here one yacht has been boarded and robbed in the anchorage, losing its dinghy and motor (which was lifted at the time), and a generator he had on deck. Another yacht was boarded at night in one of the "secure" boat yards. Luckily the owner was aboard. How many people will return to find their boats ransacked?

The smell of diesel from the regular fuel spills pervades the air and there have been at least four incidents of yachts breaking or dragging the too-closely-spaced commercial moorings, which we are told are serviced every three months. In one incident my boat was damaged but I doubt compensation will be forthcoming.

As I write, a report has just come over the radio advising that a dinghy with children on board was hit by a pirogue. It is only time before someone is killed.

Reports to the Coast Guard do not even receive a reply on the VHF and many people now will not even bother reporting incidents, as they know nothing will be done.

Maybe Ruth is protected by her age, but my wife and other women I have spoken to are constantly the victims of verbal harassment (the Caribbean version of a "wolf whistle") and are loath to go anywhere alone, even in the boatyard where we are paying guests. Few yachties will venture into town unless it is to one of the modern shopping malls or as part of an organized group with their own transport. I have been warned by the locals that past, safe, entertainment haunts are now "no go" areas.

Unfortunately I am forced through circumstances to be here. I need competent medical facilities, not available on nearby islands, and daily access to the internet, otherwise I would be somewhere else, and, on a positive note, it is still probably the best place to procure yacht parts. AND most of the people really are, as Ruth describes, friendly and helpful.

The hurricane season is upon us and there is still plenty of space in the boatyards and marinas. It is easy to get things done as most contractors are looking for work and the staff outnumber the customers in the chandleries. The economic downturn and competition from other areas is being felt here in a big way. Not quite the bustling, culturally diverse, paradise destination that Ruth portrayed in last month's *Compass*.

Note: The Facebook group site "Trinidad for Cruising Sailors" established by the Chaguaramas Business Community may be of interest to those wishing to find out more about the area. Discussions include the latest on piracy, progress in the "no wake" campaign and FAQs.

Ron Llewellyn
Boat Name Withheld by Request

Editor's note: In light of the issues raised by Ron, we passed his letter on to the Yacht Services Association of Trinidad & Tobago for their response, which follows.

Dear *Compass*,

Thank you for forwarding this letter to us for a response.

Although I would be the first to agree Trinidad is not perfect and of course is open to legitimate criticism, I have to admit to several exclamations of "What??" as I read, incredulously, through the writer's plethora of exaggerations, blatant inaccuracies and half-truths.

I have occasionally read similar grievance letters in the Caribbean yachting press in which the writer attempts to pour scorn upon a particular island for whatever reason, but more often than not, in my own travels to the same island my experiences had been markedly different from the aggrieved writer and my opinion was invariably more favourable. Perhaps it's because when I visit other islands my approach is cordial, I maintain a friendly disposition and I keep an open mind to the customs and the character of the island. I enjoy the good and avoid the not-so-good.

I hope the writer's medical problems are sorted out in the shortest possible time.

Donald Stollmeyer
For and on behalf of YSATT

Hi *Compass*,

Re: the item "Changes to Cruising Permits in Grenada" in the June issue's Info & Updates:

Again, and again, and again, officials raise yacht entry fees — and in the coming years will lower them again, after seeing that everybody has left. We cruisers feel mistreated, not respected: just a source of easy money, and not humans.... They multiply the fee by 4.5, so for a 42-foot yacht staying three months, that is now EC$225 instead of EC$50. Bravo!

Why not make money on work and services, and not on racketing visitors?

Do not answer, "This is in line with St. Vincent". Fees are cheaper in St. Lucia and Dominica, and there are no yacht fees in the French islands.

Name Withheld by Request

Dear *Compass*,

There have been a number of articles and letters recently concerning literacy efforts in the schools of our islands. While those who bring books to the children and the schools are to be commended for their efforts, any suggestion that such activity alone is significantly improving literacy is naïve at best.

When staff, space and time become constrained, the library programs are among the first to be abandoned. Even when the programs are active, it is only those children who already appreciate books and know how to read that are making use of these resources. The 30 to 40 percent of the children who, according to examination scores, are below their grade level in their academic subjects are not drawn in to these programs.

Vigorous adult intervention is necessary to reach these children: innovative methods of teaching reading skills, early and creative testing mechanisms to identify those children at risk, remedial classes with small groups, and one-on-one tutoring sessions. Such programs have already shown positive results.

What's more, programs like the Bequia Reading Club, the Mt. Airy Young Readers in Grenada, CALLS in Dominica, and myriad individual opportunities provide ways for cruisers and retired folks living on land to become involved in this very important goal: raising the level of literacy among the children and young people of these islands. A couple of hours a week will give the volunteer great satisfaction as well as provide much-needed support for these programs.

It's rather like the man and the fish, don't you think? Give a man a fish and he'll have something to eat that day. Teach a man to fish and he'll be able to eat for the rest of his life.

Seek out these opportunities and watch the smiles!

Sign me,
Been there, done that, know better —
Melodye Pompa

Dear *Compass* Readers and fellow cruisers with dogs,

Irie and crew are on the move again, heading south after a four-month "boat project and business-related stay" in St. Martin, and that means more dog (mis) adventures! This time, we decided to try and visit Statia, St. Kitts & Nevis, and Montserrat with our dog, Darwin. Three different nations and three different experiences.

—Continued on next page

—Continued from previous page

Checking into Statia was efficient and hassle-free, no questions asked about the dog. He could get ashore without problems, but we were told via e-mail correspondence that it's always good to have "the dog's documentation on hand just in case you are asked". It's a delightful island to visit, as long as you minimize spending time on your boat in the uncomfortable anchorage, where you roll "forever".

St. Kitts & Nevis was another story... With the help of the Tourism Bureau, I acquired the e-mail address of Dr. Lesroy Henry in January (you can't start early enough with the process) and he confirmed his address by sending a two sentence e-mail back, requesting "an e-mail/fax of the titre and health certificate for the pet" and wanting "an idea of the date and time of your ship's arrival". From the moment we anticipated a visit to St. Kitts & Nevis, I tried to communicate with Dr. Henry for over two months without ever receiving an answer. I had questions about the pet importation procedure and fee. I wrote a few follow-ups and then I sent all Darwin's health records with an approximate arrival date. No response. I tried to get the Tourism Bureau involved again, but to no avail. We hoped for the best on our way to St. Kitts.

A few minutes after our arrival in Port Zante Marina (another hard one to communicate with and get on the VHF radio; we never managed to obtain rate information and assumed it was 50 cents US a foot, based on friends' reports), Mark went to the Immigration and Customs office, stating he had a dog and asking what the procedure was. He wanted to make sure the dog was allowed onshore before checking in and paying all the fees, because that would influence whether we would stay or move on. Immigration didn't know anything about dogs, but checked us in regardless and sent my husband to Customs. The Customs officer didn't know the dog importation procedure, but was helpful enough to call the two Government Vets. Dr. Challenger had a busy schedule and couldn't inspect our dog until the following morning; Dr. Lesroy Henry didn't pick up either of his two phones or had them turned off. Mark had to pay the Customs and port fees, while no progress was made with the dog issue.

How is it possible that nobody knows what to do in this situation and that we can't get our dog checked in? Surely, we aren't the first cruisers visiting some of these Eastern Caribbean with a dog? Or are we?

Then, Mark found the Tourism Bureau, where an employee had to borrow a phone (their phone lines couldn't call outside of the building) to call the two vets again, with the same result. The owner of the phone asked Mark for money for the phone call... What a welcome to St. Kitts! We didn't know what to do next. Was there no procedure in place to allow or deny a dog upon entry? Darwin had to go to "the bathroom" onshore and we were told he couldn't leave the boat until a vet inspected him, which couldn't happen until 20 hours later. Having the required documentation, vaccinations, paperwork, microchip and current health certificate wasn't enough to allow our dog off the boat, but no alternative was given. Nobody mentions a vet inspection in any regulations or any correspondence and we were out of options. When we found out Port Zante Marina charges US$1.20 a foot for catamarans (more than twice the amount of the monohull fee, even though we use the same alongside dock space), the decision was made and we left the area.

Inefficiency and lack of communication makes it hard for a cruising pet owner to do the right thing in order to visit a country and St. Kitts & Nevis is by far best example of this.

Montserrat, on the other hand, is proof of how it can be done efficiently, painlessly, and in a timely manner. I started to inquire well ahead, got some answers and contacted the Government Vet again close to our arrival date. Via e-mail, Dr. Waldron let me know we needed to e-mail the dog's health records along with a list of all ports visited within the last six weeks immediately prior to docking at Montserrat. They wanted to know our approximate date and time of arrival and the dog needed to be treated for external and internal parasites, something we do monthly regardless. Upon arrival a vet would inspect the animal and make a decision on its entry. A current health certificate, ideally from the country previously visited, is also required. Dr. Waldron and Dr. Maloney were prompt and courteous with their responses.

When Mark checked into Montserrat, the Customs officer called Government Vet Dr. Maloney, who showed up, inspected Darwin and gave him a "go ahead" free of charge. He was very friendly and efficient and all three of us felt welcome. Experiences like this make us want to come back to a country and encourage other cruisers, with or without pets, to do the same.

Any comments and experiences from other cruising dog owners in the Eastern and Western Caribbean are very welcome at crew@itsirie.com. In the meantime, I can't wait to see what challenges lay ahead.

Liesbet Colleart
S/Y Irie

Dear *Compass*,

We arrived in Bequia in early May from Soufriere, St. Lucia, after an interesting and exhilarating 50-nautical-mile trip. We anchored so far out that people thought that we must have yellow fever or BO.

We started off the first 30 nautical miles over open water between St. Lucia and St. Vincent with reefed main and staysail only, as we were expecting strong winds. However, the winds were not strong so we took out the reefs and deployed the genny. Unfortunately we encountered four rain-and-wind squalls and we had to reduce the canvas each time. While trying to reduce sail in the last strongest squall by furling the genny, the two genny sheets got tangled into a knot that we could not untangle at the time. The knot however did not stop us from furling the genny. However we had to use a winch to do it for the first time ever.

Just as we got behind St. Vincent, we were surrounded by a group of between two and three dozen porpoises feeding around our boat.

As the wind was steady the captain switched off Fred (the engine). Shortly thereafter the first mate noticed a strong chemical/electrical smell coming up the companionway. The captain opened up the engine compartment and a cloud of acrid fumes came out. He could not see where the fumes were coming from and could not see anything unusual except that the starter was hot. He later checked the engine and transmission oil and water levels found all to be okay. He also checked the belts and found that they were okay.

When the winds did die in the lee of the island the engine would not start.

After seeing the dolphins and losing the engine we had only managed to sail about ten nautical miles in more than five hours, an average of about two knots. Sometimes the wind blew, especially in a squall, and at other times it was dead calm. We discussed the alternatives if we could not reach Bequia, which seemed very likely. We even put in the route so that we could carry on all night and go on to Carriacou. Between Wallilabou and Layou we were becalmed for at least an hour. We still had about another 15 nautical miles to go, and if we could average two knots we would not arrive in Bequia until almost midnight — and only then if we had a favourable wind angle to get into the anchorage there.

Then a saviour arrived. A 38-foot Bavaria, *Harmony*, a French boat, stopped by and the first mate, who spoke English, asked if we would like a tow to the wind. We said yes and we threw them a line and they attached a further line to it and the tow started. They towed us at about two-and-a-half knots for almost an hour until we reached the winds coming out of the Bequia Channel. Then they untied the towline and threw us both our own and their lines, and they motored on.

We hoisted all of our sails and because of the favourable wind angle across the passage we made good time. However, just before reaching the Devil's Table at the entrance to Admiralty Bay, we were again hit by a squall, the fifth or sixth of the day. Again we had winds that reached 23 knots and we had too much canvas up. However we survived by spilling wind and fortunately gaining lots of easting.

We reached the Devil's Table just as the sun was setting. We quickly reefed the genny, tightened up the main and the staysail, turned into Admiralty Bay and turned to port towards the Princess Margaret anchorage. By sailing very close to the wind we hoped to make the outer part of the anchorage. The first mate started to get the anchor ready but found that it was stuck. The captain had to go below and free the chain and we eventually were able to drop the anchor in the outer anchorage near a large freighter.

Trying to make a coffee after this exciting day, the first mate found that the stove would light but then go out after two or three seconds. So we had to settle for sundowners instead.

This evening we are sitting peacefully in the cockpit watching the new moon ride above Venus on our port quarter, thinking how lucky we were to have the French couple, Nelly and François from *Harmony*, help us in our time of need.

Another few days in paradise.

Mal and Joan Tanton
S/V Mal de Mer

PS. We had Mr. Fixman get a new starter by ferry from Kingstown: he installed it the following day. He also solved the stove problem: he installed a new starter switch and solenoid a couple of days later.

***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

BOAT FOR SALE

Sea Ray 340, 2005, 250 engine hrs,
twin 8.1s Mercruiser Engines.
Fully Equipped,
Colour Raymarine chartplotter,
Radar, Liferaft, A/C, Stereo.



Located in Rodney Bay St. Lucia
Contact us for more pictures
Tel. owner (Tony) – 0044 7740201135
Tel. owner – 0044 1622737262
Tel. skipper (Nico) – +1 (758) 716 3956
Email – tony@hospitallane.com
Price to sell: US$125,000

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

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

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

TRADEWINDS CRUISE CLUB

CREW VACANCIES!

email: crew@tradewindscruiseclub.com

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



WHAT'S ON MY MIND

Sex and the Single Sailor

by Merab-Michal Favorite

Long gone (if they ever existed) are the days when absence made the heart grow fonder. These days, it's more like out of sight, out of mind. A friend of mine offered some advice: he said to "never leave an attractive significant other home alone." While most land-lovers can get away with it, it still poses a problem for sailors since we are out of sight and on the water for most of our lives. We've all heard of and seen the success stories of couples who work on boats together, but what about those of us who are still single? Does being married to the sea increase your risk of never getting married at all?

Maybe it's better that way. Maybe some people are destined to be single. I was talking to a sailing friend who said that he was interested in a girl and that she felt the same way about him. But now and then, she would disappear for days at a time and then come "home" to him and beg that he take her back. It seems she would go off on another boat, chasing another sailor — and it had happened more than once. I said, "I don't know… she seems to me like kind of a slut." He just laughed and said, "That's not being a slut, that's just being a sailor." At first, his response jarred me. How could he forgive and forget something so serious? But the more I thought about it, the more it made sense. If we can't settle for one place, can we really settle for one person?

If we can't settle for one place, can we really settle for one person?

The problem for single sailors is that a developing relationship is always dependent on how long we stay in one place. Then, once we leave, we're never really sure how long it will be until we see that person again, if ever. Is this series of one- to five-night stands (depending on how long you're in port) really fulfilling? When two people are little more than strangers it is really hard to say. Then again, the most compelling love stories are the ones that are short-lived, maybe because they aren't carried out to fruition (just a drawn-out version of love at first sight).

Isn't that the life we live — one that is meant to be experienced but not settled upon, where we see the best of a place because we don't deal with the monotony of the "normal everyday life" there? Of course there is another side to that story because when you get to know a place intimately, wholly, you see things that you hadn't seen before, that you wouldn't know unless you had explored it more than once. Is that what we're missing in a lover?

Of course many of us have that one person back home that we know very well, the one person who loves us *because* of our exotic personalities and explorations. One who waits for us to come home and is usually happy to see us, even though we can't start up exactly where we left off (any sailor knows that it's never the same when you go back). We can usually get through that "getting to know each other again" stage and carry on with a semblance of the relationship that we had before. And just when the connection is in its comfort zone, where we are settled back in with our boy-friend/girlfriend, the season changes and it's time to go to sea again. They are hurt because we are leaving and we know that we won't be happy unless we go. Phone calls and e-mails eventually become less frequent and then we are inadvertently back to being single sailors again. We know that they probably found someone else and they know we are back down here experiencing other cultures and other people. We could of course bring them with us, but not everyone can jump ship from world-ly responsibilities. Most are slaves to their mortgages, car payments and nine-to-five job benefits.

None of us really knows the solution. That is the biggest problem. One day that special sailor may hitch a ride on the same yacht as us, travel the same route and love the same lifestyle. Until then, the only thing we can do is do what we do best: take a chance, live a dream and hope that we find someone who's on the same wave-length — literally.

Read in Next Month's *Compass*:

Dominica Delights
Cruisers' Night Out in Trinidad
How NOT to Leave the Caribbean

…and more!

Love to Live Aboard

by Ruth Lund

After nearly 12 years of living aboard a yacht, mostly spent at anchor, I have come to expect the question: "Why don't you move ashore?" or the more directly expressed, "How can you bear to live on board?"

The answers to these questions are never simple, and vary greatly from one cruiser to the next, but after some thought, here are a few of the many reasons I chose, and continue, to live on a boat.

For many landlubbers, the thought of living on a rocking boat is horrible, but after many years of bouncing bunks, we genuinely find it difficult to sleep on a bed that is totally still. My husband, Niels, and I love being rocked to sleep. There are times when being thrown up and down is a nuisance, such as when trying to locate a bolt under the engine while hanging by your toes with your head in the bilge, but generally, after so many years, we hardly notice the movement.

Now rolling from side to side is another issue altogether, but one soon learns a few tricks to keep from falling off the bed. There is the spread eagle position (not realistic when two share the bunk) or you can jam yourself in with cushions all round (rather hot); there is the knock-yourself-out-with-alcohol method (not foolproof because you may find yourself unconsciously levitating and landing on the floor), and the last one — which genuinely works: do it enough and you get used to it. Of course adjustment takes a little longer when pounding to windward, with gravity pulling you sideways as you crab your way across the deck or up or down the companionway, but eventually your body, like the smart computer it is, anticipates movement better and better. Just take some tips from the lilting, lurching Sailor's Dance at Trinidad's traditional Carnival.



Home sweet home. When you're a cruiser, you can *take it with you*

The second reason folk give for finding our choice of habitat crazy is the lack of space aboard a boat. We started with a 37-foot boat, and then moved on to a 43-foot boat, which did make a difference. We no longer "bump bums" as we try to move around the saloon or fit ourselves into a narrow bunk like two pieces of a puzzle.

When selecting our first yacht, we had two basic criteria that ruled out many options. Niels, 6' 4" tall, lay down on all the bunks to see if they were long enough (seven feet was a minimum) and stood up in all the cabins to test the headroom, while I sat on all the toilet seats to make sure they were wide enough for my broad beam. It is often the way space is allocated on a yacht that gives one a good or bad feeling. Some sizeable modern yachts, which are jam-packed with cupboards and lockers from floor to ceiling make me feel claustrophobically closed in, while our less storage-efficient, old-fashioned layout and large foredeck gives more breathing space, both literally and figuratively. However, even when we were on a smaller boat, our backyard was bigger than anything I ever enjoyed on land. Sitting on deck, our view stretches to infinity. No crowded buildings and streets close us in. This is what we look forward to every single day. If location is all, we are sitting on the best real estate in the world.

When recently asked, "What happens when the two of you have a bad fight and you can't get away from each other?" Niels diplomatically replied, "We don't have really bad fights", but the truth is, we actually get along better on board than we did living ashore. Stressful factors are far fewer. There are no demanding relatives and if there are irritating neighbours, we can always lift the anchor and move elsewhere. Because we both love to sail, we get along best at sea and especially when making an ocean passage. Unfortunately this is not the case for all cruising couples, who sometimes find that not being able to escape from their spouse, or seek their usual friends and family support systems, causes problems. For us, being together so much has brought us closer and made us more in tune with each other.

"Don't you miss having access to all the mod cons — large house, fancy car, big TV, washing machine and drier, spacious deepfreeze, water and electricity on tap, etcetera?" Our answer to this is — not really. When we packed up our house and got rid of all our furniture and other possessions, I felt an amazing sense of relief. So much of what we had was unnecessary, but still needed to be cleaned, cared for, stored and insured. On the boat we live very simply, with far fewer clothes, complicated gadgets and "stuff". Besides anything else, there is just not the space to collect extraneous items. One cruiser said that if something had not been used for a year, they threw it off the boat — not a bad rule for living without waste. We get a kick out of generating our own power via wind and sun, collecting our own water, fixing and maintaining our own boat, making our own entertainment and selecting our own waypoints without depending on other people, organizations or systems.

On watch at night, alone with my thoughts and myriad stars, a phosphorescent wake marking our slow but steady passage, I feel comfortable knowing I can depend utterly on my partner, asleep down below. Making landfall after a stormy, exhausting passage gives me a special sense of achievement, having met once again the physical and mental challenge of the sea. When I curl up in the cockpit with a book and a companionable cat, the sound of fish jumping and birds calling all around me, fresh sea air and warm sun caressing me, I am conscious of enjoying some of the very best days of my life. Best of all, while we live aboard, our dreams of exciting adventures and unusual destinations can be realized by merely lifting the anchor, setting the sails and plotting a new course.

FOR SALE

GLACIER BAY 34/70

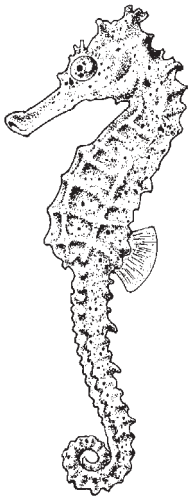
powered by two 250 HP Suzuki outboards
based in Port St. Charles Barbados.
Professionally maintained from new.
Very clean, in excellent condition all systems working.



ASKING US$125,000
Contact Bizzy Williams Tel: 246-262-2000
or email: bizzy@williamsind.com.bb







PICK UP!

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

CARACASBAAIWEG
Budget Marine Curaçao
PLETTERIJWEG
Budget Marine Curaçao
Curaçao Marine Service
SPANISH WATER
Asiento Yacht Club
Curacao Yacht Club
Kimakalki Marina





Yacht For Sale

Damaged 45' Bristol, centre cockpit fiberglass cutter.

This well-maintained vessel was built in 1983 and sports fairly new Awlgrip painted topsides. Bristol is a well known manufacturer of high quality sailing yachts and this is an opportunity to purchase one for a fraction of its value.

Unfortunately "Primrose" whilst being readied for launching, was dropped onto the forefoot of the bow and has suffered damage to the forward bow area below the waterline. The mainmast also broke at the spreaders causing rigging and mainsail damage due to the Hood in-mast furling system.

This is a fantastic opportunity to lovingly restore this fine vessel, for either personal use or resale. We invite interested parties to inspect the vessel, which is lying in Grenada. For an appointment, please call Mr. George Robinson at: 1 (473) 440 1193 or 1 (473) 407 5369.

UNITED
You're in Safe Hands with UNITED
http://www.unitedinsure.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' Pearson 424 '78; Great Value	39K
82' Dufour Nautitech '95, 10 cab/10 hd	795K	41' Bavaria 2003, Well Maintained	120K
58' Voyage 580 2005; Luxury Cat	990K	41' Formosa CT 41 '74; Many Updates	110K
56' Fountaine Pajot Marquises '99	750K	40' Beneteau M-405 '94, Spacious	95K
44' Lagoon 440 2006 - 3 Avail. Start @	465K	40' Bavaria 2002; Great Price	99K
41' Lagoon 410s2 '06 4 Available	199K	38' Freedom 1988; Great Layout	95K
38' Voyage 380 2000 - Never Chartered	185K	36' Beneteau 361'00, Very Good Cond.	75K
SAIL:		36' Cheoy Lee ketch, '71Classic Sailer	39K
57' Abeking + Rasmussen '62, Classic	399K	36' Moody 36CC '97; Strong Cruiser	109K
54' Hylas '99/'00; Luxury Ocean Crsr.	645K	36' Pearson 365; '78 Strong Pocket Crsr.	44K
50' Beneteau Oceanis 50' '07, Near New	299K	35' Camper Nicholson '78 Rebuilt Eng.	49K
49' Jeanneau 49DS 2005; Immaculate	399K	33' Nauticat '86, Spacious and Immac.	125K
46' Morgan 461 '82, Great Condition	95K	32' Beneteau 321 1998; Perfect Cruiser	39K
46' Hunter 466 '02; Immaculate	217K	32' Bavaria '03; Air Conditioning	59K
45' Downeaster '79, Rare Schooner	99K		
45' Columbia 45DS '73 Tripp Design	55K	POWER:	
44' Mason 1987. Loaded / Beautiful	250K	63' Johnson Motor Yacht '91 Luxury	375K
44' CSY Walkover '79; 3 Available Start @	49K	52' Jefferson Trawler '89; 4 cab / 4 hd	144K
43' Gulfstar 43 MKII 1977; Spacious	69K	48' Sunseeker Manhattan '97, 3cb/2hd	325K
43' Beneteau Idylle '84; New Yanmar	89K	48' 1988 Hi Star Trawler; Total Refit	269K
43' Jeanneau 43DS 2002; Great Crsr.	149K	36' CYM 1981, Spacious Trawler	29K
42' Endeavour '90; Great Liveaboard	99K	33' Pursuit 3070CC; Fast Center Console	99K
42' Albin Nimbus '81 Cutter	75K	26' Glacier Bay 2680; (2) Yamaha 150HP	69K
42' Island Packet 420, '01 Immaculate	289K	www.bviyachtsales.com	

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

ST. THOMAS YACHT SALES

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



42' 1971 Grand Banks
CG Cert. 42 passengers
Excellent condition $99,000

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



46' 2000 Jeanneau 45.2
Twin helms, 3 staterooms
Great Condition $124,900

Sail

34' 1983Hunter	Freshwater boat, well equipped	32,000.00
40' 2001Jeanneau Sun Odyssey, 3 strms, great condition		119,500.00
44' 1977 CSY	Excellent cruiser, great condition	115,000.00
60' 1982Nautical Ktch	4 staterooms, great charter vessel	219,000.00

Power

30' 2002 Hydrocat 300X	Exp. CC Obv. Twr, Diesel Ymrs 230 HP, exc. cond.	69,000.00
32' 2003 Sea Ray	350HP Mercruisers	95,000.00
34' 1989 Sea Ray Express	Twin Diesels, 465 hrs. Genset, A/C	55,000.00
48' 1999 Dyna Craft MY	Cruiser with, 435HP, 2 Strms, A/C, Low Hrs.	299,500.00

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

CALENDAR

JULY

1 VC Bird Day; public holiday in Antigua & Barbuda
2 – 3 19th Annual Firecracker 500 Race, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, mvh@surfbvi.com, www.weyc.net
4 Independence Day (USA). Public holiday in Puerto Rico and USVI. Carnival in St. John, USVI
4 Banks Regatta, Barbados. www.sailbarbados.com
5 – 6 St. Vincent Carnival. http://discoversvg.com
9 – 11 Chief Minister's Cup Youth Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
11 27th Harris Paints Regatta, Barbados. www.sailbarbados.com
14 Bastille Day. Public holiday in French West Indies
16 – 1 Aug Tobago Heritage Festival. www.tntisland.com/tobagoheritage.html
18 Lucky Horseshoe Regatta, Barbados. www.sailbarbados.com
20 – 21 St. Lucia Carnival. www.stlucia.org
25 FULL MOON
25 – 2 Aug Carriacou Regatta Festival. www.carriacouregatta.com. *See ad on page 14*
28 Carriacou Children's Education Fund Welcome Barbecue. boatmillie@aol.com
31 Carriacou Children's Education Fund Annual Auction. boatmillie@aol.com
31 Emancipation Day Race, St. Lucia. St. Lucia Yacht Club (SLYC), (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com

AUGUST

1 Emancipation Day. Public holiday in Barbados, Grenada, Guyana, Jamaica, St. Lucia, St. Vincent & the Grenadines, and Trinidad & Tobago
2 - 8 Tour des Yoles Rondes, Martinique. www.tourdesyoles.com
7 Marigot to Rodney Bay Race Day, St. Lucia. (SLYC)
9 – 10 Grenada Carnival. www.spicemasgrenada.com
16 – 22 57th San Juan International Billfish Tournament, Puerto Rico. www.sanjuaninternational.com
21 Round St. Lucia non-stop race (SLYC)
24 FULL MOON
28 Great Race (powerboats) from Chaguaramas, Trinidad to Store Bay, Tobago

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

Our Advertisers Support the *Compass*…
Please Support Them

Caribbean Compass Market Place

Antigua



Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (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 •

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

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!

Bequia

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

KINGFISHER MARINE SERVICE

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

WALLACE & CO
Fishing - Diving - Yacht Equipment
Port Elizabeth, next to Porthole Restaurant
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

Carriacou

CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
or contact Carolyn Alexander at
Carriacou Real Estate Ltd
e-mail: islander@spiceisle.com
Tel: (473) 443 8187 Fax: (473) 443 8290
We also handle Villa Rentals & Property Management on Carriacou

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

Carriacou



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

continued on next page →

Caribbean Compass Market Place

Guadeloupe



Martinique





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



Martinique





A&C Yacht Brokers
USED AND NEW BOATS FOR SALE
DUFOUR YACHTS
Fountaine Pajot CATAMARANS
Dominique AMICE
Port de Plaisance, 97290 Le Marin, Martinique, F.W.I.
Tel: 05.96.74.94.02 • Fax: 05.96.74.79.19
Mobile: 06.96.28.70.26
acyb@mediaserv.net • www.acyachtbrokers.com

St. Lucia

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



St. Lucia

BOATYARD BAR & BISTRO
Now reopened
in blue building
before Bank of St.Lucia
at the Rodney Bay Boatyard.
Local menus and specials available!
Open Monday-Saturday from 09.00 until...
Tel: (758) 715-5458

TONY'S ENGINEERING SERVICES, St. Lucia
For reputable and reliable engineering services on Caterpillar, Cummins, Detroit, Perkins, Volvo engines. Decarbonising, rebuilding, tuning, aligning, repairs, recalibrating injectors & more.
Call Tony Georges
Channel 16 – 'Tornado'
Tel: (758) 715-8719

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



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

St. Maarten

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

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

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

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

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

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

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

Caribbean-wide

Home of the 5 Year – 50,000 Mile Guarantee
Serving the Caribbean
DOYLE SAILMAKERS
www.doylecaribbean.com
With eleven locations from Puerto Rico to Panama



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

We're on the Web!
Caribbean Compass
www.caribbeancompass.com
CARIBBEAN COMPASS

CLASSIFIEDS

BOATS FOR SALE



1987 Irwin 44 119.500 US
1999 Jeanneau SO422 80.000 US
1986 Oyster 435 135.000 GBP
E-mail Yachtsales@dsl-yachting.com
Tel (758) 452 8531



YOUNG SUN 46FT VENUS 1984 KETCH fiberglass, vgc, new engine 2007, excellent live aboard and cruiser. GPS, RADAR, VHF, Auto Pilot, EPIRB, SSB, Water Maker, Air-Con, Solar Panels, Wind Generator & more. Full specs at www.free-webs.com/venus46forsale Looking for a fast sale so MAKE US AN OFFER!! Lying St Lucia. E-mail venus46@live.com or Tel (596) 696 90 74 29

CARIBBEAN COMPASS
DON'T LEAVE PORT WITHOUT IT



FONTAINE PAJOT Lavezzi 40' catamaran 2003, 2x3GM30 Yanmar Diesels, this is a project catamaran which still needs some work. Lying Martinique 89,000Ð ono. For more info & photos www.lavezzi40forsale.webs.com or to make offer Tel: (596) 696 907 429 or E-mail venus46@live.com

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



KINGFISHER 1, 45' x 14' wood hull, 2x120hp Ford Lehmans, 7.5 knots. Bequia built US$60,000



25' YAMAHA HULL Yamaha 200hp US$11,000



35' BERTRAM HULL/DECK suitable for refurbish. As is, where is; US$11,000
Contact Clint or Orton King Tel (784) 458-3099/3831, 493-2573, 532-8007



J/39 1991. Fast and comfortable, well maintained and brought to the Caribbean on containership. Best boat for comfortable fast cruising and club racing. Ext. overhauled, new mast and rod rigging, large sail wardrobe and many extras. Ready to sail, interesting price of US$55,000 reflects current location and move to larger world cruiser. E-mail cochisestellendam@zonnet.nl Tel (31) 655155907/ (868) 741-1085

Your Classified on the Internet
www.caribbeancompass.com



ISLANDER 30 MK11, Well maintained and equipped. US$19,000. Located in Carriacou More info: www.islandvillas.com E-mail islander@spiceisle.com



36' MAHOGANY AUXILIARY SLOOP copper fastenings, good condition Tel (784) 458-4969 E-mail seabreeze-tours@vincysurf.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



32'SUPER SPORT CRUISER, full bath & cabin, 2-300hp Volvo, 40 + cruising speed, only 200 hrs, sacrifice asking $69K OBO, includes trailer, exec. cond. & maint., seldom used, see pics & specs at www.SunSeekerVI.com, Tel (941) 730-5036 Make Offers!

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



GRAND BANKS 48 - "The Well known Classic". The ultimate trawler, houseboat or great business opportunity. Totally restored, up to the original standard. New planked bottom, new propellers and shafts, and much more. Need to sell NOW !! See pictures and all info at: www.GrandBanks48-forsale.dk

MISC. FOR SALE

BEQUIA – TOP SOIL Best quality, by the bucket or by the truck load. By the well in Spring. Oslyn, Tel (784) 457-3147/497-3692 E-mail bunyana@yahoo.com

PURE BEQUIA HONEY available from Trinity Point Apiary, Bee Keeper Hodge Taylor, in 280ml Jars. Wholesale and retail FOB Bequia. E-mail bequiaboy@yahoo.com Bequia Sweet, Sweet, Sweet!

NEW 17.35M SELDEN MAST Sent by mistake, it is an inmast furling mast including furler, lights, spreaders, steps, spi tracks, complete with or without rigging. Make offers. Tel/Fax (473) 439 4495, Skype turbulence 42921 www.turbulencelimited.com

SAILBOAT PROPS used 3 blade from 13" to 22" diameter Selftailing winches, Barlow, Barient, Lewmar E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531

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

TACKTICK WIRELESS/SOLAR INSTRUMENTS, Discount prices: www.northernrockiesassociates.com

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

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.

WANTED

TORTOLA Busy, bay side, BVI Arts and Craft center is looking for a live-aboard couple to help run the operation next season. Ideal applicants will be artistic, energetic, organized, multi-lingual, with excellent communication and sales skills. For more info please send CV to dreadeye@surfbvi.com

PROPERTY FOR SALE

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

EAST COAST FLORIDA, Waterway condo near Kennedy Space Center, all amenities, sailboat slips. www.caribtrace.com

SERVICES

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

EXPLORE THE BEAUTIFUL ST. JOHN RIVER, CANADA aboard our Catalina 36, Rhiannon. After 5 years exploring the Caribbean she is now available for charter in New Brunswick from 15 May to 15 Sept. Visit www.bluecharters.net

RYA SAILING AND POWERBOAT training available now in Antigua by recognized company ONDECK. Competent Crew to Yachtmaster Ocean available. Please call (268) 562 6696 E mail eb@ondeck-oceanracing.com or visit us in Antigua Yacht Club Marina, Falmouth Harbour, Antigua.

BEQUIA, KMS MARINE SERVICES marine/land mechanical services, electrical/refrigeration/welding/diesel/outboard repair. Moorings available. VHF 68 "KMS" Tel (784) 530-8123/570-7612 E-mail vanessa_kerry_1@hotmail.com

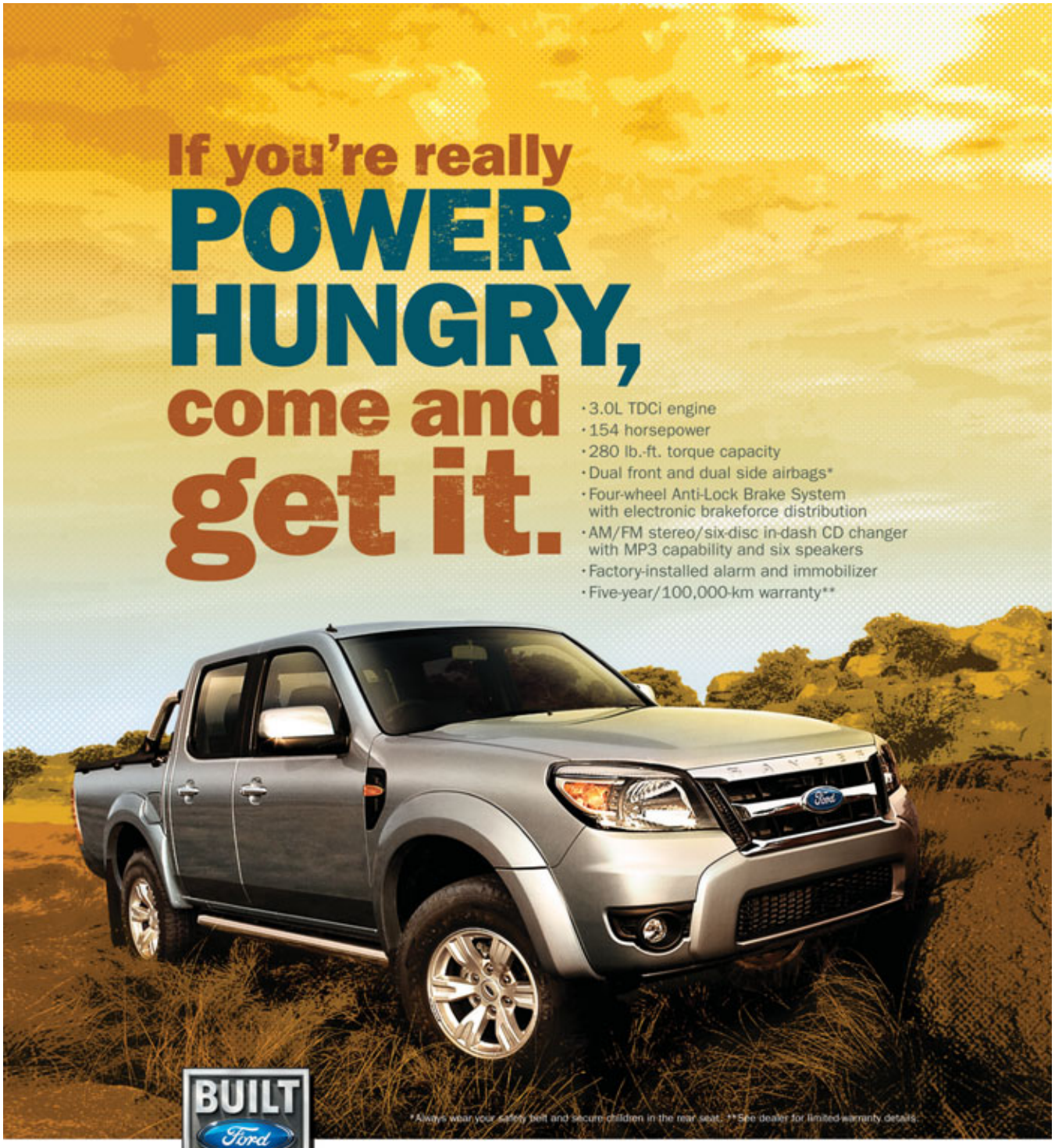


CASIMIR HOFFMANN

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
A&C Yacht Brokers	Martinique	MP	Carriacou Regatta	Carriacou	14	Iolaire Enterprises	UK	35/36	St. Thomas Yacht Sales	St. Thomas	42
ABC Marine	Curacao	10	Carriacou Silver Diving	Carriacou	MP	Island Water World	Sint Maarten	48	SVG Air	St. Vincent	19
Admiral Yacht Insurance	UK	36	CIRExpress Courier	St. Maarten	MP	Johnson Hardware	St. Lucia	23	Technick	Grenada	MP
ARC Dynamic	St. Lucia	MP	Clippers Ship	Martinique	MP	Jones Maritime	St. Croix	37	Tikal Arts & Crafts	Grenada	MP
Art & Design	Antigua	MP	Cooper Marine	USA	40	Kingfisher Marine Services	Bequia	MP	Tony's Engineering	St. Lucia	MP
B & C Fuel Dock	Petite Martinique	24	Curaçao Marine	Curaçao	10	Le Phare Bleu	Grenada	18	Trade Winds Cruising	Bequia	40
Barefoot Yacht Charters	St. Vincent	13	Dominica Marine Center	Dominica	2	LEssence Massage	St. Lucia	MP	Transcaraibe Rallies	St. Maarten	MP
Barrow Sails & Canvas	Trinidad	MP	Dominican Republic Guide	Dominican Rep	34	Lulley's Tackle	Bequia	MP	Turbulence Sails	Grenada	12
Bequia Venture	Bequia	MP	Down Island Real Estate	Carriacou	MP	Marc One Marine	Trinidad	MP	Turbulence Sails	Grenada	MP
Blue Water Sailing	USA	20	Doyle Offshore Sails	Tortola	3/MP	Marigot Beach Club	St. Lucia	34	Tyrrel Bay Yacht Haulout	Carriacou	24
Boatyard Bar & Bistro	St. Lucia	MP	Doyle's Guides	USA	34	McIntyre Bros. Ltd	Grenada	39	United Insurance	BDS	42
Budget Marine	Sint Maarten	2	Echo Marine - Jotun Special	Trinidad	11	Mid Atlantic Yacht Services	Azores	MP	Vemasca	Venezuela	26
Budget Marine Rigging	Trinidad	5	Eduardoño Boats	Colombia	17	Navimca	Venezuela	22	Virgin Gorda Yacht Harbour	Virgin Gorda	27
BVI Yacht Sales	Tortola	42	Edward William Insurance	International	36	Northern Lights Generators	Tortola	7	Voiles Assistance	Martinique	MP
Camper & Nicholsons	Grenada	21	Electropics	Trinidad	MP	Off Shore Risk Management	Tortola	11	Wallace & Co	Bequia	MP
Caraibe Greement	Martinique	8	Food Fair	Grenada	35	Perkins Engines	Tortola	9	Wallilabou Anchorage	St. Vincent	40
Caraibe Greement	Martinique	MP	Ford Motors	Trinidad	47	Petit St. Vincent	PSV	32	WIND	Martinique	MP
Caraibe Yachts	Guadeloupe	39	Grenada Marine	Grenada	12	Port Hole	Bequia	MP	WIND	Martinique	MP
Carib Jet	Grenada	41	Grenadines Sails	Bequia	16	Power Boats	Trinidad	MP	Xanadu Marine	Venezuela	26
Caribbean Marine Electrical	Trinidad	MP	GRPro-Clean	Martinique	MP	Renaissance Marina	Aruba	25			
Caribbean Propellers Ltd.	Trinidad	MP	Horizon Yacht Charters	Grenada	16	Rodney Bay Sails	St. Lucia	MP			
Caribbean Woods	Bequia	MP	International School	St. Lucia	37	Santa Barbara Resorts	Curaçao	6			

CW = Caribbean wide
MP = Market Place pages 43 to 45



BUILT Ford TOUGH

2010 Ford Ranger

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

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

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

shop

great freight rates

islandwaterworld.com

what's new?

STANDARD HORIZON MATRIX GX2100 VHF/AIS



One of the first marine radios to combine full VHF functionality with an internal marine AIS receiver. The radio uses a single standard antenna for both VHF and AIS communications, thus making it a plug and play replacement for any marine VHF radio. Capable of storing and navigating to waypoints when connected to a GPS receiver via a NMEA0183 connection.

Priced at $499.95

STERLING "PRO CHARGE ULTRA" BATTERY CHARGERS



A battery charger range far beyond its competitors for performance, style and value: 3 output 12 Volt, 20, 40 and 60 amp chargers; Input voltage range 90-270v, 40-70 Hz; 11 pre programmed battery curves; 2 digital meters for current and voltage measurement; 1 power meter to show what reserve power is left on the unit; High voltage de-sulphation cycle; New, low activity, standby mode to increase battery life; Battery health program; Multiple speed fan control to reduce unnecessary fan noise; Primary (processor digitally controlled) and an emergency backup secondary (analogue controlled) high voltage trip; 32 L.E.D. information panel; Small footprint and light weight.

Priced from $399.00

KYOCERA 135 WATT SX SOLAR PANEL



Kyocera's advanced cell processing technology and automated production facilities produce a highly efficient multicrystal photovoltaic module. These cells are encapsulated between a tempered glass cover and an EVA pottant with back sheet to provide maximum protection from the most severe environmental conditions. The entire laminate is installed in a black anodized aluminum frame to provide structural strength and ease of installation. Equipped with an industrial grade junction box. 25 year* limited warranty on power output.

eco

Priced at $694.50

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

what's on sale in store?



25% OFF

Williamson Lures

Williamson has designed jigs with features and action like none before. Jigs that sink fast and help you to fish harder. Computer aided design offers far less retrieve resistance than any other jigs and make your days of fishing a lot less tiring. Gets you right on top of the fish even with a heavy drift. All jigs have special space age color fluo glow paints on the belly and gill plates to trigger strikes from the predators that are down deep. Come pre-rigged with a single assist hook.

Priced from as low as $5.20

BOATLIFE BILGE CLEANERS

25% OFF



Boatlife Bilge Cleaner dissolves oil, grease and grime and holds it in suspension until it is pumped into container for disposal. This product deodorizes, is biodegradable and non-corrosive.

Quarts now $8.70, Gallons now $29.10

ALL MAS EPOXY RESIN AND HARDNER

20% OFF



Looking for safer epoxies – Try MAS Epoxies. Features no blushing, easy mix ratios, blendable hardeners, lower viscosity, and importantly no volatile organic compounds (VOCs) – this means healthier epoxies and safer working conditions. The product of choice by top builders in many fields. Very suitable for use in the tropics with mixable hardener to suit the curing time you need. Compare mixed volumes per $ to other brands.



Quart of Resin from as low $27.20,

Pint Hardeners from as low as $19.99



what's on the web?

- 10% Discount online
- Free-Freight Deals
- Great Giveaways!

Island Water World

keeps you sailing!

St. Maarten, Cole Bay: + 599.544.5310 • Bobby's Marina: + 599.543.7119

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

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