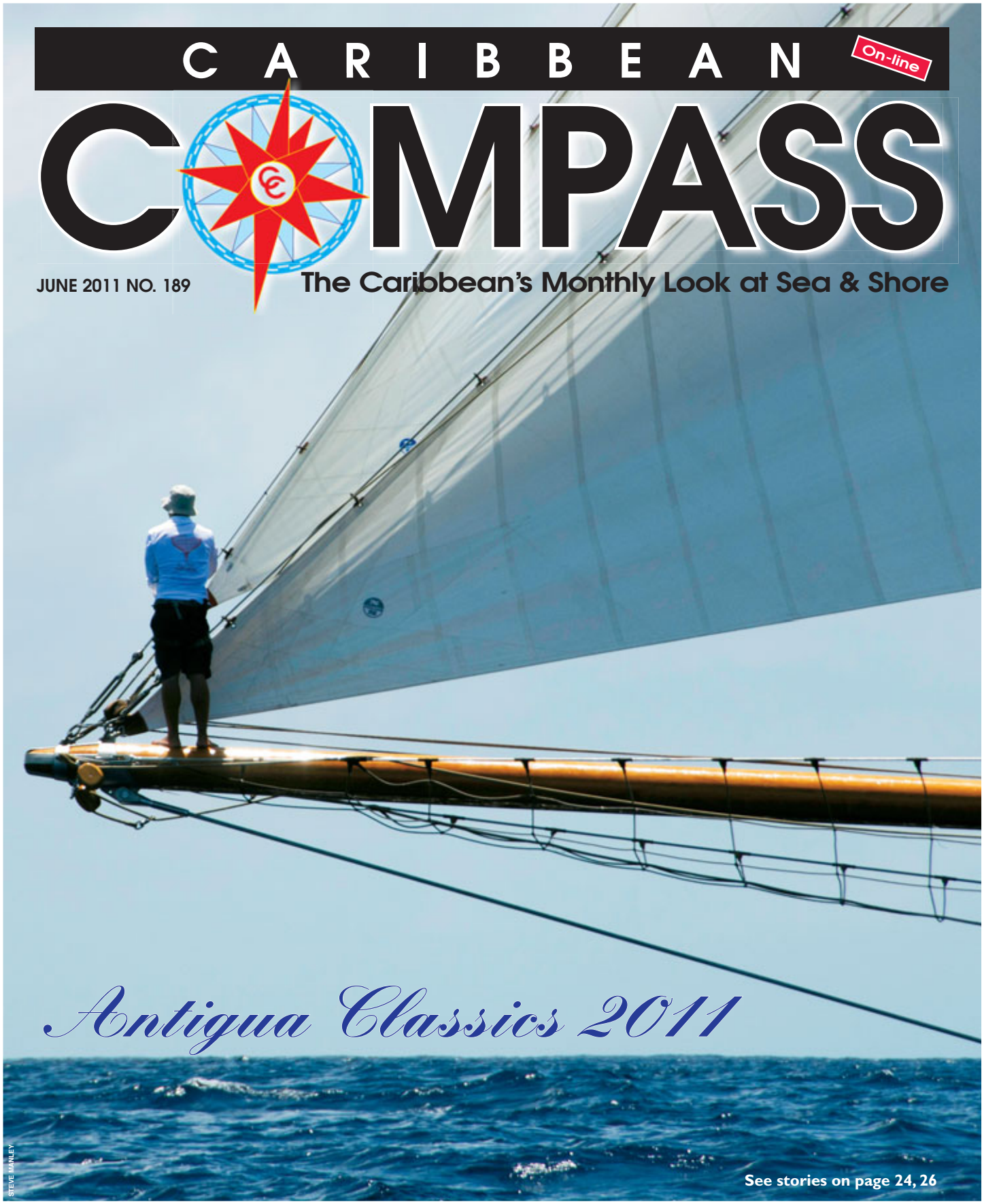
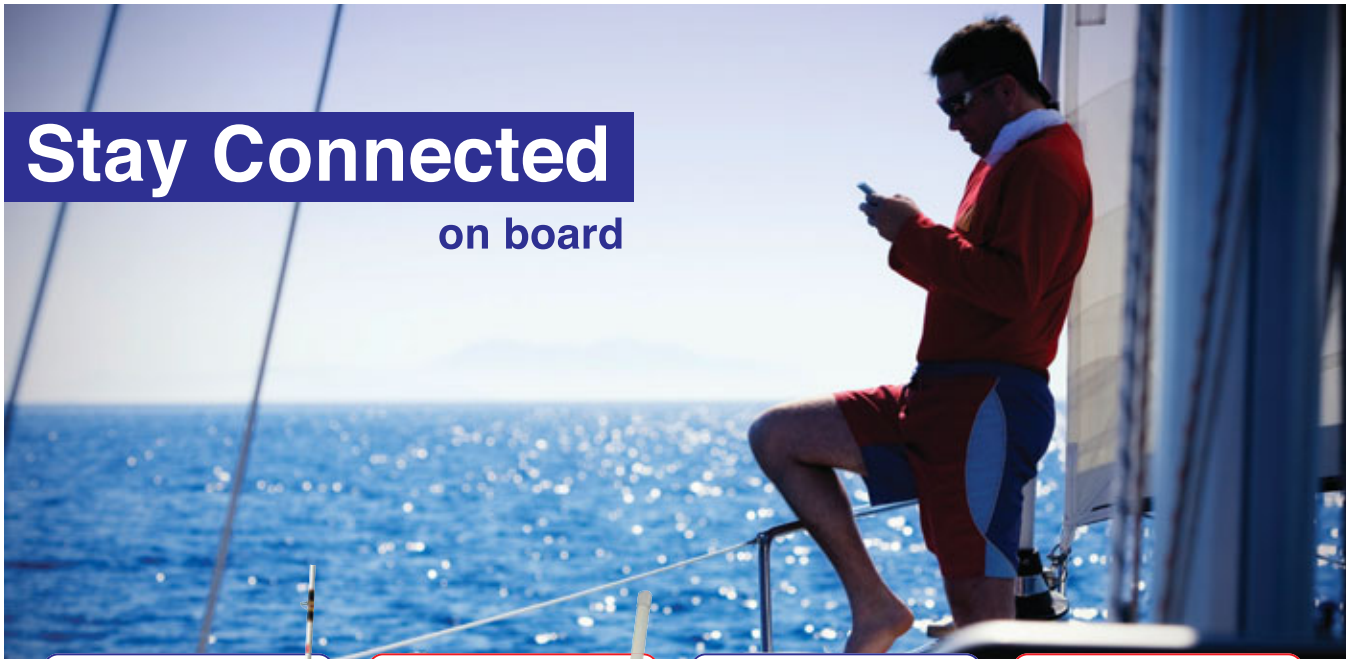
CARIBBEAN On-line
COMPASS
JUNE 2011 NO. 189
The Caribbean's Monthly Look at Sea & Shore



Antigua Classics 2011

STEVE HANLEY

See stories on page 24, 26



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on board

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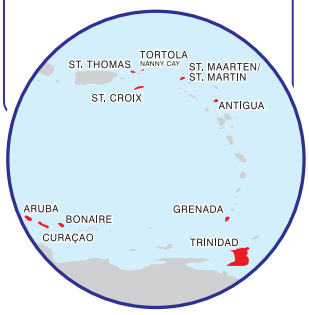


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WILFRED DEDERER



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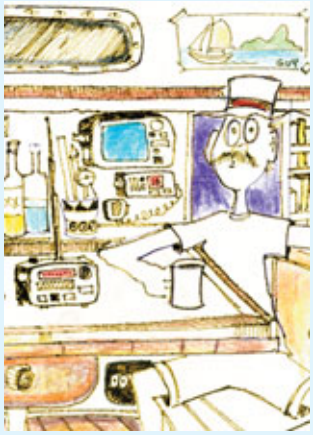
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Caribbean Compass is published monthly by Compass Publishing Ltd., P.O. Box 175 BQ, Bequia, St. Vincent and the Grenadines.
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Cover photo: Photographer Steve Manley's study of a crewmember on the bowsprit of the schooner Elena *at Antigua Classic Yacht Regatta 2011*



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

We truly enjoy the *Compass* for each of the six months we are in the area each year. It is entertaining and a great resource for all the cruising community. We also frequently do business with your advertisers — this is the way a publication should work, meeting the needs of all stakeholders.
Great job and thanks!
— Bill Bouchard
S/V Dolce Vita

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Info & Updates

Bermuda Mayor Says 'Let Yachts Stay!'

According to a report by Owain Johnston-Barnes in the May 12th issue of *The Bermuda Royal Gazette*, St. George's Mayor Kenneth Bascome is calling for Government to extend time limits for sailors visiting the island. Sailors can currently



GLENN TUCKER/THE ROYAL GAZETTE

Mayor Kenneth Bascome of St. George's, Bermuda, is calling for Immigration to allow yacht visitors a three-month initial stay. Currently they are given just three weeks before an extension must be requested

spend 21 days on the island before they have to request an extension, but Bascome said that by extending that period to 90 days, it would encourage more yachts to visit. "It's something that would be hugely beneficial for all the businesses in St. George's, and the island as a whole," he said.

The mayor was speaking as a combination of two sailing rallies — the Atlantic Cup and ARC Europe — and harsh weather in the Atlantic led to more than 75 yachts being in St. George's Harbour and booming business in the town. "All the restaurants' balconies are full of people," Bascome said. The mayor added that he had previously sent a letter to a former Minister in charge of Immigration to request the limit be extended, but was never given a response. "The last week or so has caused me to reconsider and write to the current minister and ask for the current limit to be increased," he said. "You can see for yourself what the yachts are doing for the town and the businesses."

Mark Soares of Bermuda Yacht Services agreed with the mayor, stressing the potential value to the island of having visiting yachtspeople stay longer. "Twenty-one days goes very quickly. It doesn't always leave any real opportunity to cruise and explore Bermuda, or hang around and spend money. The boat can spend up to three months, even unattended, if they get permission. What we are saying is the boat and the crew should be given the same amount of time, so they can cruise Bermuda's waters and spend their money here as tourists."

St. Maarten Pro-Active on Crime

Three murders, two violent robberies and one rape committed in St. Maarten by the gypsy taxi bandits between February 26th and March 4th have been solved thanks to cooperation between local St. Maarten police, the Prosecutor's Office, the Police Forces of Aruba, Bonaire, Curaçao, the Kingdom Cooperation Team RST, Royal Marechaussees, and Gendarmes stationed on the French side of the island. The solved crimes include the killing of yacht chef Ludovic Guillevin on February 26th. In custody are three men who pretended to be operating a gypsy taxi to pick up potential victims.

Immediately following the death of Chef Guillevin, the St. Maarten Marine Trades Association (SMMTA) took a very pro-active approach and met with senior police officials. Subsequent meetings with local nightclub owners and Dutch and French side Taxi Associations resulted in SMMTA-sponsored increased patrols of the Simpson Bay strip at night as well as a free crew-shuttle service sponsored by the nightclubs and SMMTA members. Local taxi associations also increased their availability during the late night hours.

Two captains' security briefings were held, which included representatives of the police force to update yachtspeople on the gypsy taxi danger and the crime situation on St. Maarten in general, and to encourage the use of the temporary shuttle service. The SMMTA hopes to establish a more permanent version of the shuttle service in time for next season.

The St. Maarten police force will be adding 70 new officers by the end of the year and the Royal Marechaussees will send an additional 20 officers from Holland, in addition to increasing cooperation with the French side Gendarmes and other Dutch Caribbean police resources.

For more information from the SMMTA see ad on page 15.

Simpson Bay Bridge Summer Schedule

The St. Maarten Marine Trades Association reports: This summer there will be four daily openings of the Simpson Bay Bridge:

At 9:30 and 11:30AM: the vessel traffic will be outbound first, and after that inbound.
At 4:30PM: outbound traffic allowed.
At 5:30PM: inbound traffic allowed.

—Continued on next page



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We would like to remind all vessels to call "Bridge Attendant" on VHF channel 12 before transiting, stating their name and intention to enter or depart.

Smaller vessels going into the lagoon may call in for an exact opening time, then enter the channel and stand by to reduce the transit time. Jetskis should use the north part, which does not swing, and rowboats and kayaks should not enter the channel when the bridge is in operation.

There will be special openings in cases of inclement weather and during hurricane season. These will be announced via e-mail, VHF channel 12, local radio stations and, given enough time, the local and regional newspapers. Bridge attendants will be near their stations if required to answer any radio requests.

The resumption of the high-season schedule, with six openings per day, will be announced at a later date.



CHRIS DOYLE

Open wide! The SMMTA has announced the summer schedule for openings of the Simpson Bay Bridge that allows vessels to enter and exit St. Maarten's lagoon

'Boat Watch' Subject Returns

The 50-foot fibreglass ketch *Nergal*, with a 70-year-old British singlehander named Trevor aboard, reportedly left Isla Margarita, Venezuela on April 18th bound for St. Maarten, a sail that might be expected to take about four days. A widespread "boat watch" was initiated after the yacht had not arrived at its intended destination by April 28th.

On May 18th — a full month later — Laurie Tubb aboard *Minshara*, anchored in Margarita, reported: "Trevor turned up here in Margarita this morning… fit, healthy and of course, really annoying! He had engine, steering and no-wind problems, made several attempts to reach St. Maarten (got to within 15 miles but had no radio) and made a few attempts to return here. Basically he was bobbing around out there."

Trevor thanked everyone involved in the boat watch for their concern.

Eight Bells

PAULINE DOLINSKI

Voytek Dolinski reports: It is with great sadness that I have to inform you that Pauline Dolinski died on April 27th, eight days after her 68th birthday. Creator of the original Word Search Puzzles in *Caribbean Compass*, she considered herself very much a part of the *Compass* family. Pauline returned to the cosmos from whence she came. She lived a life full of intelligence, curiosity, adventure, passion, and dreams. Her professional life was dedicated to teaching children that realizing one's dreams is possible; it is remarkable how many of her own dreams she realized. I had the honor and good fortune to be part of that life.

Voytek and Pauline cruised aboard their 30-foot Islander, Asti Spumante. *See Voytek's poem about sailing with Pauline on page 32.*

DICK JENNINGS

Racing sailor Dick Jennings died on May 17th. The Great Lakes-based sailor had a Caribbean racing campaign for a few years on one of a series of yachts called *Pied Piper*, the former *Blondie*, Santa Cruz 70 hull Number One, and won numerous races in the Caribbean circuit. Ellen Sanpere says, "Tony and I and raced the St. Maarten Heineken on *Pied Piper* in 1999. Howard Palmer of Barbados was tactician and several Bajans were aboard. Dick was generous and gracious to all who met him, while maintaining a fierce competitive presence on the racecourse. He will be missed.'

Cruisers' Site-ings

• Hurricane season is here again. Visit ***www.street-iolaire.com/index.htm*** and scroll down the right-hand side of the page to download half a dozen articles full of hurricane tips from Don Street.

• For a refreshing approach to Caribbean action sports, including sailing and surfing, visit ***www.adrenalinesun.com***.

• A new yahoo group has been formed by a group of women cruisers in Cartagena, Colombia as a meeting place for women cruising throughout the world. Whether you are aboard a sailing or motor vessel, cruise full-time or part-time, you are invited to join ***http://groups.yahoo.com/group/Women_Cruisers*** to share your experiences, ideas and knowledge.

• Heading for the US this summer (or already there)? Check out the interactive cruising guide at ***https://activecaptain.com***, with 20,000 reviews, some 1,500 updates per day from boaters and several hundred a day from marinas.

—Continued on next page



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• For the latest news from the Grenada Action Forum regarding the proposed Carriacou Freeport (as reported by Chris Doyle in the January issue of *Compass*), visit ***http://grenadaactionforum.com/2011***.

• Like to eat on your boat? Sure, we all do! ***TheBoatGalley.com*** helps boaters get the most out of their galleys. Written by former cruiser Carolyn Shearlock, articles focus on practical ways to cook without prepared foods or electric appliances, with



Carolyn Shearlock has put six years of cruising cook experience into her new website

foods that store well on a boat. In six years of full-time cruising, Carolyn learned a lot about what works (and what doesn't) aboard a boat.

Dominica Dive Fest for July

Preparations are underway for the Caribbean's longest-running diving festival — Dominica's 18th annual Dive Fest — scheduled for July 8th through 17th. There are a number of diving sessions scheduled for both adults and children, and many activities are free or available at a considerably reduced rate. In addition to dive events, Dive Fest offers whale watching, a children's treasure hunt, beach parties and the hotly contested annual Kubuli Carib canoe race.

For more information visit www.dominica.dm/site/divefest.cfm.

Compass Writer Ties the Knot

Congratulations to Liesbet Collaert and Mark Kilty of the yacht *Irie*, who were



AXEL BUSCH

Romance at Baie Rouge: a proposal and wedding all in one...

happily launched into the sea of matrimony from the beach in St. Martin on April 30th, surrounded by family and friends. Liesbet is a frequent contributor to *Caribbean Compass*.

Welcome Aboard!

In this issue of *Compass* of welcome aboard new advertisers Sea Sense marine wholesalers of the USA, on page 45. Good to have you with us!

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Seagull Yacht Svcs:
268-460-3049
Bequia:
Caribbean Diesel:
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Tortola:
Cay Electronics:
284-494-2400
Marine Maintenance Svcs:
284-494-3494
Parts & Power:
284-494-2830



BUSINESS BRIEFS

Port Louis: 'Come Play Grenada Carnival!'
Richard Rolland reports: If you are still wondering where to spend the hurricane season, Grenada — especially Port Louis Marina — is the place to be.

Enjoy the protection of St. George's natural lagoon and Port Louis's convenient amenities while you join in the carnival preparations and festivities. Lime and wine in your very own exotic carnival costume or take advantage of front-row seats for the parades as they



wind around the lagoon. Grenada Carnival 2011 runs from August 5th through 9th.

This will be the third summer at Port Louis for Lucie and me aboard *S/V Marie Galante II*. We love being just steps away from the parades and other carnival activities such as Monday Mas, J'ouvert, the night parade and other events. Port Louis offers a secure base from which to enjoy the music, dancing, drinking and fun.

During our first season the marina management arranged for a carnival band to play at the marina. Guests were given a preview of the music, a chance to see the costumes and to have the workings of carnival explained. Eight of us decided to "live the experience" and what an experience it was — to be immersed in a sea of colour and beautiful costumes! Last summer 16 cruisers from the marina participated in the carnival and had a blast.

If you are staying at anchor or at other locations on the island, you can call Port Louis (435-7432) for information on participating in the carnival activities. The more cruisers we have participating, the more fun we will have. This is an excellent opportunity to reunite with old friends and make new ones, and to enjoy the company of the uniquely generous, welcoming and honest Grenadian people.

This is one of many activities to do during hurricane season and one not to miss. Come and live the Grenada Carnival experience and we are sure you will want to come back for more.

For more information on Port Louis Marina see ad on page 11.

Practical Preparation for Offshore Sailing
"Nothing will better prepare you for a fun and safe offshore adventure to Bermuda, the Bahamas, the Caribbean and beyond than the intensive, highly practical two-day Ocean Sailing Seminar," says Rick Palm, Event Manager for World Cruising Club USA.

The next Offshore Sailing Seminar will be held at the Crowne Plaza Hotel on the waterfront in Hampton, Virginia, USA on September 24th and 25th.

The Ocean Sailing Seminar combines classroom lectures with group discussions and one-on-one interaction with speakers and fellow students. An all-inclusive program of seminar presentations, speaker materials, hotel accommodations, meals, and social time together combine to provide a cost-effective, enjoyable in-depth learning experience.

Students will spend a half-day learning about each of four major subject areas: outfitting your boat for offshore cruising; managing your boat and crew offshore; understanding weather and planning for offshore emergencies; plus cruising in the islands and a timeline to departure.

Opened to all interested sailors, the seminar is perfect for those considering the transition from coastal cruising to bluewater passagemaking. It is also highly recommended for future skippers and crew of the Caribbean 1500 Rally, the Atlantic Rally for Cruisers, and the World ARC.

The Seminar is an interactive workshop in a classroom setting. The speaker's role is to present practical information derived from the millions of offshore miles that rally participants have experienced over the combined total of nearly 50 years in the Caribbean 1500, the ARC, the World ARC, and other World Cruising Club sailing events.

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

Island Water World Grenada Manager Retires
Ms. Kitty reports: Jonathan Fisher of Island Water World in Grenada has decided to give up island life



and head back home to the UK.

Over the last eight years he welcomed cruisers from all over the world to this island paradise and helped to make their stay a pleasant one. His familiar voice assisted cruisers not only with getting parts or local services for themselves and their boats but kept them up to date on the weather from the Grenadines to Trinidad, especially during the hurricane season. He actively promoted functions benefiting local charities. He is an icon and will be sorely missed.

Go well, our friend, and a big "THANK YOU" from all of us cruisers.

We'll have more on Jonathan in next month's Compass.

Superyacht Services in Tobago
The Tobago-based marine services company Store Bay Marine Services is now offering bunkering, provisioning and shore support for super- and megayachts. Director of Superyacht Support Services at SBMS, Katy Young says, "This is an exciting opportunity for us, the island and for superyacht crews and their owners. Tobago has so much to offer the superyacht customer. It is a beautiful and safe island, with unspoilt, quiet anchorages and beaches, friendly people, world-class scuba diving and one of the world's oldest protected rainforests. It is the ideal Caribbean destination and importantly out of the hurricane belt."

Tobago offers high quality, low sulphur, locally produced marine diesel, and at the current price of less than US$1 per litre can compete with other Caribbean destinations. With low clearance fees and port dues of just US$0.05 per GT, Tobago is both economically and ecologically attractive to the superyacht market.

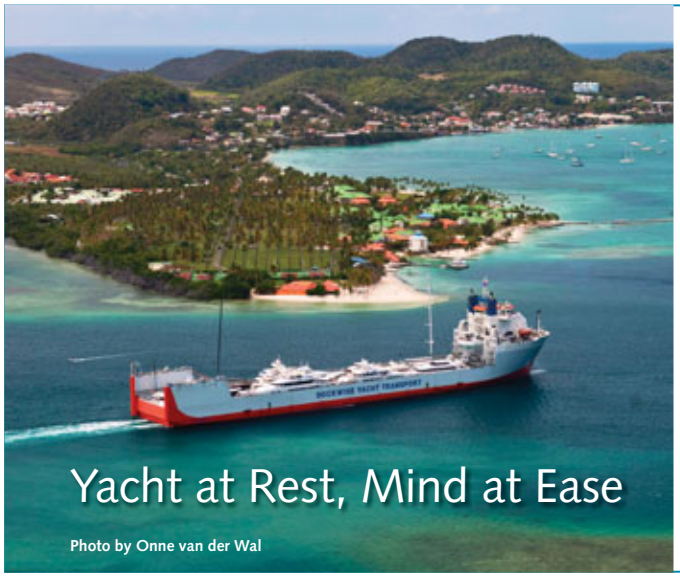
For more information visit www.sbms.co.tt.

Cruiser-Musician Launches CD
After cruising the Caribbean for four years aboard his catamaran, *Blitz*, and playing gigs in bars along the way, singer-songwriter Steve Izac returned to the UK to



record Fantastic Voyage, an album of songs about the cruising lifestyle and his experiences.

You can download the album at CDBaby, Amazon or iTunes, and visit his blog at http://steveizac.blogspot.com.



VOYAGES FROM THE CARIBBEAN
Through December 2011

TO THE MEDITERRANEAN			
Martinique	→	Toulon	06/2011
Martinique	→	Palma de Mallorca	11/2011
TO THE EAST COAST USA			
Martinique	→	Port Everglades	06/2011
St. Thomas	→	Port Everglades	11/2011
Martinique	→	Port Everglades	12/2011
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15th Annual *Compass* Writers' Brunch:

Contributors Asked for Input on Subregional Yacht Policy

On April 21st, more than 30 *Compass* contributors, staff and special guests gathered for the 15th Annual Compass Writers' Brunch at Mac's Pizzeria in Bequia. Compass Publishing Ltd.'s annual pre-Easter Regatta Writers' Brunch is our way of getting together with, and saying "thank you" in person to, as many as possible of the past year's contributors who provide the content that makes *Caribbean Compass* a vital source of information about yachting in the Caribbean.

Joining the *Compass* Cockpit Crew — Managing Director Tom Hopman, Editor Sally Erdle, Production Manager Wilfred Dederer and Bookkeeper Debra Davis — were one of our very first Brunch guest speakers, Sir James Mitchell, and St. Vincent & the Grenadines Ministry of Tourism's newest Communication Manager, Yonnette Belmar. We were also pleased to welcome *Compass's* former St. Lucia island agents, Ted and Mary Ann Bull. Another special guest was Brenda Farfan from Trinidad, who, by proving that an all–woman team can compete at the top levels of Caribbean sailboat racing, has been an inspiration to new generations of female sailors.

The stars of every Compass Writers' Brunch are, of course, our contributors. Present this year (in alphabetical order), along with their invited guests, were book reviewer Bob Berlinghof, poet Nan Hatch, the writer-and-photographer team of Suzanne Longacre and John Gideonse, feature writer Cheryl Johnson, sailing-scene commentator Noel Mawer, poet Dillon Ollivierre, feature writer Frank Pearce, regatta reporter Jerry Stewart, destination correspondent Amal Thomas, and environmental event reporter Chris Walter.

The first issue of *Compass* was published in 1995, the annual Brunch became a tradition shortly thereafter, and we started inviting guest speakers in 2000. Speakers have included yachtsman, author and former Prime Minister of St. Vincent & the Grenadines, Sir James Mitchell; Sylvester Tannis, who as Bequia's Chief Revenue officer provided a unique link between officialdom and yachting visitors; former Chairman of the Bequia Tourism Association and leader of the Bequia Rotary Club's Youth and the Sea sail-training program, Chester Peters; then Coast Guard Commander and current head of the St. Vincent & the Grenadines Maritime Administration, Commander David Robin; former General Manager of Yacht Services Association of Trinidad & Tobago, former Chairman of the Trinidad & Tobago Government's Yachting Steering Committee and former Manager of the regional Caribbean Marine Association, Sharon McIntosh; past president of the Barbados Yachting Association and Secretary and Chief Measurer of the Caribbean Yachting Association, Dick Stoute; yacht designer, marine artist and legendary bluewater sailor Paul Johnson; and the Eastern Caribbean's premier cruising guide author, Chris Doyle.

On two past occasions, our scheduled speaker was unable to attend, and unfortunately this was another of those times. Scheduled for 2011 was Dr. Len Ishmael, a keen St. Lucian sailor and a strong advocate for the yacht tourism industry. While Director of the Subregional Headquarters of the United Nations Economic Commission for Latin America and the Caribbean (ECLAC), she initiated the benchmark study published in 2004 that famously proved that yachting visitors outspend cruise-ship passengers in many islands of the Eastern Caribbean. In her current position as Director General of the Organization of Eastern Caribbean States (OECS), she has continued to move yachting matters forward on a subregional level. In her absence, her speech was kindly read by Tom Hopman.

Dr. Ishmael's remarks to the gathering were made in light of the Revised Treaty of Basseterre, which came into force in January and aims at establishment of an OECS Economic Union and the creation of a Single Financial and Economic Space among the Member States: Anguilla, Antigua & Barbuda, the British Virgin Islands, Dominica, Grenada, Montserrat, St. Kitts & Nevis, St. Lucia and St. Vincent & the Grenadines. As a key ingredient in the successful establishment of an economic union, OECS Member States are working toward the progressive harmonization of tourism policies — including yacht tourism policies. This is welcome news. Over the 15 years that *Caribbean Compass* has been published, there has been a consistent call from yachtspeople and marine business associations for yacht tourism policies — primarily the egregiously diverse clearance procedures — to be standardized throughout the Eastern Caribbean.

See excerpts from Dr. Ishmael's remarks on page 9.

When the floor was opened for discussion after Dr. Ishmael's remarks were delivered, although some skepticism was expressed about getting various island governments to agree on common policy, the following points came to the fore:

• Because the main hurdle for a common OECS yacht clearance policy was perceived to be the fact that each country would want to take decisions on fees based on their own budgets, it was felt that a practical compromise would be to harmonize the yacht clearance procedures and to have a standard yacht clearance form, but let each member state set the amount of its own fee. The yacht skippers present indicated that they, and they felt their peers, would avidly welcome common yacht clearance procedures and a standard form throughout the OECS, and would not object to somewhat different pricing ("especially as some countries have more to offer"). It was noted that providing a common form is, in fact, what eSeaClear already does.



More than a meal. At this year's Writers' Brunch, Compass *contributors offered ideas on the sustainable development of yachting in the Eastern Caribbean*

• The idea that St. Lucia, St. Vincent & the Grenadines and Grenada form a pilot "single yachting space" was firmly endorsed as being possibly the most workable first step toward the more problematic exercise of getting all nine OECS member states aboard.

As Dr. Ishmael indicated, additional feedback regarding a Common Yacht Tourism Policy for the OECS is welcome at sally@caribbeancompass.com.

After Dr. Ishmael's remarks were discussed, convivial conversations continued over a bountiful brunch buffet prepared by Judy Simmons and her excellent Mac's Pizzeria staff. Then it was time to prepare for the races — or maybe take a nap!

To those many contributors unable to attend this year, we thank you, too, for all your talent and efforts — and we hope to see you at a future *Compass* Writers' Brunch, always held on the Thursday before Easter.



News Updates

OECS Ministers of Tourism Agree to Urge Single Clearances

After Dr. Ishmael's speech was written, the following news arrived: At the OECS Ministers of Tourism meeting in St. Kitts & Nevis on April 19th, Ministers of Tourism engaged in a very spirited discussion on the substantial value and importance of yachting in the OECS marine space. The Ministers agreed that every effort must be made to facilitate the movement of yachts through the waters of the OECS.

The Tourism Ministers of Grenada, St. Lucia, and St. Vincent & the Grenadines informed the meeting of their intention to proceed with the already agreed eSeaClear clearance as soon as possible, as a pilot exercise. Other ministers indicated their intent to also proceed to this implementation in due course. The British Virgin Islands has already fully implemented the eSeaClear system.

The Ministers agreed to recommend to the OECS Authority that work should be undertaken as a matter of urgency towards the elimination of unnecessary barriers and hassles that could impede the further growth of yachting in the OECS. Ministers agreed to urge the Authority to set the date of December 1st, 2011 as a date by which single clearances would be fully implemented in the OECS marine space.

Grenada and SVG to Negotiate Single Yachting Space

On May 17th, the Government of Grenada announced that Grenada is preparing for negotiations with St. Vincent & the Grenadines on the creation of a Single Yachting Space (SYS) between the two countries. The Grenada-SVG SYS is likely to be used as a pilot module for the development of an OECS Single Yachting Space.

Grenada's proposals to be presented in the negotiations are being drafted by a committee that met on May 16th. The committee includes representatives from Grenada's Ministry and Board of Tourism, the Grenada Ports Authority, Customs Department and various partners within the yachting sector.

The Single Yachting Space is geared at easing the movement of yachts sailing between the islands. Both nations are hoping for a simplified Customs, Immigration and Ports Authority administrative process that is electronically operated, and provides advanced notice for the clearance of yachts, in and out of the islands. In anticipation of the SYS, the Marine and Yachting Association of Grenada has already secured the necessary funding to equip the various ports of entry and other checkpoints throughout the nation.

Grenada's Minister for Tourism, Peter David, said the Grenada Government will be giving its fullest support to the initiative. "We believe more yachts will come into Grenada if we make it easier to sail from the Grenadines and into Grenada to enjoy what we have to offer. More visiting yachts mean more demand for the services we offer," Minister David said.

Director at the Grenada Board of Tourism, Simon Stiell, claims that Grenada has the best sailing waters in the Caribbean. However, he said the country has not been able to exploit the yachting market because of administrative difficulties in vessels moving between Grenada and St. Vincent & the Grenadines.

Stiell explained that the majority of yachties traveling from north to south reach as far as Union Island. He added that they become discouraged by the process of having to clear out with Customs, Immigration and the Ports Authority in SVG and then rechecking into Grenada.

Grenada-SVG negotiations on the proposed SYS are expected to commence this month.

Excerpts from Remarks by OECS Director General Dr. Len Ishmael at Compass Brunch, Bequia, 21 April 2011



COURTESY THE VINCENTIAN

Addressing OECS leaders in St. Vincent on May 18th, Dr. Ishmael said that the Secretariat is gathering information that heads of Government can use to make key policy decisions. These include adoption of a common policy for the clearance of yachts into and out of OECS waters

Dear friends and members of the yachting community: welcome, especially to those of you who hail from outside these shores. Your visit to Bequia and this year's Easter Regatta coincides with one of the most exhilarating of times in the historical evolution of this grouping of nine micro states who collectively comprise the OECS, as they continue on a journey along which no other Small Island Developing States have gone before.

By pooling their financial and human resources they have built an impressive array of institutional architecture at the regional level providing services in common, in an attempt to derive economies of scale. They share a single currency, a common judiciary, are served by a common authority for civil aviation and telecommunications, have joint diplomatic missions in different parts of the world, and have established a Secretariat as part of the executive to represent the interests of Member States regionally and internationally.

On January 21st 2011, the Revised Treaty of Basseterre Establishing the Organization of Eastern Caribbean States Economic Union came into effect and in so doing took the model of integration of these nine countries to an entirely new level. Forming a single economic and maritime space has implications for how we do business within that space, how we manage joint resources and shared stocks, and of course over time, how the yachting sector will be managed and operate within that space.

Despite the excitement associated with the creation of the Economic Union, the mandate to fashion a common tourism policy comes at a rather turbulent time in regional economic fortunes — but perhaps this very turbulence is what is required to provide the impetus to ensure that the way forward is charted in terms that are practical and designed to move from rhetoric to action.

The OECS Secretariat has been working towards fulfilling a series of mandates from the OECS Council of Tourism Ministers, which seeks to synchronize tourism development activities in the region. Given the audience at this morning's Brunch, I will focus my remarks on just one of the tourism niche areas in which the OECS has a demonstrated competitive advantage — that of yachting.

In terms of average daily expenditure per visitor, even in the face of far smaller numbers, yachting continues to outperform the cruise sector in many OECS destinations. The relative economic advantages of yachting are becoming even more apparent with the growth of the mega-yachting sub-sector in the region — yet the yachting sector remains one whose huge potential is still largely untapped even though the OECS lies at the very heart of the best sailing waters in the Caribbean, if not the world.

The OECS Council of Tourism Ministers has agreed on a number of strategic interventions that need to be embraced as part of the policy-making process, including facilitating the adoption of a common policy and approach to the clearance of vessels into and out of OECS sailing waters in an efficient, seamless and business-friendly manner without compromising border security; managing opportunities for Member States to undertake joint marketing of the OECS yachting product in target markets; and formulation of a Code of Ethics for operators in the yachting sector. However, all agree that enough is not being done to move these ideas, which have been on the books for years, into the series of actionable pieces that will deliver results, revenue and jobs.

The OECS Secretariat has itself actively promoted and pioneered a number of initiatives in the yachting sector over the past few years but the vital public-private sector partnerships needed to sustain these initiatives have not developed. Under the tag line "Many Islands… One Sea", the Secretariat coordinated the first OECS presence as a guest of honor at one of the world's premiere boat shows: the Grand Pavois in France. The Secretariat assisted with the development of marine trade associations in several Member States; used the ARC to work with Member States in the hosting of an OECS Rally; met with the largest French charter company to negotiate issues relating to provisioning for the yachting industry and systems for the prepayment of clearance fees; held meetings with the yachting community on crime, safety and security and on simplified procedures for clearing in and out; and initiated discussions between St. Vincent & the Grenadines and Grenada on the concept of the Grenadines as a single maritime space — all important, worthwhile initiatives which regrettably have not developed the traction required for their follow-up and sustainability. The potential of this industry is too vital to the social and economic development of the OECS to be left to the vagaries of chance; it represents an incredible resource literally on our doorstep and must be given the attention it deserves. It lends itself exquisitely to the development of a common policy framework, and members of the yachting fraternity have always been willing partners in the bid to ensure the growth and viability of the sector.

In preparation for a meeting of senior OECS tourism officials a few weeks ago in St. Lucia, I contacted a couple of well-known personalities in the world of Caribbean yachting. One is Sally Erdle, your hostess here this morning and a real advocate for the yachting sector and community. Most of the issues which Sally and I discussed years ago still exist and are inimical to the development of a vibrant yachting sector here in the OECS. Sally emphasized the importance of standardization of clearance procedures and entry fees. Her view? Harmonized fees and simple procedures would encourage yachts to visit the OECS, and encourage clearance compliance once here.

I also contacted Chris Doyle, author of one of the most influential cruising guides in the Caribbean. Chris pointed to the need for basic infrastructure — for example, the importance of dinghy docks to ensure that yachtspersons spend money ashore. He also underscored the willingness of members of the yachting community to work with the public sector to ensure that plans for the industry are practical and result in the best outcomes.



The Revised Treaty of Basseterre identifies Oceans Governance and management of the single maritime space as one of the important aspects of the work of the OECS (Secretariat) Commission. Your being here today is both timely and vital as participants in the conversations required to initiate the actions required to unlock the tremendous potential of the yachting sector to contribute to the development of the OECS. Issues such as pollution, crime and safety at sea, clearance procedures, fees and permits, anchoring and moorings, reef and sea grass protection, provisioning, infrastructure and skills transfer comprise some elements of the agenda which requires further dialogue — and action.

Over the last few days OECS Ministers of Tourism have been meeting in St Kitts & Nevis to chart a new path for the management of tourism in the Economic Union. The yachting sector has a pivotal role to play in that regard. While other sectors are also important, the truth is that the potential of yachting to contribute to the social and economic wellbeing of this region remains largely untapped. Simply put, more needs to be done.

It is in this spirit that I ask for your continued goodwill in working with us in the development of this sector. I invite you to send to Sally (sally@caribbeancompass.com), a Goodwill Ambassador for yachting sector interests in the OECS, your ideas regarding how we ensure the transformation of this archipelago of islands — from the BVI in the north to Grenada in the south — into a Mecca for sailing, contributing positively to the sustainable use of the natural resources of these islands and the social and economic development of this corner of paradise and its citizens.



EPAULETTE DISEASE



Above: The anchorage behind the breakwater at Oranje Baai, St. Eustatius (Statia) is usually calm, but you'll want to depart before a bad northerly swell

Below: The wharf at Oranje Baai. Statia has a rich history, friendly people, enjoyable restaurants, impressive diving... and problematic new Immigration rules for yachts



Epaulette Disease, Epauletsy — A psychological affliction that occasionally surfaces in those who don garments with epaulettes. A form of tunnel vision whereby such persons consider regulations far too seriously and narrowly, ignoring the reason and overall purpose behind the regulations, and end up unnecessarily harassing those over whom they have authority.

Side effects: Persons suffering from the disease negatively affect the economy that supports them, causing all-round hardship.

Epaulettic — one suffering from epauletsy.

I have worked for many years in the field of promoting the yachting industry in the broadest sense throughout the Eastern Caribbean. Most years, just when things start to go well, some official somewhere has a fit of epauletsy and manages to mess things up, sometimes as effectively as throwing sand in machinery. Occasionally we narrowly escape, as with the whole APIS business a few years back. We occasionally get a case of malignant epauletsy. This is where the officials do not care about the industry, and actually take pleasure in harassing those over whom they have power. There was a good case of it this season when a charter boat captain was fined US$5,000 for eating in a restaurant (that was right next to the Customs office) before he had cleared Customs. He had not yet cleared Customs because the Customs office was closed. He took nothing off his boat, he was not doing anything counter to the purpose behind the law, but the head of Customs had a "gotcha" moment (he knew the captain had a charter coming up and did not have time to wait for court) and slapped him with a big fine. So, $5,000 in the Customs revenue box and $50,000 worth of negative publicity all over the internet — not a great trade for the country he is serving.

Happily, malignant epauletsy is rare. Usually the epaulettic is personable, well meaning and honestly thinks he is doing the right thing. He just lacks perspective.

I wouldn't like to give the impression that I think most Customs and Immigration officials are afflicted by epauletsy, far from it. As I was sailing through the Eastern Caribbean this year I was delighted at the strides made in many places and how smoothly procedures went where once they were difficult. ESeaClear has definitely come into its own and is helping both yachtspeople and officials. In the northern Eastern Caribbean it has expanded so that Dominica, Montserrat, St. Kitts & Nevis and Anguilla are now all on board, just leaving Antigua to catch up. Kudos to St. Kitts & Nevis where, as far as I know, the Customs department itself, over the years and with no prodding from the government, has reinterpreted the regulations to make them much easier and more yacht-friendly as they realized the implications of yacht tourism and the needs of the yachting community. It makes a huge difference. Kudos also to Dominica, where the government, in cooperation with the Customs department, came up with the most yacht-friendly system in the Eastern Caribbean. They offer a two-week in-and-out clearance; one trip to Customs is all you need. This is hugely appreciated by the yachting community.

Many islands still have a long way to go. If we could just get everyone to adopt Dominica's regulations we would be way ahead of where we are now. But when I talk about epauletsy, I am talking about big leaps backwards. I have already written about Trinidad in *Compass*. Having formerly allowed yachts relative freedom to visit their anchorages of choice, officialdom now demands yacht skippers visit Customs and get permission each time they want to move the boat. Annual yacht arrivals in Trinidad are now down to fewer than a thousand, from a high of more than 2,600 in 2000. There are factors other than Customs regulations contributing to this, but the officials are definitely not helping and it is hard to see how Trinidad yachting can possibly rebound under the current regulations. I am sure the Customs feel they face security problems, but it is unclear that tighter restrictions are going to make any difference (crooks do not generally spend their time filling in forms) and even if they did, is the extra security worth the damage to a proven sector of the tourism industry?

Perhaps the most egregious case of epauletsy this year comes from tiny Statia. Yachts have been visiting Statia with no problem on either side for many years. Now that Statia has become part of the Netherlands, bureaucracy has been multiplying like rabbits in spring. The new Immigration department has decided that yachts must leave on the same day they clear out. Therefore there is no way you can get underway at dawn or in the middle of the night — you must depart during office hours. Statia thus becomes the first country in the Eastern Caribbean to create such a restriction. By e-mail I tried to point out why this was not a good idea (both e-mails slightly abbreviated and edited for spelling):

A captain is in charge of his or her boat, and he/she must be allowed the flexibility to leave when it is safest. It has to be the captain's decision; the immigration officer is not going to sea; she should not be deciding what time of day a boat will leave.

There are many reasons why a captain may wish to leave at a particular time. Very often the captain may need to leave early in the morning so she can arrive at her next destination during daylight hours and also sometimes she may need to arrive when customs is open. If a captain is going further, he may wish to leave at night so he can sail during some night hours and arrive at his destination in daylight when it is safer to navigate his way in. There may be a weather forecast saying that a big swell is due to arrive in Statia at 0800. The captain may wish to leave at 0600, so she can avoid the swell, because as we know, swells have wrecked several yachts in Statia.

For these and many more reasons it has to be the decision of the captain when he/she should leave, not that of the immigration officer. I, and I think most cruisers, consider these restrictions as being unseamanlike and bordering on the dangerous.

Chris Doyle

It fell on deaf ears:

Good afternoon Chris,

Let me start by saying that if other countries have their borders relaxed and no control that does not mean ours must be as such. In countries mentioned in your e-mail how is the crime in those countries? I believe in strict control but at the same time I can be flexible and whenever I gave someone a time to clear out believe I will be there. In our law it written as such in the WTU BES article 2.3 toegang/Entry explains that vessels or airplanes that travels in/out of our borders must do so within our office hours.

In the past as you are referring to is the past we have new laws that have been applied.

I understand that we on Statia are very pleased to have vessels enter our island but that must not mean that we must be an open house to everyone to prey on our quiet and almost crime-free island.

If there are rough seas and the captain feels that staying here would endanger his/her vessel then they can contact us and ask to be cleared out right away to leave the island, not that they clear out for example 1800 hours and then depart at 0500 hours the next morning; we won't accept this.

Senior Supervisor
Koninklijke Marechaussee (Royal Military Police)
Division Sint Eustatius

This to me is a clear case of epauletsy. I have not met the person who wrote this, but everyone assures me he is charming and helpful. However, the facts of the matter are simple. Everything between yachts and officials has been working well for years in Statia, I know of no crime regarding normal yachting visitors over the last years, and it is a stretch of the imagination to suppose that suddenly nefarious yachtspeople are waiting to "prey on" poor little Statia. These new restrictions are aggravating, will do no good and, by any objective criteria, are unnecessary. The security problems mentioned exist only in the mind of the epaulettic.

My thanks to AV for the concept of epaulette disease; I use initials only so she is in no way associated with this article.

See an article by Rosie Burr on cruising Statia in next month's Compass.

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BEQUIA HEINEKEN EASTER REGATTA 2011

SEE WHO GO' BEAT WHO!

by Orbin Ollivierre



Main photo: The smallest boats starting from Lower Bay on Easter Monday

Inset: Competition was close in Class 5A

Boy, ah tell yo' is weeks we plannin', playin' wid de jib, tek up ah little on de leech an' rakin' back de mast ah little, hopin' we go' get it right dis time. Well, de day has come. Yes, is Saturday de 23rd April an' we all on Lower Bay beach waitin' fo' de start. Twenty-eight double-enders on de sand, all sails set, waitin' fo' de hour. Yes man, 11 o'clock reach an' time fo' start dem. Start Lower Bay, down West Cay, do ah triangle off Paget Farm an' finish off de ramp.

Class 5A an' B startin' first. We got *Tornado, Nerissa J 1* an' *Nerissa J 2* from Canouan in Class A an' *More Worries, Shamu* an' *Devine* in Class B. Ah lettin' go all together, see who go' beat who. Class 6 next; only two in dat class, *Iron Duke* of Bequia an' *Ace* from Carriacou. No *Limbo* dis time; she retired hurt an' broken from old age but she will be back next year. Den Class 7, de big boys. We got *Skyler* from Carriacou an' *Confusion, Bequia Pride, Lightning, Double Bluff* an' *Braveheart* from



Lightning, Skyler *and* Confusion *in 'big boats' Class 7*

ALL PHOTOS: WILFRED DEDERER

Bequia. Den Class 1 an' 2, all de little ones. Downwind dem go an' lookin' nice. I in de rescue boat so ah go' have ah good view.

De wind not over ten knots an' de water calm so dey go' have ah good sail tackin' up to Semple Cay because de tide droppin' an' as ah say, de wind light. Ah keepin' me eye on *Worries*: she in front an' she holdin' she own but Andy got de record fo' rollin' so we go' see! *Confusion* got de lead on de big boys up to de top mark. She in ah good position because she does go downwind like ah train. Ah still got me eye on *Worries*: dey goin' upwind to de finish an' he still in front. She in B Class but she beatin' all de A Class boats.

Bam! De horn go. *Worries* finish ah race without rollin'! In Class 6, *Iron Duke* beat out *Ace*. An' de big boys, dey jammin' close, tack fo' tack, but *Skyler* jam out *Lightning* wid *Confusion* close behind: ah very close race. Good. Tomorrow we go' see which way de tables turn.

Sunday is here an' we startin' at Friendship beach. De weather clear, is good weather fo' young ducks, lighter dan yesterday, sun hot fo' spite. Off dem go, big ones first, little ones last. De little ones goin' straight down West Cay an' up to de finish but ah watching de big ones, up to Hope Rock, do ah triangle off Paget Farm, down to West Cay an' finish off Hamilton Point.

Dem very close around de Hope Rock mark an' on de draw to Adams mark, *Skyler* still in front, wid *Lightning, Confusion* an' *Double Bluff* on she stern. Upwind to Semple Cay an' down to West Cay, now dey on de beat to finish off Hamilton Point, *Skyler* still in front beatin' *Lightning* but not by much wid *Double Bluff* on dey heels. *Confusion* an' *Bequia Pride* drop back ah bit today. But ah tell yo', *More Worries* still in front, she even beat out *Tornado* who is in de A Class. *Iron Duke* still ahead ah *Ace*. Ah tell yo' what, it got ah t'ing between Allick an' Leo. Dem is old rivals but *Limbo* is down so Allick skipperin' *Iron Duke*. Ah hope dem settlin' it dis time.

De sun get hotter an' de breeze drop lighter an' poor Uncle Lacey in *Devine* trollin' over de finish line. Yo' ha' fo' gi' de man credit. He over 80, he just do ah surgery on he heart an' out dey doin' he t'ing like not'ing happen. But I agree wid him: what ah man loves, ah man does.

When ah watch ashore in Lower Bay, it look like dem protest in de Middle East yo' see on TV. De only difference ah hope, dem ashore dey peaceful! Time fo' get some green ones down de hatch. Dem got one more day an' wrap it up. Tomorrow will settle everyt'ing.

Tomorrow will be another day, an' so it is but it got ah little more breeze. We startin' in Lower Bay an' de yachts got ah triangle in de bay too so it look good. Thirty-eight yacht out dey wid all colour sail an' 28 double-enders on de run: ah pretty sight. Dem little ones doin' ah little down-up right in de bay, two laps an' finish. De others goin' around to Whale Cay an' back. T'ings go' be ah little tricky today, it got some good puff ah wind off de airport because de wind comin' out de northeast. Dem big boys tack fo' tack on de way up. *Confusion* hold she own again around de mark an' downwind. As *Lightning* get by de ramp, ah don't know what happen but ah see she white bottom up. Good t'ing she close to shore an' she owner right dey wid he power boat: he go' handle dat. I go' wait fo' de next one. Well, ah ain't wait fo' long. As ah cruisin' goin' down by de airport, ah see me good friend Bonnie in *Nerissa J 2* in ah good position. Ah ain't see *Tornado* so ah ask Bonnie wey *Tornado* an' he point in de shore. As ah turn fo' look, ah spot she an' when ah look back, *Nerissa* was bottom up an' Bonnie head pop from under water! Good t'ing he close to shore! Ah tow him in to de Adams beach an' go' keep me eye out fo' de next one. Well, not fo' me but when ah get on de north shore, ah see another rescue boat fo' two ah de small ones in Class 2. Well, is ah good t'ing it ain't rough, just puffin' off de shore.

In de mean time, *Confusion* up to de finish line in first place, *Skyler* second an' *Bequia Pride* in third. Dat good, we go' share de spoils. Meanwhile, *Double Bluff* look like she get a call from de fort in St. Vincent so she gone north away from de finish mark an' de other boats headin' towards it. When she get back, we go' get de message.

Ah get aboard de committee boat just in time fo' watch *Iron Duke* cross de line. *Worries* got ah good lead on de others again an' Uncle Lacey in *Devine* probably on his last lap. But ah tell yo' what, ah sure he feelin' ah lot better out dey dan under de tree watchin'!

Well de last horn go, we had good weather all three races an' ah t'ink everybody had ah good time. We go' meet at de prize-givin'. But talkin' dis an' dat, ah been out here fo' four days in de hot sun, all burnt up. Ah feel like ah 80 an' on me last leg too.

We will be in Canouan in ah few weeks time, doin' it again. Keep in touch!

Boatbuilder, racer and fisherman Orbin Ollivierre is the Commodore of the Bequia Sailing Club.

Bequia Heineken Easter Regatta 2011 Winners

Class 1 (Mountain Top Spring Water Trophy)
1) *Knowledge*, Ryan Marks, Bequia
2) *Wisdom*, Conrad Simmons, Bequia
3) *Lady G*, Mickel Joseph, Bequia

Class 2 (Tradewinds Cruise Club Trophy)
1) *My Love*, Stanley Harry, Bequia
2) *Never D*, Alfie Osborne, Bequia
3) *Bennita G*, Rashiv Simmons, Bequia

Class 4 (RBTT Bank Trophy)
1) *Scope International*, Damian Harry, Canouan
2) *Ark Royal*, Dickson Bynoe, Canouan

Class 5A (Admiralty Transport Trophy)
1) *Tornado*, Kingsley Stowe, Bequia
2) *Nerissa J 2*, Vernon Laidlow, Canouan
3) *Nerissa J 1*, Matthew McLaurean, Canouan

Class 5B (Bequia Express Trophy)
1) *More Worries*, Kimani James, Bequia
2) *Shamu*, Ekron Bunyan, Bequia
3) *Devine*, Delacey Leslie, Bequia

Class 6 (Bequia Sailing Club Trophy)
1) *Iron Duke*, Allick Daniel, Bequia
2) *Ace*, Leo Joseph, Carriacou

Class 7 (Bank of SVG Trophy)
1) *Skyler*, Verrol Compton, Carriacou
2) *Confusion*, Wayne Gooding, Bequia
3) *Lightning*, Emmanuel Bethel, Bequia



The Bequia Express Company trophy went to Class 5B winner More Worries



Parliamentary Representative Dr. Friday presents Class 6 trophy to Iron Duke *crew*

GOOD EXPECTATIONS MET!

by Ollie Campbell



ALL PHOTOS COURTESY DAVE GOLDHILL

Ready to race. Carriacou sloops gathered along the quay at Gustavia, impressively backed by the barque Picton Castle

After a week of good fun at the Antigua Classic Yacht Regatta, the 180-foot-long classic barque *Picton Castle*, nearing the end of her fifth circumnavigation and chockfull of sailing fanatics, made her way (via Anguilla and St. Maarten) to St. Barthelemy for yet another dose of sailing fun, this time at the West Indies Regatta.

The regatta was conceived by Alexis Andrews, maritime photographer extraordinaire, who, through the anthropological studies of his youth, had become enamored of the West Indies, particularly of Carriacou, and thence of her sturdy, sweet-sailing little workboats, the Carriacou Sloops. His appreciation of them eventually extended not only to the building of his own sloop, *Genesis*, but to the devotion of a good deal of his energies toward reviving the boatbuilding and racing traditions of the island he'd come to love. The West Indies Regatta is one of the ways he's going about this. Reviving interest in the racing traditions of Carriacou naturally meant having as many of her sloops as possible participate in the regatta, and since *Good Expectation*'s owner, Martin, couldn't make it from the Classic to Saint Barth's, but was willing to let his sloop come for the races, six lucky *Picton Castle* crew under First Mate Mike Moreland would make the delivery.

What followed was a bit of a slog. We lost our wind early on day one, spent two days drifting in lazy circles between Antigua and Montserrat (thoroughly traditional, there is no engine in *Good Expectation*), the waters greasy calm, baking under the Caribbean sun, our little sloop a good deal more patient than we.

But the winds finally came, and *Good Expectation*, a bone in her teeth, gifted us a ripping good sail up to St. Barth's, during which we caught, cooked and ate a 40-pound Mahi, the best-tasting fish of my life.

We discovered, on arrival, what a generous vessel a Carriacou sloop can be, as, in close quarters, she allowed us to tack her up-harbor into Gustavia, neatly threading among the million-dollar yachts. She rounded up, sweet as a peach, a few boat-lengths to windward of the wharf, bit her anchor and backed down, stern-to, right next to a giant plastic stinkpot Beyoncé herself might've been proud to own, all without any means of propulsion save the wind on her well-used sails. The single present crewmember of the aforementioned yacht, having watched the whole operation from his railing, broke into applause as *Good Expectation* snugged into place, pronouncing her behavior "Berry berry niice!" He'd never moved for a fender.

Picton Castle arrived a few days later, and the next morning, Day One of the regatta, disseminated the rest of her enthusiastic crew throughout the Carriacou fleet: *Genesis*, *Ocean Nomad*, *New Moon*, *Tradition*, *Pipe Dream*, *Summer Cloud*, *Sweetheart*, and 'our' *Good Expectation* had all made the trip, as had *Alexander Hamilton*, a Nevis-built schooner. Judging by the many locals turning out to have a gander — young, old, and in between — it would seem the sloops made as pretty a picture as one could want, a boat-lover's dream (nestled there between our square-rigger and the stately Herreshoff ketch, *Ticonderoga*), evocative in ways no multi-million-dollar motoryacht could match. One old fellow sitting on a bollard, who'd worked Carriacou sloops in his time, said the sight reminded him of the day when St. Barth's was mostly shacks, when folk walked down to the water to fetch dinner out of the hold of a sloop, instead of driving to the grocery store. "Make me smile to see it!" he said.

I raced the first day with *Good Expectation*, skippered again by Mike Moreland, and we had a hoot, though placing last. This was, we may now reveal, our secret plan. With nobody behind us we were free to set our fishing line, crack a few beers, hope for the vengeful brother of that 40-pound Mahi we'd caught to show up. How salty it would be to tack back into the harbor, sail onto our mooring under the eyes of the fleet while eating fresh-caught sashimi! Alas, he never showed.

The next day's race was in two parts, with a half-time raft-up in a snug little bay nearby. I must confess I don't remember much of the excitement of the day, except that there was plenty, and that I sailed with Todd Orrell on his *Ocean Nomad*, a fine and sweet-sailing vessel (with a very shapely French crewmember aboard, perhaps explaining my memory loss?).

It was the raft-up, though, that really drove home the appeal of the West Indies Regatta for me. A more laid-back and convivial atmosphere between competitors one could not hope to find: children everywhere, swimming, repast, laughter, trading of yarns. So much fun being had, in fact, that the start of the second race was 'delayed' an hour and a half. Then a merry break-up, a terrific start for *Nomad*, hoots and hollers from everyone in every direction, a thrilling hairpin turn around a really big rock (so close you could count the baby crabs), and we were away — neck and neck — on our blissful last leg! As much fun as I've had sailing, maybe ever, with a damned enjoyable awards presentation afterward (we came second), some terrific old films of St. Barth's in the 1950s and '60s (before it became 'paradise'), and a barque-barbecue aboard the *Picton Castle*.

And the party sprawled in every direction, across all the sloops of the Carriacou fleet, for hours afterward, knots of jolly sailors swapping tales and forming friendships, a truly warm and joyous occasion. Perhaps the single possible state of being, aboard such companionable, such sweet and lively craft as the Carriacou sloops.

I'll be back next year!

Picton Castle *crew Ollie is TV actor Billy Campbell of "Once and Again" fame and currently starring in cable network AMC's new hit series "The Killing".*



Part of the Caribbean's local boatbuilding and racing renaissance, the newest Carricou sloop is aptly named New Moon. *The 32-footer was launched in June last year*

REGATTA NEWS

'Well Done!' 44th Annual Antigua Sailing Week

Conspicuously absent prior to the event, the tradewinds — up to 25 knots — were back for the 44th Antigua Sailing Week, held April 24th through 29th. This year the regatta team worked hard to create courses so that boats of all sizes could race for approximately three but not more than four hours each day. New classifications were also created with spinnaker classes and open classes in which participants could choose their preferred sail configuration.

The shoreside events and logistics required the energy and hard work of an army of volunteers led by Alison Sly-Adams and Paddy Prendergast. The outstanding race management team led by Kathy Lammers received rapturous applause from the competitors for its preparation and execution of racing.

With some 14 high-powered classes all racing one or two races on each of the five race days, the details and the winners are too numerous to list here!



WWW.PHOTOACTION.COM / TM WRIGHT

For full results visit http://result.vg/asw/xregatta. For more information visit www.sailingweek.com.

See a first-hand report of one crewmember's Sailing Week 2011 experience on page 16.

Reconnecting the Islands with Traditional Sail

Alexis Andrews reports: The 3rd Annual West Indies Regatta for Caribbean-built traditional sailing craft took place in St. Barth's from April 29th through May 1st, with vessels arriving from Carriacou, Antigua, Nevis, Anguilla and St. Martin.

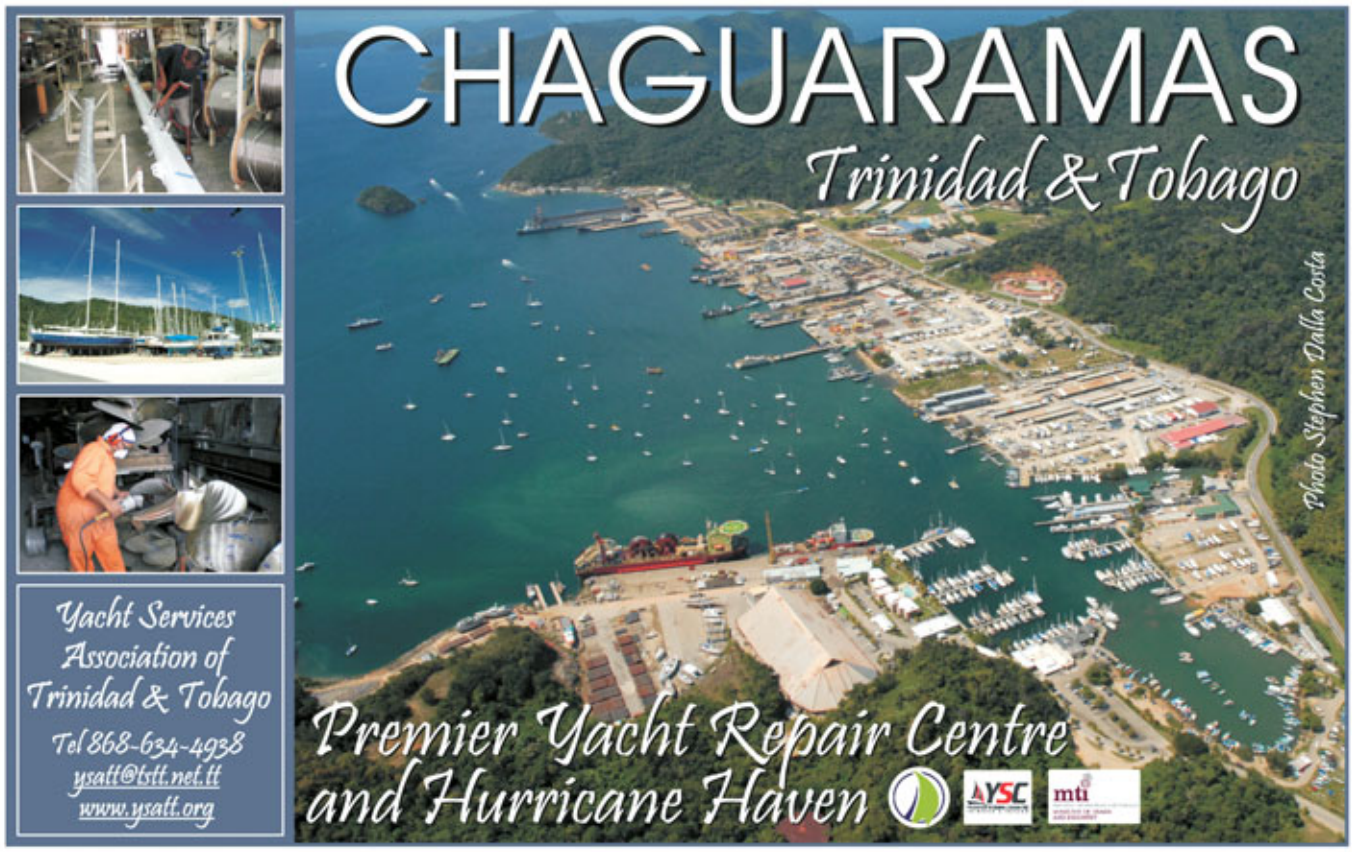
The first day began with Eric from the Choisy Boulangerie bringing fresh croissants and baguettes to all the sailors on the Quai d'Honneur. On the Friday evening, a welcome party was held on board the 180-foot sail-training barque, *Picton Castle*.

On the Saturday the first race was held in blustery winds of more than 20 knots off Gustavia, with eight Carriacou sloops and a Nevis schooner taking part. Crews were a mixed bunch from around the world including a descendant of Fletcher Christian from Pitcairn Island! That evening a slideshow of photographs of St. Barth's in the 1970s by Loulou Magras was followed by a short film of the 2010 Carriacou Regatta by Alexis Andrews. The evening was closed by a Swedish film made in 1951 showing cattle being loaded on schooners in Gustavia.

On the Sunday, the second race was started, again in high winds, off Gustavia. The course led the fleet around Ile Fourchue and ended in a raft-up in Anse de Colombier where a picnic was held onboard all the boats. After supplies of paté, wine and cold beer were exhausted, the third race started, leading the boats around Ile de Beouf, Pain de Sucre and back to Gustavia. Line honors were taken by the Carriacou sloop *Genesis*. Were there second and third place winners? Well, this became too ambitious to work out, given the circumstances: our race officer from Antigua was unable to attend at the last minute, the start boat on Race Two missed taking our finish times entirely and none of the captains knew their rating handicap numbers...

A prizegiving ceremony was opened by the Collectivité de St. Barth with LouLou Magras and Alexis Andrews giving out prizes of Contrebande Rhum to all vessels. Additional prizes were a huge Lazy Bones bean bag, sculpted art by David Wegman, a magnum of Laurent Perrier champagne, a lunch for two at La Plage, painted mugs by Jenny, poster art by Jean Pierre Balagny, Carriacou Sloops coffee-table books and two huge signed posters by Aragorn Dick-Read. The Port de Gustavia plaque, which is usually set aside for first place, was presented by Harbourmaster Ernest Brin to Dan Moreland, the captain of the *Picton Castle*, whose attendance was without question the highlight of the event.

—*Continued on next page*



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A BIG thank you to Port de Gustavia, Club Unesco, Aragorn's Studio, all our sponsors and the people of St. Barth's for their generosity and support as well as



ALEXIS ANDREWS

the vessels for their attendance — especially to *New Moon*, which sailed up all the way from Carriacou. The organizers look forward to welcoming you all again in 2012.

For more information visit: www.westindiesregatta.com, www.facebook.com/westindiesregatta or twitter.com/westindregatta.

See a first-hand report of one crewmember's West Indies Regatta 2011 experience on page 13.

25 for BVI-to-Bermuda Atlantic Cup

The Atlantic Cup cruising rally set off May 1st from Tortola, British Virgin Islands in breezy conditions. The 25 yachts, ranging in length from 38 to 70 feet, embarked



on the 850-nautical mile passage to St. George's Bermuda before turning west to Hampton, Virginia and other US east coast ports. The fleet was split between yachts enjoying fun competition and those cruising in company.

This is the first year that the Atlantic Cup has been run under the umbrella of the World Cruising Club, organizers of the world's largest trans-ocean sailing event, the ARC, which crosses the Atlantic from Gran Canaria to St. Lucia every fall. The Atlantic Cup was previously organized by Steve Black of the Cruising Rally Association. Steve sailed this Atlantic Cup in his Pacer 42, *Madrugada*.

After four days of 15- to 20-knot headwinds, the fleet arrived in Bermuda and celebrated at an Awards Ceremony at the St. George's Dinghy & Sports Club, May 8th. The unseasonal weather caused a one-day delay to the awards ceremony.

Of the yachts involved in the fun competition, the overall awards went to: first, Steve Black, Pacer 42, *Madrugada*; second, Sam McKay, Hylas 54, *Brigadoon*; third, Charles Cunningham, Hylas 54, *Agua Dulce*.

In addition, a series of fun prizes were awarded, including the "First Out (almost) Last In Prize" was awarded to Richard Graver and the crew of the Hanse 400 *Susie Q* for making a racing start in Nanny Cay, but being almost last in to Bermuda.

Of the 25 yachts that started the Atlantic Cup, 18 made landfall in Bermuda and six opted to head direct for ports on the East Coast. David Craig's Stevens 47, *Aurora*, remains in Nanny Cay while repairs are carried out following her dismasting.

For more information visit www.carib1500.com.

ARC Europe Underway

A multinational fleet has sailed from the Caribbean and USA to Bermuda, ready to sail across the Atlantic west to east with ARC Europe. Seventy-seven sailors on 19 yachts flying the flags of 12 countries sailed to Bermuda, and will cruise the Azores archipelago before heading for Lagos in Portugal.

The main fleet started from Nanny Cay on Tortola, British Virgin Islands on May 5th. The second fleet started from Hampton, Virginia the next day. The two fleets rendezvoused in St. George's, Bermuda for some social time and preparations for the 1,800-nautical mile Atlantic passage to Horta on Faial in the Azores.

All but one of the ARC Europe fleet was in attendance on May 15th at the St. George's Dinghy & Sports Club in Bermuda for the Leg One prizegiving.

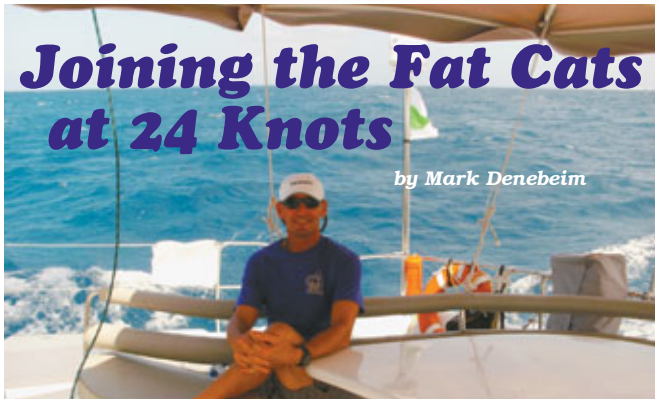


Beneteau 57 *Fred*, and Discovery 55 *Kalandia* took top honors in the competitive division, earning first place in the rally from Tortola and from Hampton. *Lady of Lorien* was second from Hampton, while *Cisa* and *Thor VI* rounded out the top three from Tortola.

The ARC Europe fleet set sail on May 18th for the Azores.

For more information visit www.worldcruising.com/arceurope.





Joining the Fat Cats at 24 Knots

by Mark Denebeim

I consider myself pretty lucky. In fact, on my boat we have a saying: "Everything always works out with Captain Mark." Heck, I'm so lucky that I'm "living the dream" — sailing a catamaran all around the Caribbean doing a charter or two and writing my ribald Caribbean memoirs (due out in late 2011).

My luck recently continued, and qualifies as an official memoir, at the 2011 Antigua Sailing Week, my fourth or fifth (they were that good!) since 1980, in more ways than one. First, I was lucky enough to enjoy the company of two young lasses for the eight-day "delivery" from the BVI to Anguilla to St. Martin to St. Barth's to Antigua in mid-April. Second, the weather cooperated every leg of the way (with no wind on the last leg). Third was running into the legendary catamaran skipper, D. Randy West on the first day I arrived. (Yes, that Randy from St. Barth's, the one who has hurricanes following him; read his Hurricane Book for details!)

Randy invited me to crew aboard *Fat Cat*, an 80-foot modified monster of an original 64-foot Morelli catamaran, for the week. Solo again aboard *Sanctuary*, my Island Spirit 37 cat, I accepted. What follows is one man's account of the 2011 Antigua Sailing Week, which ran from April 24th through 29th, from the vantage point of a sailboat going 24 knots.

While Sailing Week officials are careful not to promote or mention the Mount Gay "Red Hat" Party, this is the event that kicks off the week, this year at the Reef Gardens, two days prior to the official Saturday Welcome Party at English Harbour. Mount Gay sneaks in at other major Caribbean regattas as well — their red hat says "St. Maarten Regatta" not "Heineken" for example. The party was off-the-charts fun. The band, on a big stage, was thumping, and the well-staffed bar offered unlimited free Mount Gay drinks from 2000 to 2200 hours. Three different guys fell into me while trying to walk. The entire crew of the Girls For Sail race team got on stage and tripped all over each other!

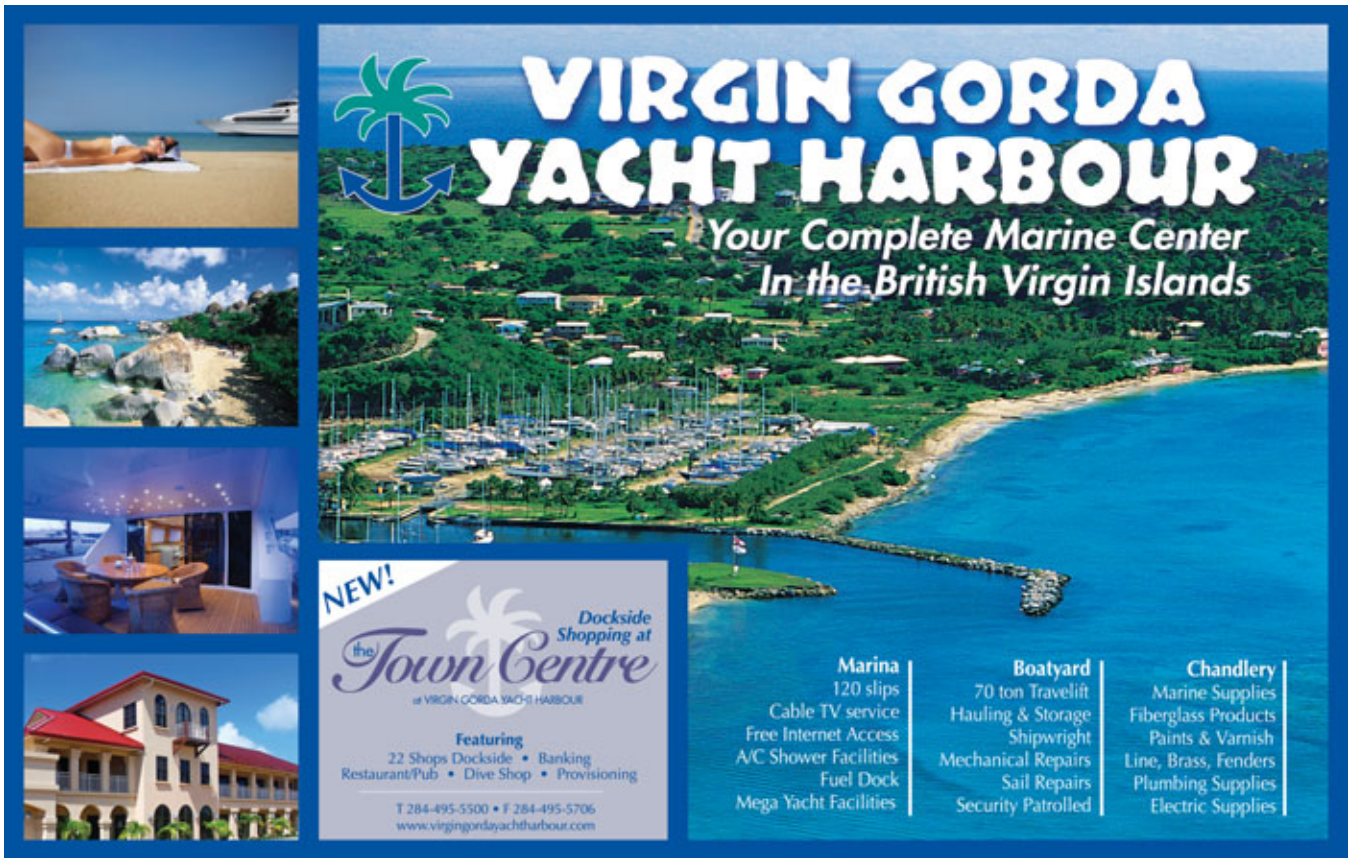
The official festivities occurred primarily at the Event "Beer" Tent in English Harbour, a pretty spot with historic architecture and a bustling dockyard, or at the Antigua Yacht Club in Cobb's Cross, Falmouth Harbor. Organizers brought back the slippery pole competition and a wet T-shirt contest for Lay Day. *Titan*, the high-tech red racer, burned at the dock on Day Two (faulty electrical?) and the Gun cats were an impressive sight, though *Fat Cat* won Multihull Class 2.

—*Continued on next page*

Left: Fat city. The author lucked into a dream crew slot for Antigua Week

Below: A winning combination — Fat Cat's *first mate Sarah, former skipper Tom and skipper Amanda*





—*Continued from previous page*

It is also worth noting that the number of participating yachts was down significantly from last year: just 95 or so, when this event usually draws 200. The Bequia Easter Regatta apparently drew away some competitors and rumor has it that the Antigua government required work permits for the professional crews, so many owners opted out. Most likely just a sign of the recessionary times: at the least, the St. Maarten Heineken Regatta in March was down 30 percent as well.

But the real story of the week was the wind. It was howling! After very little wind for the Antigua Classic Regatta two weeks prior, it showed up for Race One flirting with 15 knots. On *Fat Cat*, owned by John of Jupiter, Florida, we zipped around the course averaging ten knots and won our class by almost 20 minutes corrected.

Fat Cat has a huge fully battened main sail, a smallish self-tending jib and a large screecher. All sheets and lines lead to a central winch station via internal tunnels. She requires a crew of only seven to effectively race her.

And what a crew: with Randy calling the shots and doing some driving, Amanda, the 22-year-old blonde skipper and Sarah, her 26-year-old brunette mate — both possessing vast amounts of boat and sailing knowledge as well as keen looks — managing the crew, prepping the boat, opening the wine and making us feel welcome. Tony, Bongo and Tom, the former skipper and builder of all the boat's modifications since new in 1992, manned the winches, while I helped on the foredeck and located marks with my extrasensory vision. John drove upwind, Amanda downwind.

Race Two was a wild and near-perfect ride. The wind was in the mid-20's all day. We blasted through the start and finished the 24-mile upwind downwind triangle ahead by over 45 minutes corrected. We were back in Falmouth Harbor more than an hour and a half before any other boat from any other class joined us. Average speed was 14 knots, at least. We call this a "Mega Horizon Job". That's when we noticed the jib traveler pedestal base was separating from the deck, though it appeared cosmetic, we told ourselves.

I missed the third day of racing since I had a day charter aboard *Sanctuary*, which lasted but an hour under sail. Why? Because the wind increased to over 25 knots and the seas were an easy eight feet. An English Harbour tour and some snorkeling filled the rest of our day, while *Fat Cat* again kicked ass, achieving a top speed of 23 knots. The day included some controversy as *Fat Cat* ran over the port quarter of one of the German teams, called *See You Later*, at the windward mark going 14 knots. The screecher bridle took most of the hit, stretching almost two feet in length. *Fat Cat* won the ensuing protest but received a DSQ for violating the First Commandment — thou shall not collide.

The last two races covered two days from Falmouth to Jolly Harbour and back. The outward 22-mile course featured 25 to 30 knots of wind with top true speed of 33 knots and an apparent of 44. How did we get to 44 you may ask? Because we were cruising along at 22 knots, hitting 24 several times! The most amazing part of this story is that we flew just the full main and jib — no screecher. That's when we noticed that the jib track was separating from the pedestal on the starboard side. Turns out a couple of the long stainless bolts had rusted at the nuts and cracked off and almost all the others were loose due to rotting deck plywood.

Amanda and Tom fixed the culprits the next morning and Bongo and I engineered a mad transportation scramble from English Harbour, arriving by dinghy to the start line of the sixth and final race with but four minutes to spare. First place was in the bag so it was "Celebrity Helmsman Day" with each of us taking a turn driving. The wind had decreased slightly, blowing a steady 22 to 25 knots, while we purposely overstood marks and even raised the large stern deck umbrella. The first celebrity driver was Bongo, a local personality with a long record of Sailing Weeks, who was grinning from ear to ear while cruising along at 17 knots. That's when the main halyard chafed through at the sheave and the mainsail came crashing down onto the salon roof.



We were back in Falmouth Harbor more than an hour and a half before any other boat

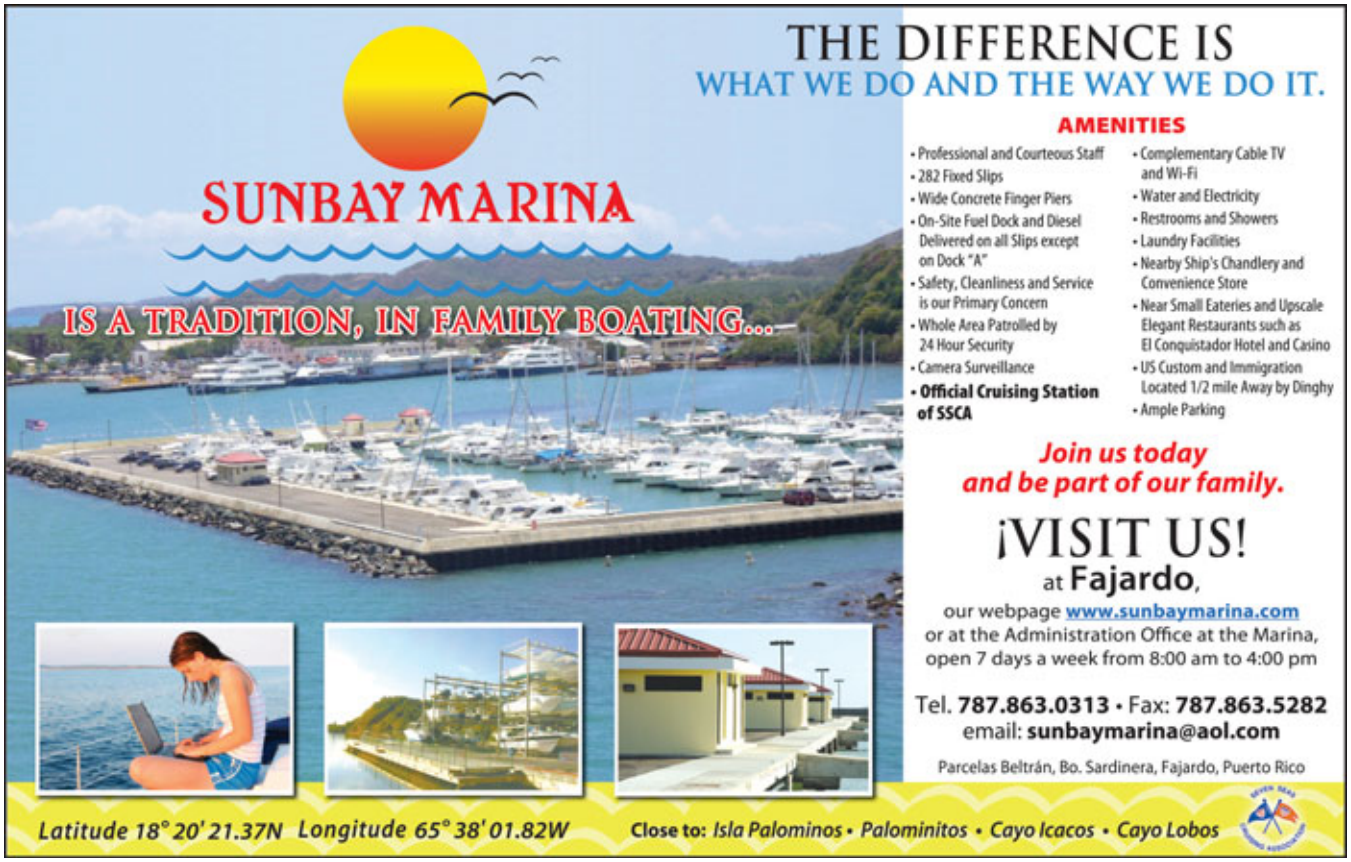
After a few minutes organizing the backup halyard, we resumed our "Victory Lap", when all of sudden, BAM, down went the main again, this time the result of the headboard pulling out. The last hour or so of the race was completed with jib alone, nonetheless maintaining a steady eight knots upwind.

The best party was the Awards Party, since we appeared on stage (twice) and had our pictures taken (they took the red hat off my head, since English Harbour Rum was the rum sponsor!). Multiple adult beverages and dinner at Abracadabra finished off the week in style with Tom, John and Randy sporting pink and green *Fat Cat* "race (s)attire".

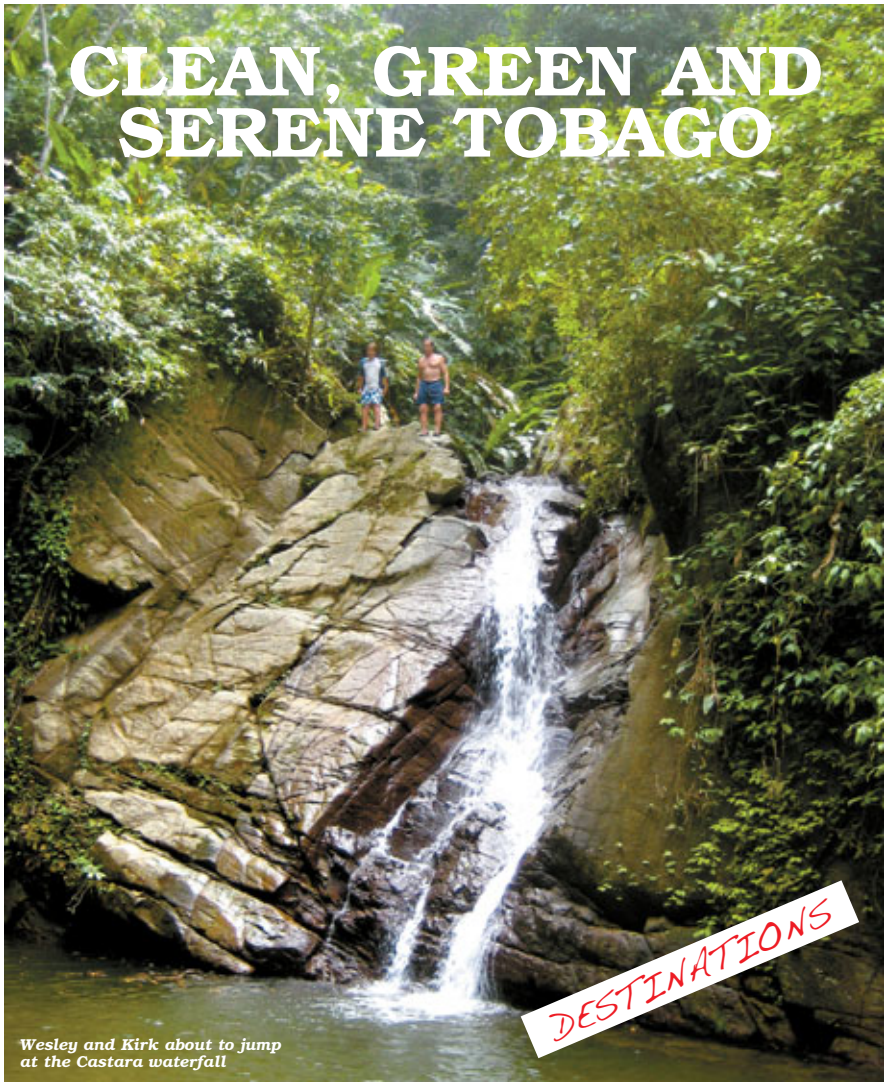
I spent the next week in Guadeloupe and Les Saintes relaxing, snorkeling and writing, and then anchored in Prince Rupert Bay, Dominica for a week. It is clear that, all in all, my luck is holding out pretty well, wouldn't you agree?

Captain Mark Denebeim offers charters and is writing articles and his memoirs aboard Sanctuary *throughout the Caribbean. For more information visit www.oceanbreezetours.com.*

See additional information on Antigua Sailing Week 2011 in this month's Regatta News, pages 14 and 15.



CLEAN, GREEN AND SERENE TOBAGO



Wesley and Kirk about to jump at the Castara waterfall

by Elizabeth Brouse

I live on board *Discovery V*, a Bowman 57-foot cutter-rigged ketch, with my husband, Kirk, and 12-year-old twins, Wesley and Claire. We sailed from Toronto 21 months ago and spent last hurricane season in Trinidad, working on boat projects, enjoying time with friends, and getting to know the many facets of Trinidad. On October 14th, 2010 we set sail for the 90-nautical mile passage to Tobago, managing to finally break away from Trinidad's rather magnetic pull (having given into temptation more than once to stay "just a few more days" to strike additional items off the list).

After seemingly endless conversations with many other sailors debating the best route to take and timing of the tides and currents, Kirk and I slipped our mooring lines at 4:00AM with the kids sound asleep. The sleek, dark shapes of dolphins kept me company at my position on the bow, looking out for unlit ships as we navigated through the commercial boat traffic of Chaguaramas. Our dolphin escort saw us safely into the Boca and by 6:00AM we were through the swirling waters and turning to follow Trinidad's rugged north coast. As the sun rose, the squalls hit and I figured it was a good time to go back to bed, leaving Captain Kirk up to weather the storms.

By mid-morning the squalls were lessening as we continued east along the shore as far as Grand Riviere then turned north to travel the remaining 24 miles to Tobago. We had learned of the strong west-setting current running in this area and had to adjust our course many times to compensate for our westward drift. About 12 miles from Tobago we left the rain behind us and motor-sailed on a close reach into Store Bay, setting anchor in time to enjoy a beautiful sunset with the dark hills of Trinidad on the horizon.

Swells tend to curve around into the bays of this island, as Tobago has no defined leeward or windward shore. After the flat seas of our anchorage in Trinidad at the TTSA, it took a day to adjust to the slight rocking motion of the boat again. The Store Bay anchorage was quite comfortable during the week we spent there but we did hear many tales of what northerly swells could do. The only swells bothering us were from the active group of jetskis and a couple of glass-bottom boats going back and forth to the Buccoo Reef.

Our dear friends Jan and David on board *Mistral* call Tobago home for a few months a year and were waiting to show us around one of their favourite islands. Store Bay, at the south end of the island, features spectacular white sandy beaches lined with palm trees and a few posh resorts. There is no dinghy dock, so be prepared to haul up on the beach and lock to a tree, or anchor and swim to shore. At the south end of the bay (near the airport) is a lovely, clean public beach and park with vendors selling local food, souvenirs, homemade soursop ice cream and cold beer. A huge umbrella-shaped almond tree provides shade from the sun and shelter from the showers. A short walk through the park towards the airport brings you to the roti and doubles stands. At the north end of the bay is Pigeon Point Heritage Park and beach with an entry fee (waived if you are going to patronize one of the bars, restaurants or gift shops).

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The morning after arrival we were off to the big city of Scarborough, on the other side of the island, to check in with Customs and Immigration. Scarborough has a fun marketplace vibe with many street vendors selling everything from sweets to ladies' lingerie. David came along to show us how to identify the route taxis (cars will flash lights or honk as they approach) to get to Scarborough and points in-between (for TT$6 or less, about US$1) and give us a hand with checking in. Almost directly across the street from Immigration was



a bar selling three beers for TT$25 (about US$4). Given Kirk's hydration philosophy, we managed to go through several rounds (it was 5 o'clock somewhere) while Claire and Wesley happily shopped for the latest pirated movies for TT$10 apiece from a stand down the street.

The delicious aroma of the soup at the table beside us stirred our appetites and soon we were lunching on "cow heel" soup from the adjacent snackette. This flavorful soup is considered "man food" and we had lots of fun with the men in the bar discussing the merits of the soup and the qualities it is rumored to imbue. Perhaps what they said was true as two ladies at the table behind me were unabashedly making eyes at my husband. One even brazenly asked if I could move my chair a bit as I was obstructing her view! Seeing that we shared impeccable taste in men, Hilda, Hattie and I made plans to meet up that Sunday night at "Sunday School" (a local jump-up with steel band music) for some dancing and limin' as I made a mental note not to leave my husband unattended!

At Bago's beach bar, located on the smaller beach at Store Bay (laundry/internet café next door) we met an interesting assortment of friendly locals and within a few days had gathered a larger group to join us for "Sunday School", which lived up to its reputation as a great party. We took route taxis up into the small village of Buccoo where the festivities take place along a stretch of road about a half-mile long, lined with a handful of bars and restaurants. The fabulous 20-member steel drum band began to play (everything from Rihanna to Mozart) around 9:00PM and didn't stop until almost midnight. There were stalls and tents set up selling food and artwork, and some for gambling. More people filtered onto the street as the night progressed and by midnight several hundred were in attendance. The DJ kicked in when the pan band finished and the dancing continued. Shortly after midnight, a truckload of Tobago's finest soldiers showed up to check out the crowd and make sure all was peaceful — and it was.

There are many fine snorkeling and dive sites in Tobago. Jan and David took us to their favourite snorkeling spot on the Buccoo Reef and were distressed at the bleaching of the coral which had occurred in the few short months since they had been there last. The coral was white and fish scarce. Later Jan showed us their underwater photos of that same spot taken in June and the change was startling. We heard pollution and a rise in water temperature might be to blame but no one seemed to have a clear explanation. Charlotteville proved to have some of the best snorkeling we experienced in Tobago.

A 20-minute taxi ride up into the hills towards the Mount Irvine Hotel will bring you to the Kimme Sculpture Museum (luisekimme.com). Luise Kimme carves and paints beautiful, larger-than-life-sized people and creatures from tree trunks and large pieces of wood. Her carvings are beautiful and it feels as if you are mingling with a crowd of majestic beings. She welcomes people into her home on Sundays from 10:00AM to 2:00PM for a small fee, to view her art and visit with her. Luise is also a dog lover and often takes in strays. The half dozen or so dogs living with her at the time of our visit basked in the attention from my kids and Luise sent us on our way with okra and fresh herbs from her garden.



Fishermen mending nets at Castara, with Discovery V *at anchor*

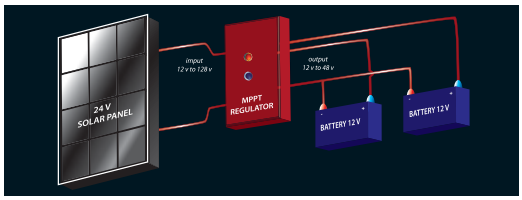
Left: No neon here yet

After a week in Store Bay we pulled up anchor and sailed to the charming little fishing village of Castara. Tobago's slogan, "Clean, Green and Serene" is exemplified here as you watch the fishermen leisurely mending their nets on the long sandy beach dotted with colourfully painted buildings. Castara must be home to some talented artists as even the shop signs are works of art. A short walk across the playing field leads to an easy flat trail to the local waterfall which features a nice deep pool perfect for the more adventurous to jump into from the rocks half way up the falls.

A unique place for lunch on the beach in Castara is "Chinies Restaurant" with its second floor deck providing an unrivaled view of the bay. The name of the restaurant is not a spelling mistake as the owner/chef's name is in fact Chinie and he does specialize in Chinese food (and obviously has a good sense of humour)! We dined on the best freshly made fried wontons and spring rolls to ever cross our lips and kept Chinie busy ordering one platter after another. A group at the table next to ours was enjoying an afternoon drink and introduced us to the Trinidadian-made fruit wine called "Vermoute" served with ice and a splash of Guinness, a perfect complement to the wontons.

—Continued on next page

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—*Continued from previous page*

A few days later we had a very boisterous sail to the north end of the island and the relatively sheltered anchorage of Man O' War Bay at Charlotteville. A friendly pod of dolphins entertained us, jumping in unison out of the waves across our bow and then slowing down to come alongside and peer up at us as if to say "Did you see that?" We anchored off the beach at the north end of the bay, joining the half dozen boats in the area.

Charlotteville does have a dock to which to tie your dinghy (stern anchor recommended) and an active fishing fleet. Wooden shacks lining the main street sell



souvenirs, rum and food. There is a small and overpriced fresh market near the dock, beside the tourism office, but the best deal and variety of fresh vegetables and fruit can be had from the van just down the street towards the fish market. There is a new and modern library across the street from Customs and Immigration, bordering the playing field. There are several places to eat in Charlotteville and our best meal by far was a lovely dinner at Sharon & Phoebe's Restaurant on the third-floor balcony looking over the town where they give the standard chicken or fish meal a great boost of finesse and flavour. Just north of the dock we had our nightly slushy or ice cream at a stand along the beach where we enjoyed meeting the owners, Clive and Glenda (who split their time between their home in Toronto where they raised their kids and lived for the past 40 years and Tobago where they grew up). Their little ice cream and slushy stand "gives them something to do" says Clive, when they come down to spend the winter months.

A pleasant hike through town and uphill brings you to Fort Cambleton, a small grassy knoll bordered by colourful flowering plants, with two cannons and a picnic table. The view of Charlotteville and the fishing boats below is marvelous. Man O' War Bay is lined with many small deserted beaches (at least one with a waterfall) and some good areas for snorkeling. We snorkeled in the waters below Fort Cambleton, but the best in my opinion was around the rock protruding from the water off the larger beach where the boats anchor on the north side of Man O' War Bay. We anchored so the rock was positioned between our boat and the beach and we could swim over from *Discovery*, enjoy the snorkeling and then hit the beach.

We took a day trip, boarding the local bus (a big one this time) to travel the 20 minutes or so to the other side of the island to visit the village of Speyside. It took just a few minutes to find someone to take us over to Little Tobago Island (we had read of the wonderful birdwatching on this uninhabited nature sanctuary). A fair price was soon negotiated (TT$80 to take six of us round trip plus a genial guide). We hiked up and down (it seemed mostly up) this rugged little island and spotted perhaps four birds in total! The scenery was beautiful and we did spot the Red Billed Tropic Birds with their dramatic long white tails. We expressed our disappointment with the lack of actual birds to our guide, who informed us that in recent years the birds had been scarce. Back on the mainland, we took solace in delicious roti at the snackette across from the school before walking up the road to have cold beer and friendly conversation with some nice folks at the Speyside Inn.



Above: Wesley, Tony and David at Bago's, Store Bay

Left: We had delicious roti at a snackette in Speyside

Below: Enjoying our nightly slushies at Charlottesville



On October 29th we hightailed it to Grenada, regretfully cutting our visit to Tobago short as the soon-to-be-named Hurricane Tomas bore down on the Windwards. We could have easily spent a couple more weeks enjoying Clean, Green and Serene Tobago as it proved to be an ideal place to take a break from the boat projects and have a vacation!

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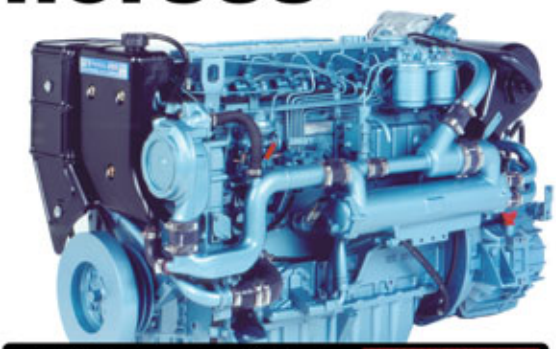
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WHY NOT SUMMER IN SURINAME?

DESTINATIONS

by Petra and Jan Willem Versol

And now for something completely different: why not visit Suriname — or even spend the hurricane season there?

Elaborating on the 'Info & Updates' item in *Caribbean Compass*'s May issue about Guyana, why not hop onward to Suriname? Guyana and Suriname share the Nickerie River, at the entrance of which you'll find Nieuw-Nickerie (6°N, 56°59'W), also called "the western capital" of Suriname. And from there it is only an overnight trip to the capital, Paramaribo (5°50'N, 55°10'W).

Suriname is located well outside the hurricane belt, at a distance of approximately 500 miles from Trinidad & Tobago. The trip directly from T&T will take four to six days, depending on wind, current (which runs against you) and luck. If you start from Barbados you will get a better angle to the wind.

Suriname's popularity among yachtsmen is growing, perhaps because it is one of the safest countries in South America AND something completely different: friendly and extremely hospitable people combined with impressive flora and wildlife. The official language is Dutch, but almost everyone speaks English; Suriname, a CARICOM member, is very much part of the Caribbean. Visas are needed for most nationalities, including the Dutch, but easily obtained once you are there. The currency is the Surinamese dollar (SRD) and ATMs are all around.

Entering the Suriname River is a piece of cake as the entrance and the whole river up to Domburg is very well buoyed. And even better, all buoys are lit. The estuary seems rather shallow and your depth sounder will sometimes show alarming figures as it picks up floating mud, but don't worry: big bauxite freighters also go in and out without running aground. Start your approach at the outer marker at low water and you can navigate upriver on one tide past Paramaribo up to Domburg, where most of the yachts are moored. Domburg is only eight miles upriver from Paramaribo, but a much safer place to anchor as there is less current.



Arriving aboard a pirogue at Galibi on the Marowijne River, near the border of French Guiana

In Domburg moorings are available at low cost, but you can also drop your anchor in six to eight metres. On the waterfront you'll find several supermarkets, an ATM, internet, pubs, little restaurants, a vegetable market — and Irene, who not only sells fruits but also takes care of your laundry. Local buses run to town from 6:00AM onwards and the last bus to Domburg leaves Paramaribo around 5:00PM.

Officials are easy on you and you are not required to start the Immigration procedures immediately upon arrival. They understand that you need time to clean up your boat before heading into town to obtain a visa (around US$40 per person) and visit Immigration with three copies of your crew list. No other costs are involved here and you are allowed to stay for three months. Clearing with Customs is not necessary; they are not interested in yachts. Your crew list, stamped by Immigration, will serve as outward-bound clearance.

Suriname gained its independence in 1975 and you will find many reminders of Holland, but the country is also very much itself as a reflection of its inhabitants. The indigenous people are Carib Amerindians and they still populate the large interior, together with "marrons", who are descendants of slaves who fought themselves to freedom in the 18th and 19th centuries. After the abolition of slavery, contract labourers were invited — Chinese, Indians and Indonesians from Java — so the current population is an interesting mix of cultures. They all have their own (religious) holidays, which are shared among the different ethnic groups. Overall, 20 languages are spoken in Suriname, but almost everyone speaks English.

Once in Suriname, you'll want to make a trip into the impressive jungle to enjoy the abundance of nature and the overwhelming hospitality and spontaneity of the people living in picturesque villages. Although tours with the bigger tour operators can be quite expensive and force you to travel in a group, you can do and see the same things on a budget and on a more private level. Touring the country is not restricted to road trips; you can do it in your own yacht. The Commewijne River is navigable for a long stretch and if you go up on the Cottica River, you can drop your anchor in the middle of a jungle near one of the many lovely marron settlements. Be polite and you will be guest of honour in their villages.

If you stay over during the hurricane season, try to arrive before the first of July: Emancipation Day should not be missed! Bring your camera, as people are dressing up for the celebration and proud to show themselves.

Before you leave, stock up in one of the huge and well-stocked supermarkets in Paramaribo. But chances are that you fell in love with Suriname and you never want to leave!

Petra and Jan Willem Versol have been cruising the Caribbean on the 40-foot ketch Witte Raaf *for five years and also have a home in Suriname. You will find lots of information on their website, www.witteraaf.info, or contact them at pjwversol@hotmail.com; they are happy to be of assistance.*

Detailed pilotage information on Suriname is available at www.cruiserlog.com/wiki/index.php?title=Suriname.

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MERIDIAN PASSAGE OF THE MOON

JUNE & JULY 2011

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

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

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

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

June

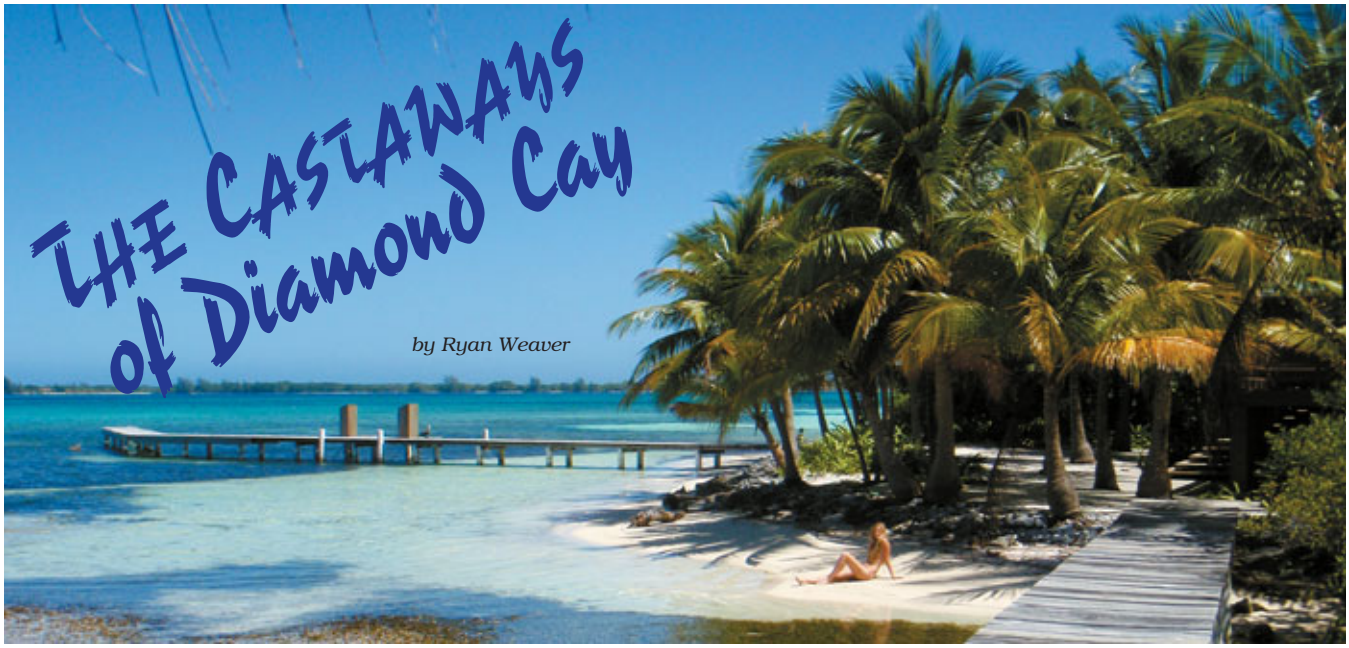
DATE	TIME
1	1137
2	1230 (new)
3	1325
4	1419
5	1511
6	1603
7	1653
8	1742
9	1832
10	1923
11	2016
12	2112
13	2210
14	2310
15	0000 (full)
16	0010
17	0117
18	0200
19	0250
20	0336
21	0420
22	0501
23	0543
24	0624
25	0706
26	0751
27	0838
28	0928
29	1021
30	1116

July

DATE	TIME
1	1211
2	1305
3	1358
4	1450
5	1540
6	1630
7	1720
8	1812
9	1906
10	2002
11	2100
12	2158
13	2255
14	2350
15	0000 (full)
16	0041
17	0129
18	0214
19	0256
20	0338
21	0419
22	0501
23	0545
24	0630
25	0719
26	0810
27	0903
28	0958
29	1053
30	1148
31	1241 (new)

The Castaways of Diamond Cay

by Ryan Weaver



Yllithia, about to make sand-angels on a paradisiacal pancake of a cayo

"Where'd you dive today?"

That's how tourists introduce themselves on Utila, third largest of the Honduras Bay Islands. Yllithia and I are certified divers but have decided we don't feel like it. When we tell people this they blink as if we've peed in their coffee. No… *scuba?* What else could there possibly be to do?

Plenty, I want to say, so long as you can see past your own nose and have an instinct for adventure equal to or greater than that of a sand fly.

Snorkeling, bicycling, hiking, kayaking — we've done all this. Also we spent a whole day drinking Flor de Caña rum.

Now we're strolling into town, because according to the Honduras Tip Book, "The best source for information about the Utila Cays is Captain Morgan's Dive Shop."

"That seem an odd juxtaposition to you?" I ask Yllithia. "No? How about Jim Beam Sky Diving, then? Or Jack Daniel's Vacation Bible School?"

"That'll do," Yllithia says.

Inside, I inform a bubbly expat named Jamie that we're looking for a map better than the one we have, which might as well be a kindergartener's crayon doodle. We want to kayak to the *cayos* and could use some sense of scale.

"Watch out," Jamie says, "the wind kicks up in the afternoon. The other day one of our boats saved a local pastor's life."

Pastor was fishing off the cays when his motor died and his boat started sinking. While bailing, the wind blasted him so far out to sea he could not swim back. In the last light he took off his shirt and twirled it over his head in the fashion of a helicopter.

"And our skipper got there *just* in time."

I walk out wishing I'd heard the pastor's next sermon. A dazzler, to be sure.

Every curio shop vends postcards, and among these is always an aerial shot of Jewel and Pigeon Cays, off Utila's west end. They lie close together and are linked by a thick concrete footbridge. On these few acres lie five churches, one school, and the densely packed accommodations of a thousand people.

The postcard doesn't try to sell these cayos as paradise so much as a mystery. They rattle us when we see them in the flesh at last. It's too early in the morning for mystery. A quiet paradisiacal pancake of a cayo is what we want.

Fortunately Diamond Cay intercepts us, first in the chain. I'm pleased by the sight of tall trees and green grass. Also by the abandoned concrete foundation, monument to failed ambitions.

Kayak nose skids upon beach. Three children paddle toward us from farther out. They appear wild — almost feral. Half shark and half panther, with a few drops of Mayan blood sprinkled atop the cocktail like bitters.

A young woman lounges in the shade with a toddler on her lap. She introduces herself as Marta and tries to flatter Yllithia by going on and on about her beauty, but Yllithia doesn't speak Spanish. The children are ashore now, and the girls are pointing and saying "Barbie". Yllithia understands *that*, all right, and proves it with a tomato-faced blush.

An old fisherman comes wandering toward the beach from among the trees and invites me to stroll with him. "Marta lives here with those four children," he whispers. "Under that boat."

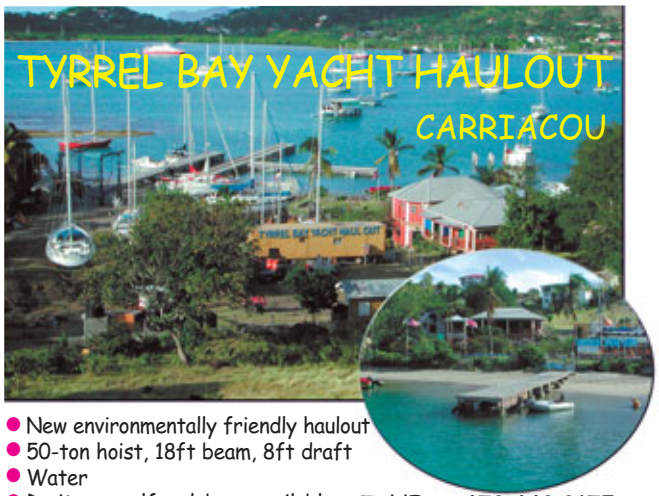
Corrugated metal propped against the side adds a few square feet of shelter. Inside nothing but blankets on dirt.

Now *my* face makes like a tomato. Flashbacks to when I asked Marta if she lived here. Si, she said, and I let out a long whistle and smiled like a horse, yammering on about how jealous I was of their candle-lit evenings spent under the stars.

The fisherman whispers that the children lack basic staples. Is there no man? I ask. The boy's father was murdered by a gang on the mainland, and the girls' father has been away a long time. Where? I ask. The fisherman shrugs his shoulders.

—Continued on next page

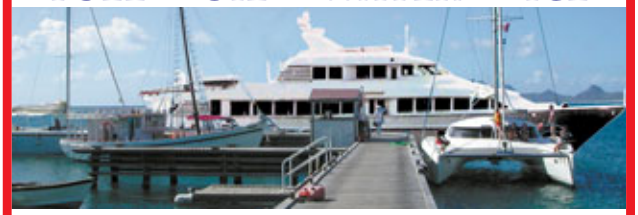
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—*Continued on next page*

There are many cayos to visit before the wind spanks us like naughty children, I say, and we shove off with promises to return. On the open water I tell Yllithia the family predicament and she clutches at her heart and swoons about.

"We'll go back," she says, "with a mountain of food."

Still in no mood for the metropolized cayos, we blow past them. Next up is Jack



The author checks out the pagoda on Morgan Cay

Neil Cay, a private islet with a yellow house in the middle. At present nobody appears to be there, which is all the invitation I require.

Señor Jack Neil has made a heavy investment in ambiance. A dozen baby palms hunker in wooden casings, thereby protected from the vicious afternoon wind while their roots seek purchase. One day they will become stunning mood-setters.

Morgan Cay, another rental islet, is bigger. It features a sprawling brown house wedged between big shade trees and two docks: one for boats and the other for people, as evidenced by the pagoda. The place renders us giddy. Yllithia makes sand-angels. I perform a backflip off the boat dock into two inches of water and almost blow out both my knees. We kiss. I rip four coconuts asunder. Energy well spent.

Water Cay, when we circle back to it, is heavily laden with pasty tourists. Advertised on Utila as paradise for picnickers and overnight tent campers, pretty much anyone with a boat will take you to Water Cay for the right price.

We beach the kayak and walk about 12 steps, in opposite directions, when I look back and see that Yllithia has been intercepted by a shiny black man. I leave them be a while. Perhaps they will find much in common, become pen pals, meringue partners. Eventually I stroll over. He wants a maintenance fee and points to the sign:

WELCOME TO WATER CAY
NO SPEARFISHING
NO COCONUTPICKING
NO LITTERING
MAINTENANCE FEE LPS 50 P/P
THANK YOU

This is a fantastic racket, I think. Legitimate or not, this guy makes a killing. Burn some leaves, lounge on a stump, look out for tourists, collect. I'm about to tell him I'd much prefer Water Cay carpeted with colorful leaves to bald dirt and rake marks — a.k.a. maintenance — when he slaps me on the shoulder and says to forget about it this time.

One end of the island pours itself out into a sandbar. Over this, two opposing currents splash up and clap. We go there to enjoy the rare phenomenon of Nature applauding itself, but overhead Marta and her brood loom like ethereal thunderheads.

Time to get those groceries. We paddle near two geezers sunning themselves on a flank of Jewel Cay. Around them lay hundreds of skinned fish corpses draped over ropes.

"Is there a mercado on these islands?" I ask.

"Sure," one of them answers, "but it's closed."

Still in no mood for mystery, we paddle back to Diamond Cay. The whole herd awaits us, although the fisherman has been replaced by Marta's younger brother Mateo.

Marta and the girls take turns digging their fingers into a tub of peanut butter, which causes Yllithia to clutch at her heart again. Meanwhile Mateo goes on and on in what can only loosely and with great imagination be called English. He asks if I am Cristiano and I say Sí, Luterano. A lengthy discussion ensues as to whether a Lutheran is a Christian. In the end I tell them it's like being a Catholic minus the saints and five-hour services.

Mateo is disappointed — oh how he itches to spread the word! But why not preach a bit anyway for good measure? He excuses himself and returns with a bible that looks chewed upon by rats, which reminds me of something my old karate sensei used to say: The uglier your belt the better — it shows you practice.

Mateo opens the bible and reads a few versus about Jesus weeping over Lazarus. Suddenly seized by inspiration (perhaps divine) Mateo assumes a conquistador pose and screams "*LÁZARO, GO!*"

Our ears ringing, the children whimpering like kicked dogs, Mateo comes back to earth and decides to summarize the bible for me in case Lutherans have missed the point:

"It goot to be cristian becau Jesus is cruci-five por all."

Presently Yllithia gives the children a coconut. I found a pile of them looking like manna rained down straight from heaven, I explain. But Mateo rebukes me. Coconuts are worth five lemps each and therefore coconut picking is a crime. I'm not exactly trembling at the prospect of litigation, however, and urge someone to open the coconut.

Mateo pulls a foot-long butcher's knife from somewhere on his person and begins crunching out a little hole. I consider this a most alarming magic trick. The kids take turns sucking out the sweet water. Everyone laughs when the toddler gets soaked.



At Diamond Cay, three children paddle toward us...

Mateo invites me on a hike across the island. It should take about 30 seconds, by my calculations, so I agree. He wants to make me a present of his *cama*. I couldn't have heard that right. But yes, I did, he wants to give me his bed.

—*Continued on page 44*

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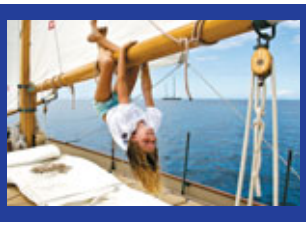
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On Board for Antigua Classics!



by Steve Manley

Above right: Boom vang: Megan Bower hangs out on Heron, *waiting for the breeze to fill in for Race Four*
Above left: Petal to the metal. Such details helped Rebecca *win the Concours d'Elegance in her class*



Neck-and-neck with Juno, Heron *drives for the upwind mark as Megan Bower prepares to lower the fisherman*



Below: Latifa *is usually singlehanded by her owner, Mario Pirri*

ALL PHOTOS: STEVE MANLEY



Charlie Freeman, who cruises on Kamaloha, *became essential crew aboard* Rebecca of Vineyard Haven

We start making forays onto the docks days before the April 14th start of the regatta. There's a sea of varnish. It's tough to know if the slick on the dock is just the pre-regatta drizzle, or drool. Here, it's okay to covet. You can't help it.

From sweet little Carriacou sloops (seven this year, with the addition of the just-launched 32-footer *New Moon*), to *Elena*, belle of the ball — the heart-stopping replica of Nat Herreshoff's 1910 136-foot racing schooner, whose total downwind sail area is 19,375 square feet; upwind, merely 12,700.

In this corner, at 95 feet, from Sao Paulo, Brazil, the dazzling, spare-no-expense, lovingly-restored-to-perfection Herreshoff-designed *Atrevida*. Nearby, we swoon over *Latifa*, a 70-foot 1936 William Fife yawl, single-handed from Italy by her owner and winner of her class in the Concours d'Elegance, the pre-race competition that recognizes the love and attention poured into these classic designs.

And sleek black *Marie*, 180 feet long, with a bow so fine you could cut yourself, and gleaming rod rigging you couldn't reach a palm around. Under sail, her multi-storey black chute sports a giant red M. For magnificent.

The classics share fender-room-only dock space with luxurious megas and support yachts. Like they're there to provide scale. As if the towering J-Boats, *Velsheda* and *Ranger* — whose own 150-plus-foot masts puncture low-flying clouds — aren't enough. Watch over Falmouth Harbour at night, there are as many aircraft lights at the mastheads as anchor lights.

Swarming over the 68-boat fleet is an entire beehive of owners, crew, families and local workers out varnishing, sanding, varnishing, polishing, varnishing. (We don't covet the maintenance part, but we're in awe of that, too — and even more so of the owners who do the upkeep themselves, without hired help.) The VHF is filled with cries for "Chippy, Chippy, Chippy," one of Antigua's custom woodworking shops. Another regular VHF call is for laundry service, although we notice that 100-foot Italian speedster *Gaia* sports a full-size washer and drier in her lazarette.) Even under this year's often-variable skies, the yachts (and crew shirts) gleamed.

This is a most gentlemanly regatta: Leave your testosterone behind, or save it for Sailing Week, which follows immediately on its heels. You don't compete against, you compete with. You applaud your rivals. You may want to trounce your competition, but you do it nicely.

But if Classic-gawking is great, participation is even better.

Hunter from the cruising boat *Arctic Tern* arrived early, and approached Alexis Andrews, the owner of the Antigua-based Carriacou sloop *Genesis* with an offer to help with maintenance chores. Next thing you know, he's paintingthe deck, up a chair sanding the mast — and given a slot as foredeck crew.

Don on *Asseance* found a crew spot on *Guiding Light*, even getting to steer a few legs. Charlie on *Kamaloha*, a self-professed schooner junkie, met the owners of *Rebecca of Vineyard Haven* a few harbours back and volunteered (and was graciously accepted) as crew. *Rebecca of Vineyard Haven* is owned by Brian and Pamela Malcolm. She's a Nat Benjamin design built in Martha's Vineyard in 2001, and the subject of two books.

Ultimate participation by a cruiser, however, went to Susie Standhope, who raced her own yacht, the 56-foot *Spirited Lady of Fowey* (and won her class's Concours d'Elegance).

And from the yachtie tradition of always-happy-to-lend-a-hand, crews from *Beach House, Asseance, Farhaven, Idunno, Dolce Vita* and more were seen sporting the stylish blue volunteer shirts provided by the Antigua Yacht Club.

Me? I signed up as a photographer. In the first race, the Single-Handed, I sailed aboard the legendary, Olin Stephens-designed 1934 54-foot yawl *Stormy Weather*. Which, appropriately, was indeed sailed in stormy weather. (Remember, I only took the photos.) Impressively handled by her full-time skipper, Tarquin Place, from Tasmania (he's also the boat's chef!), *Stormy Weather* placed third. She then went on to win her class in the crewed series.

For the next four races, I alternated between *Rebecca of Vineyard Haven* and *Heron*, both schooners, and competing with each other. Splitting the competition, but also my duties, between snapping the action and being active crew.

Heron — a 52-foot 1928 John Alden design — was family-built in Camden, Maine, in 2003 by her owners, Nigel "Twig" Bower and Bonnie Schmidt. During the winter months, with their two young daughters, Elissa and Megan, home-schooling aboard, they run day charters out of Maho Bay, USVI; from Rockport, Maine in the summer. (This fall, watch for *Heron* in Johnny Depp's new movie, The Rum Diaries.)

Antigua Classics' main sponsor, Panerai (watchmaker-to-the-wealthy), does the whole thing in classic style, setting the party line with complimentary espresso and croissants in the pre-race morning; post race: free, and free-flowing prosecco, wine and beer, and canapés, with the day's helicopter-shot highlight reel flowing in the background. Other race-evening events, such as the Maine-sponsored lobster night (free drinks and lobster bisque) follow suit.

Shortly after the awards ceremony, the final gun for Classics is sounded by the not-to-be-missed Mount Gay Red Hat Party (which you've prepped for by not missing all the other Mount Gay parties). If you'll part with it, a Mount Gay Antigua Classics Regatta red hat commands a premium on e-Bay.

Even if you limit your participation to the parties and the boat gawking, you're likely to leave Antigua after Classics planning your return next year…

Steve Manley and Ann Vanderhoof cruise the Caribbean aboard Receta.

— See more images on next page

—Continued from previous page

On Board for Antigua Classics!

Photos by Steve Manley



Above: A shutterbug's dreamboat: Kate, *a 1906 gaff-rigged 12-meter yawl, here in the Single-Handed race, later placed second in her class*



The Dutch-built super ketch Marie *slices her way downwind*



Right: Elena *struts her upwind stuff — all 12,700 square feet of it*



The 1923 Atrevida *was saved from a trip to the scrapyard, restored to perfection, and sailed from Brazil for her first Classic Regatta*

Through the Eye(brow)s of a Raceboat Sailor

by Sandy Mair

Those of you who know me and my little raceboat, *Streaker*, will wonder what I am doing writing about the Classic Regatta. Well, measuring duties (I am the Antigua CSA measurer) being fairly light this year, I finally had time to get involved with Classics, organized as usual under the auspices of AYC and the beady eye of Captain Kenny Coombs — long keels, gaff rigs and lots of masts being *de rigueur* for the event — with of course a few "Spirit of Tradition" (another name for hot racers) thrown into the mix.

A record entry turned up this year — 60 beautiful old girls ready to do battle from April 14th through 19th. The event started on the Thursday with both the single-handed race and the Concours D'Elegance.



LEE SMITH

Just bobbin' along! 'The crew have fun, even if the sailing is not very fast'

Eighteen boats turned out for the 12-mile single-handed race, which was won by *Springtide* with Ollie Greensmith at the helm in the under 45-foot class and by *Libertine*, steered by Don Ward, in the over 45-foot class. (The largest was the 109-foot staysail schooner, *Kairos*. Isn't it great to see these big boats sailed by just one person when it takes six gorillas to keep my little 30-footer upright? I thought modern yacht design was meant to have progressed!)

The 21 entrants for the Concours D'Elegance dressed up in all their finery and strutted their stuff at Carlo's marina dock for the judges. They all looked fantastic, but finally winners had to emerge. The overall winner was the Marconi yawl *Latifa*. The topsail schooner *Elena* won her division, as did the beautifully restored S&S yawl *Stormy Weather*. When I last saw (and sailed on and also raced against) "*Stormy*" as she is universally known, she was raced HARD all over the Caribbean by Paul Adamthwaite and her years were showing. It is great to see her back in our waters after an extensive refit in Italy, now looking just like a young lass again — and still FAST. It is no surprise that this Olin Stephens-designed boat won everything — Fastnet, transatlantic, buoy racing — in 1935/36 and is still winning today. A thoroughbred is a thoroughbred is a thoroughbred in anyone's language.

The regatta proper started on the Friday with Windguru being decidedly pessimistic and forecasting one knot of breeze. However, the breeze filled in to about ten to 12 knots, so everyone got around the 20-mile Old Road course to finish. I found myself on *New Moon*, a newly built 32-foot Carriacou sloop and the prettiest of a class of seven of these tough little sloops — most of them still actively being used as workboats. We got a great start, first over the line, but we were soon overtaken by Andrew Robinson's heavily modified and hotted-up *Summer Cloud* and Eli Fuller's *Zemi* who both sailed around the mostly reaching course faster than some regular CSA boats, and who were only separated at the end by 14 seconds on corrected time.

One advantage of being in a slow boat and starting first (the reverse from us "serious" regatta guys) is you get a chance to see all the big glamour boats as they whiz by you. But being squeezed out at the windward mark by the 136-foot *Ranger* to port and the 139-foot *Rebecca* to starboard was quite a sight. The wind just disappeared as these behemoths — loaded up with rock-star professional crew — flew past us at 14 knots. But *Ranger*, the re-built J Boat, got her comeuppance from the original J *Velsheda*, which seems to be the faster of the two. What a pity she never got a chance to challenge for the 'Cup' in the Thirties. Current America's Cup crews and skippers still drive these beautiful old boats, now all with huge modern rigs and sails. I wonder what Sir Tom and Cap'n Nat would have made of today's materials.

In the other classes, Carlo Falcone's Fife, *Mariella*, the beautiful schooner *Elena*, *Juno*, *Lone Fox*, *Orlando*, *Sunshine*, *Iris J*, *Gaia*, *Libertine*, *Bolero*, *Stormy Weather*, and *La Sirene* were all winners. Wow, I wish there were as many classes in the regattas I usually go to — I might even get on the podium.

Day Two dawned with a zephyr of breeze but even that died to almost zero as morning became afternoon and these beautiful old boats slowly drifted around a shortened Butterfly course of approximately 12 miles. I was given a day off and was very pleased not to be out there. *Ranger* beat *Velsheda* in the Js to square the series and *Zemi* beat *Summer Cloud* in the Carriacou Sloops. In most other classes, the results were pretty similar to Day One, the 'modern' 6-metre *Biwi Magic* coming first in Classics B. A few brows were raised to see this boat in the regatta, but it was concluded that skipper/owner Geoffrey Pidduck was a classic in his own right, so that would do!

Saturday night is always the music evening: anyone can turn up and jam for the crowd. And what talent there is amongst the Classics; Quequeg John on the clarinet hit those notes. Out came my dancing shoes — and of course the dance troupers led by Commodore Elizabeth Jordan and the "Commodorables" — for the best party on the Antigua Yacht Club lawn for many a time.

On Day Three, I always sail with *Old Bob* — named not after the skipper but an obscure London beer. The crew's bright red T-shirts and chant "Old Bob, Old Bob, Old Bob" can be seen and heard for miles around the racecourse. *Old Bob* must be about the heaviest boat for her size ever built. She's good solid concrete (which of course gladdened my heart as a civil engineer). I must say the crew have fun, even if the sailing is not very fast. So last place but who cares — for the Parade of Sail in English Harbour follows this race, and who on earth is that pink-attired figurehead on the bowsprit? Me? Don't believe it. But the cheers for *Old Bob* confirmed her status as a star of the regatta.

The race started in light winds but it filled in to a great 12- to 18-knot breeze and everyone finished the 24-mile reciprocal Cannon course. And of course the usual suspects all made the results.

Monday dawned with NO wind for the fourth and final race. These beautiful old girls just drifted around until the race was abandoned and everyone went home for a well-deserved beer. What a shame, as there were some scores to be settled — but alas it could not happen.

So, the 1957 Robert Clark-designed ketch *Lone Fox* was the overall winner of the regatta with three solid bullets in her class. She was awarded the Panerai Trophy and a special edition Panerai Radiomir Black Seal Timepiece for the boat with the best corrected time. *Velsheda* beat *Ranger* two to one with only 47 seconds separating them in overall elapsed time after 60 miles of racing. The 1949 S&S yawl *Bolero* was a clear winner in her division. The Rhodes-designed sloop *Sunshine* won first place for Classic GRP Class. *Zemi* beat the *Summer Cloud*. *Iris J* finally triumphed over *Biwi Magic*. *Old Bob* didn't feature at all. But who cares? Most people got a prize of some sort and all had a great time.

Surely the Antigua Classic Yacht Regatta is now established as one of the 'must-do' events in the world sailing calendar. I'll see you there next year, that's for sure.

For full results visit www.antiguaclassics.com.



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The Best of the Fests: CARRIACOU MAROON

by Laura Smith

If you're heading toward 12 degrees North for pleasure, a haul-out, or to duck in for hurricane season, one "must stop" is the unique Grenadian island of Carriacou. Carriacou is situated between sister islands Grenada and Petite Martinique. It forms the lower portion of the Grenadines and has numerous other islands visible from its shores. It's hard to get a bad view here. A small island of about 13 square miles with a population of five to seven thousand, it famously has one gas station and approximately 150 rum shops. The "kayaks" could also easily be the friendliest people on the planet.

I was fortunate enough to attend the second annual Carriacou Maroon Music & String Band Music Festival this past April 29th through May 1st. This fun-filled three-day event hosted by the Grenadian Board of Tourism is shared among four different and scenic locales on the island, always accompanied by great food, music and entertainment.

Ask six different people what "maroon" means and you will get six different answers. The dictionary definition is *Noun - A fugitive slave in the West Indies; A brownish claret colour - vt To land and leave a deserted island.* My favourite answer is by a resident of the village of Windward, Mrs. Mina McLaren (age 94): "Mommy put out a plate for the dead". Armed with this information I caught a bus to the lovely village of Mount Pleasant, paid the kind driver EC$3.50, and entered Day One of the festivities.

Each year a different village hosts the "Village Maroon". What happened over the next few hours was magical. I was easily led to a very long table bountifully laden with large steaming pans filled with delicious smoked food. The term "smoked food" may need a little clarification: here it means cooked outside, over a fire in large pots. The same lovely ladies that are serving up generous portions rose early to prepare and cook the traditional Maroon meal. With zeal I took my heavy plate under the starry West Indies sky and began to overeat.

First there was steamed basmati rice and my favourite coo-coo (a cornmeal mush), both rolled into the same egg-like shape. Next were succulent and well-seasoned stewed beef, mutton, chicken, potatoes and plantain. After the food bliss I strolled over to the bar tent for a beverage and to my utter delight the bartender (whose real job is Immigration officer) declined my payment. This year the friendly folks of Mount Pleasant rolled out their goodness in hospitality and served hundreds of meals to guests and locals for free. This cultural custom that has been celebrated for more than 300 years is about sharing with family and friends past and present. The vibes were good despite the heavy rain, and the String Bands and Big Drumming played well into the night at the Mount Pleasant Primary School.

On the Saturday morning from 10:00AM to 2:00PM the capital city of Hillsborough came alive for "Strings in de City". The music was centrally located at the Jupa near the entrance to the main jetty and across from the attractive Board of Tourism building. This is also an excellent time to browse the many shops, take in the museum, do some provisioning, grab a seaside lunch, and check out the new vegetable market area near the bus terminal. All this and you will still have some time left for a quick island tour by bus or taxi. At this point I suggest a beach nap to gear up for the main event on Saturday evening: "The Cradle of Culture" at the Bel Air Heritage Park.



Traditional dancing was just one highlight

The Grenada Board of Tourism, in Grenadian fashion, spared no expense to roll out a variety of performances by more than a dozen groups in total from all over the Caribbean for the theatrical stage version of Maroon. Produced and directed by the talented Ricardo Keens-Douglas, this was one rocking party that included Big Drum, string bands, dancing, singing, extravagant costumes, great food and drink, arts and crafts by local crafters, and Shakespeare Mas. To my knowledge this was the 2011 line-up: CCO Big Drum Group, Carriacou Folk Life Institute, Big Drum Carriacou, Tobago United Traditional folk dancers, the Zenaida Dancers of St. Lucia, the Lapo Kabwit Drummers of St. Lucia, the Tivoli Drummers of Grenada, WHIM (a youth group) from Tobago, and the Union Island Youth Group. They all were fantastic.

The park opened at 5:00PM and the show kicked off at 8:00PM and lasted till 2:00AM. Chance of rain: 100 percent.

The Sunday, May Day, was the perfect lay-day under clear skies for The Kings of Strings on spectacular Paradise Beach from 3:00PM until 10:00PM. My face actually hurt from smiling after this incredible beach lime. You know the drill — more music, food and good times. We rocked the beach with local Zhaka Zulu's acrobatic bottle dance, the Central Serenaders, Bayside Boys, Men from The Mainland, Ghetto Youths, Brother Resistance of Trinidad, a revisit from the incredible Tivoli Drummers and — returning for the second year from Tortola — headliner Lashing Dogs left us wanting one more encore.

There is a new message of definition for the word "maroon": run away to Carriacou for the Maroon & String Band Music Festival in 2012 — you won't regret it.

More Facts:

• This year's entrance fees: for Cradle of Culture EC$30, for King of Strings EC$25, or you could buy a pass for the two days for EC$50.

• Since the inception of The Sandy Island Oyster Bed Marine Park (SIOBMPA) you can no longer anchor at Sandy Island (unless an emergency). Moorings are available for EC$25.00 per night.

• The SIOBMPA rangers have it on good authority that moorings will be added in L'Esterre Bay in the near future for easier access to Paradise Beach and local businesses there.

• How to give back to Carriacou:

Camp Kayak is a creative arts summer camp for the local children: www.campkayak.org.

The Carriacou Children's Educational Fund provides supplies and scholarships to local students. Contact boatmillie@gmail.com.

For more information on the Carriacou Maroon & String Band Music Festival visit www.carriacoumaroon.com or www.facebook.com/discovergrenada.

Hiking To Trinidad's Highest Waterfall

by Arlene Walrond

Last August, at the height of the rainy season, I had the pleasure of hiking to the Maracas Falls in the northern range in Trinidad. I must point out that the rainy season is not the safest time to visit, but unfortunately that's the only time the falls can really be appreciated. The trail is narrow and precipitous for part of the way, and the stony terrain is wet and slippery. One false step and you could find yourself falling through space to an uncertain depth to the forest floor. Or if you're lucky, you might get caught in the brush on the side of the mountain, or in the branches of the tall, ancient trees. Either predicament could be dangerous if your party does not include a trained guide.

Our party (members of my church congregation) consisted of 25 people ranging in ages from five to 55. We gathered at the fly-over in Gasparillo, where the hired maxi taxi arrived at 8:00AM to take us to our destination. It was a public holiday so traffic was light on the highway. Within half an hour we were miles away, just east of Port of Spain, our present capital city, at the entrance to St. Joseph, the first capital of Trinidad.

St. Joseph is a picturesque town that still boasts a lot of old colonial buildings and is the gateway to the Maracas Valley. (Unfortunately, our driver sped through the town so there were no photo opportunities.) Another half hour along and we made rendezvous with our two guides midway into the Maracas Valley. From there we followed their car, at a much slower pace, to the foot of the highest mountain in the northern range, known as El Cerro del Aripo. Our mission was not to attain the summit but rather we were headed for the Maracas Falls, the highest waterfall in Trinidad.

We disembarked about half a mile from the trail because the driver claimed that the road was so narrow that he would experience difficulty turning his vehicle. As it turned out he was wrong, but we had no choice but to walk since he'd already left, scheduled to return for us at three. At that point everyone painted all exposed skin with mosquito repellant (a little prematurely, for we had no idea how far we had to go still to get to the trail). The sky was overcast but it was hot and the road was steep so that several times the older folks had to stop and rest while the young people raced ahead. It was fun though: someone suggested it would be easier if we walked backwards. I don't know if it helped but the crazy scheme generated a lot of laughter.

By the time we reached the trailhead my lungs were under pressure. Luckily as soon as we hit the trail, the temperature was noticeably cooler. At the beginning, the trail is wide; farther along there's a dilapidated picnic area (I hope it's been restored by now) and there's a huge billboard with information declaring the mountain a wildlife sanctuary since 1935. We heard the cries of many animals in the surrounding trees but none made themselves visible for our benefit. I did see an unusual looking creature, though. It was bright blue and appeared to be a butterfly with a wingspan of about five inches, but then the wings closed and it looked like an old brown wrinkly leaf. I have never seen or heard of anything like it before.



Maracas Falls drops nearly 300 feet into pools

The climb was gruelling but fun, and we finally made it to our destination. There is not much in terms of facilities. An old wooden shed provided the women with a little privacy to change into bathing clothes (no bikinis on this trip!).

Despite the chilly atmosphere (the cold spray from the falls could be felt at least 20 feet away) almost everyone headed for the water. I had planned just to wade in one of the pools for a little while but the cascading water proved irresistible. I howled as the water hammered my body. After the initial shock, however, it wasn't so bad. Also the sun, somewhat reluctantly, was making an appearance.

The next two hours passed quickly, as it always does when you're having fun. Unwillingly we abandoned our natural Jacuzzis to have lunch, which was a happy affair with everyone sharing and tasting each other's food. Several huge stones served as tables and seats.

The rest of the time was spent exploring and taking photos. The fall is so high — approximately 298 feet — it was impossible for me to capture in one shot. Several smaller parties came and left while we were there, including a European family of four with a baby in a stroller. I wondered how they made it on the treacherous slope with that thing when I had so much difficulty! My question was answered a minute later when the older child, about three years old, headed straight for the pool with the ease of familiarity. I asked if they had been there before and the father said yes.

All too soon it was time to leave. The area surrounding the base of the fall is akin to a large amphitheatre enclosed by vertical rock walls. Imagine our surprise, when we climbed out to go change our clothes in the aforementioned wooden shed, to see a party of about a dozen people using the shed to have a cookout. We invented ways to hide our nakedness with towels as we changed.

Next, our garbage was collected and bagged, the guides made a head count, one took the lead and the other brought up the rear. The descent was less tiresome and more sure-footed, and within an hour we were out on the road once more.

I wanted some history (not the stuff of history books) of the area but the only residents that I saw were some young men who didn't do much to enlighten me except to say there's a shortcut across the mountain to Maracas Beach. At the end of the day the voice of our party was of one accord — we had fun!

Visitors to Trinidad aboard yachts can ask at one of the marinas about arranging a guide and transportation for this trip. A guide that the author recommends is Dwight Huggins, tel (868) 743-7056.

Trinidadian writer Arlene Walrond crews aboard a charter yacht. Her work has recently been published in the anthology Across The Caribbean.



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Cruising Equipment:

CHANGES AND CHALLENGES

by Frank Virgintino

IN years past, preparing to go cruising involved work in a number of areas. We took courses in Coastwise and Celestial Navigation. (This was before GPS, for those of you who are too young to remember.) We plotted on paper charts using a parallel ruler and kept our positions through Dead Reckoning. We were very careful to compute into our calculations factors such as set and drift of the vessel as well as compass and helmsman error. If we were fortunate we had a fathometer. There was little else to help us know our position and the good navigator was always respected among the crew.



We also had to prepare for bad weather, as weather forecasting was at best a good guess and at worst having to deal with storm conditions. As a result we learned how to run off in front of a storm or to lie ahull**.** We read about how one could pour oil down the head to calm breaking seas (today this method is not considered environmentally correct). We read stories of famous sailors who pitchpoled and broached in heavy seas. We spent serious time preparing for the worst and hoping for the best.

Our preparations also included preparing the ship's larder. Many boats had only iceboxes. There was discussion of how to maintain canned goods, including how to remove the paper labels from the cans and mark the cans with indelible marker as to contents. We learned how to buy non-refrigerated eggs, how to Vaseline them and how to rotate them. How to keep onions and other vegetables stored so as to extend their life.

How to conserve energy was another important area, as most boats had just a few batteries and a small alternator to keep them charged. As a result many boats used kerosene lighting. Many cooked with kerosene or alcohol stoves.

Most boats did not carry large anchors as they did not have anchor windlasses and therefore the art of anchoring was very carefully studied and great pains went into setting one's anchor.

When we arrived at our destination, life was pretty simple and in most places we were received warmly. Anchorages were readily available and local foodstuffs were inexpensive. While we were anchored we rested, read and dreamt of all the things that could make our life better. Better sails, easier sail handling, refrigeration, anchor windlasses, easier navigation, more AC and DC power to support our lifestyles... and the list went on. When we finished dreaming, we jumped into the water and took our bath in salt water and then rinsed off with water from our modest and carefully monitored fresh water supply.

From boatshow to boatshow and monthly magazine to monthly magazine, as the months and years passed, the number of innovations for sailors grew at a mind-boggling pace, restricted only by the size of one's wallet. Electronic navigation, high-output alternators with large deep-cell batteries, solar panels, windvanes, refrigeration, satellite communication systems, weather forecasting that had a basis in reality supported by simple methods of access, watermakers, laptops, etcetera. Today when a cruising boat makes for a destination, many have chart plotters and radar as well as AIS. Add to this list a grouping of gauges that can measure the conditions around us (wind speed, speed through the water, wind direction, etcetera) and we have a cockpit that has become largely electronic. We no longer have to "feel" the wind on our face or try to note the current; we simply let our machines do the work. Ditto for making water, getting weather forecasts, charging our batteries, inverting them for AC electric and so forth. As a result, when we arrive at a destination, after we anchor (more likely pick up a mooring as anchorage areas have become more and more limited), we spend time reviewing the equipment on the boat that does not work to see if we can find a reasonable solution.

Changes in the cruising lifestyle determine where we invest our time. We no longer learn celestial navigation, for example; we let machines do the work. As a result, we spend time reviewing the equipment on the boat that does not work

These changes in the cruising lifestyle determine where we invest our time — and thus ourselves. Whereas before we spent time meeting the locals, we now put ever more time into finding the local mechanic or electronic maven. Before you conclude that I am writing against all of the equipment that we have become accustomed to, consider that it is not the equipment that I am commenting on but rather the changes that the equipment has imparted to our cruising lifestyles, both positive and negative. There is no doubt that we get there quicker (better course plotting) and that we get there safer (better weather forecasting), and that we are more comfortable (refrigeration, hot water showers, watermakers, better stoves, etcetera). On the minus side we have the cost and the maintenance of our equipment. We have more systems to take care of and more breakdowns to deal with. If we lose an AC or a DC charging system, our watermakers and refrigerators, to which we have become very accustomed, stop working.

Were it that that is the whole story, the sum and summation would end on a discussion of how much equipment one should put on one's boat to go cruising. Do we really need all those gauges? Two radars? Two VHF radios? A huge inventory of deep-cell batteries? That large tower on the back deck that supports all of our equipment that now makes our sailboats look like offshore drilling rigs?

However, change is surreptitious. It is not easy to see at first glance and always extremely difficult to understand as to its effects. When the cruising lifestyle changes, we must learn how to *manage change* to go cruising. We spend a great deal of time equipping our boats for which we take great interest and great pride. But we do not spend time preparing for what we will encounter along the way nor do we take responsibility for how we will be seen. We reduce the danger of cruising by getting better weather forecasts. We carry heavier anchors so we can be better anchored. We carry better electronics to avoid collisions. We work hard on convenience and safety. However we have a blind spot. In fact we have a number of them.

We forget that if we travel the beaten path, we will no longer meet those who want to meet a cruising boat but rather meet those who have met many cruising



boats. Whether it is boat boys, or Immigration officials, or a plethora of moorings and chain restaurants, the focus will be on our wallets. We become moving targets. Between our need for services and the availability of our plastic cards we become the next arriving profit center. And we get fleeced. Entry fees, harbor fees, high-tech mechanical fees, marina fees, and one high-priced restaurant after another. We forgot that where demand exceeds supply, prices rise. And many times, satisfaction decreases as well.

The solution is two-fold. Be careful what equipment you add to your boat because the danger is, you may not have more equipment — the equipment may have you! The second part is to take the path less traveled by. Look at your cruising area carefully. Evaluate it and try to understand it before you set sail. Cruise to those destinations where the supply of cruising boats is low and as a result the locals see you as a precious commodity and not just another profit center.

If Robert Frost were a sailor, perhaps he would have written the final verse of his poem like this:

I shall be telling this with a sigh
Somewhere ages and ages hence:
Two courses diverged in a sea so grand, and I —
I took the one less traveled by,
And that has made all the difference.

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

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Summer Reading:

DIVERSE DESTINATIONS

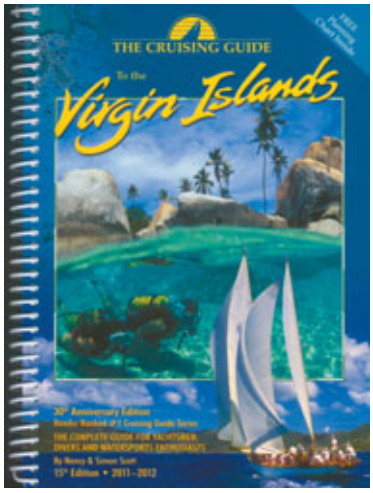
Summertime is all about hurricanes, haul-outs and trips home, right? Well, hopefully you'll also have time for dreaming about and planning future cruises, and here are some books providing in-depth information about three diverse destinations.



Abaco: The History of an Out Island and its Cays, *by Steve Dodge, third edition ©2005. White Sound Press. Paperback, 270 pages, B&W photos, maps and illustrations. ISBN 0-932265-76-6. US$19.95.*

According to the publisher, this is the only general, comprehensive history of Abaco, Bahamas available, and it will add much to your appreciation of a visit to this captivating and history-rich cruising ground. The well-illustrated appendix on boatbuilding in Abaco, where generations traditionally relied on the sea for their livelihood, is the icing on the cake.

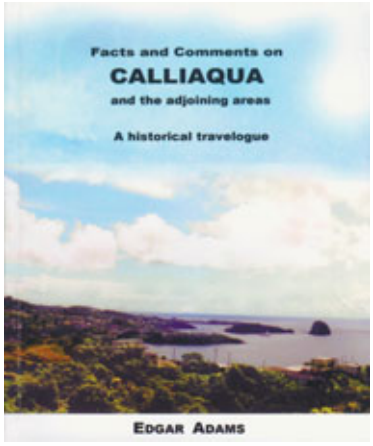
Available from shops in the Abacos or via www.wspress.com.



The Cruising Guide to the Virgin Islands, *by Nancy and Simon Scott, 15th edition (2011 – 2012). Cruising Guide Publications. Paperback, 418 pages, full color sketch charts and photos. ISBN 978-0-944428-91-7. US$31.95.*

This completely redesigned edition celebrates 30 years of providing reliable information about sailing in USVI and BVI waters. The authors' goal is to "assist cruisers with navigational information (including GPS coordinates) and steer them to the most interesting sights, the best restaurants and shopping, the finest resorts and the leading marine facilities." The guide even includes a 27 by 17-inch waterproof planning chart covering the British and US Virgins.

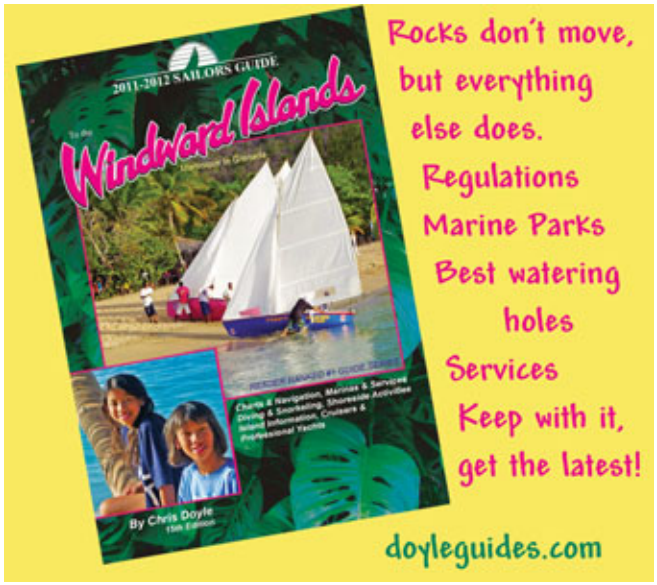
Available at bookstores and chandleries in the Virgin Islands or via www.cruising-guides.com.



Facts and Comments on Calliaqua and the Adjoining Areas: A Historical Travelogue, *by Edgar Adams ©2009.* Paperback, 92 pages, B&W photos, maps and illustrations. *ISBN978-976-95271-0-2.*

If you've ever sailed into Young Island Cut, St. Vincent, and wondered, "What's up with that big cross on the little island?" this book will tell you the real story — yes, it is a man's self-designed tomb — and a lot more. The southern coast of St. Vincent is now the island's yachting hub, but in early colonial days Calliaqua — the bay lying between Young Island Cut and the yacht-charter bases around Blue Lagoon — was the first maritime capital of St. Vincent and, according to the author, "considered as having the best and safest harbour for visiting ships, especially during storms or hurricanes". Edgar Adams fills you in on this lively area from then till nearly now.

Available at Adams Book Centre, Kingstown, St. Vincent (on the cruise ship wharf).



Dolly's Answers

Here are 30 words you can make from the letters of the word "TSUNAMI". If you find any more, check with a dictionary to make sure that you have spelt them correctly!

AM	MAT	MAIN
AN	NIT	MAST
AS	NUT	MINT
AT	SAT	MIST
IN	SUM	MUST
IS	SUN	SNIT
IT	TAM	STUN
US	TAN	TUNA
AIM	TUN	STAIN
MAN	AUNT	ANIMUS

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JUNE 2011

♈ ARIES (21 Mar - 20 Apr)
Inspiration is waning and nautical business won't pick up until the 13th, so work on clearing up any creative projects on board before the 22nd. Try not to let disagreements on board blow you off course.

♉ TAURUS (21 Apr - 21 May)
As passion cools, your sense of humor will keep you on your chosen heading. The full moon on the 15th is the perfect time for a get-together with friends. Take them out for a nighttime sail and just watch the show.

♊ GEMINI (22 May - 21 Jun)
Communications with the love in your life will be strongest during the full moon on the 15th. Have a nice dinner on deck with a good bottle of wine and enjoy the experience.

CANCER ♋ (22 Jun - 23 Jul)
Home is where the heart is — and on board is where you will find good communications and creative inspiration.

♌ LEO (24 Jul - 23 Aug)
Aspects lean towards possible rough weather in your workplace, whether it's on board or ashore. Practice looking for the positive side of things and controlling your temper to avoid doing irreparable damage to relationships with crew.

♍ VIRGO (24 Aug - 23 Sep)
While you might weather some arguments and misunderstandings in your love life, you will find the relief of humor in your boatwork and make satisfying headway in creative projects.

♎ LIBRA (24 Sep - 23 Oct)
Creativity will be assisted by communications with someone close to you, probably female. Keep an open mind to suggestions that could help you choose the best course to your goals.

♏ SCORPIO (24 Oct - 22 Nov)
As your love interest sails off to new adventures you will have a great time and new stimulation around the full moon on the 15th. Invite friends aboard, up anchor and sail away from the harbor lights for a great view from the poop deck.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Your creativity could be adversely affected by squalls in your lovelife. Try not to be picky or petty about these temporary rough seas. Look for the humor in the situation and do not inflict any damp moods on others.

♑ CAPRICORN (22 Dec - 20 Jan)
Romance will be ebbing and communication in that area of your life sails close to the rocks until the 15th when the full moon douses the fires of lust. Just be your usual cool self and trust that the tides will turn in your favor in the near future.

♒ AQUARIUS (21 Jan - 19 Feb)
You will be on a collision course with love, which will occur around the 10th and culminate on the 15th with the full moon. Invite friends on board for a party to celebrate new experiences in your life.

♓ PISCES (20 Feb - 20 Mar)
Difficulties in romance will be your sailing partner until the full moon brings you a surge of inspiration and creative energy.

We are on-line:
www.caribbeancompass.com

OFF WATCH

Island Poets

Secure within the cabin's restful warmth
I see her form against the steel grey threat
Of gathering sea. Then in the *Asti*'s
downward rush
Before the foaming cresting weight
A hand, made more for love than strength,
Restrains the wrenching tiller and our fate
Is once more stayed, till time repeats
And once again I see her form
Surrounded by that overwhelming power
That she again defeats.
I wonder as I see her calm
How strong our love must be
That in the face of nature's force
It does endure.
And makes me feel content and safe within,
And guides her hand to overcome the sea
Which in its cyclic patterns seems to be
Intent on humbling our audacious sail
But we
Against that show have all ourselves,
and so prevail.

— *Voytek Dolinski*

Protect Marine Life

The sun goes down so romantically on the sea,
The waves rush to touch my feet,
The breeze sends chills through my body,
I sit on the sand adoring God's blessings to mankind,
Playing in the sand I begin to feel like a child.

I close my eyes reflecting on life,
Nature instills within me the desire to survive,
The desire to be more productive in life.
As I analyze my life, the nice cold breeze embraces me,
The angel of the sea comes forth and begins to speak to me.
She says, "Protect marine life, care for the sea —
Deliver this message to your friends and family."

She says, "The moments you enjoy here are priceless, so cherish them.
Here is where bonding is strength for friends and family.
You come for a splash when the sun is hot,
You enjoy the sunset, you leave and you come back.
Your garbage I urge you to dispose of properly —
Please tell this to ALL your friends and family."

Beautiful sunset.
Body soaking wet.
Cold breeze.
Shaking knees.

We all have fun at the sea,
Splashing in the water or playing on the beach,
So let's care for the sea —
Tell this to your friends and family.

— *Dillon Ollivierre*



parlumps marooned



PAPA BOIS' TRICK

by Lee Kessell

According to folklore, Papa Bois and all his supernatural friends freely roam the forests in mountainous islands of the lower Caribbean, such as St. Lucia and Trinidad. The wicked La Diablesse with one cloven hoof instead of a foot is known to lure young men to their deaths, and the serpent Madam D'Glow with her luminous red eyes is waiting to coil herself around an unwary victim and squeeze him to death. But the only concern of Papa Bois — who is half man and half goat covered with long, coarse hair and with horns that jut out of his forehead — is to protect his forest animals. At the time of this story, Papa Bois had found a trail of blood from a large forest creature that could have been shot by a villager, but he wasn't sure. So Papa Bois called a council consisting of La Diablesse, Madam D'Glow and the vampire-like Soucouyant who exchanges her skin for a ball of bright white light so that she can suck the blood out of newborn infants. This council was held in the middle of the night when all the village people were in their beds and Papa Bois asked for suggestions on what to do about it. Madam d'Glow said she would squeeze a villager or two to death and the Soucouyant said she would suck the blood out of a couple of babies.

"No, no!" answered Papa Bois. "I don't want to go that far." He paused for moment then went on. "No, I will whisper into the ear of that wise old lady Ma Maria while she sleeps and tell her that I want her to find a child who will come to me in the forest at midnight or else I will burn down their village with a great lightning strike."

"No child is brave enough to do that!" laughed La Diablesse.

"Perhaps not," answered Papa Bois. "But we will see."

So Papa Bois whispered in the ear of Ma Maria, and when the old lady woke she pondered her dream and then called the villagers together and told them that Papa Bois believed one of the men was shooting his forest animals and the only thing that would save the village from his anger was for a child to come to him at midnight and ask forgiveness. The children shook with fright and hid their faces in their mothers' skirts and it looked as if the village would have to be destroyed. The mothers cursed their menfolk and began beating them with their fists while the culprit hung his head in shame. Little Mary, granddaughter of Ma Maria, didn't want to see her home burnt down, so she tugged at the old lady's hand and whispered, "I'll go, Granny."

That same night just before midnight, Ma Maria wrapped Little Mary in a bright yellow cape with a hood and walked with her to the edge of the forest path. She kissed her granddaughter on the cheek. "Don't be afraid, doux-doux — Papa Bois is a kind old creature and he will not harm you." And with that Ma Maria gave the little girl a gentle push in the back. Of course the child was more frightened than she had ever been in her life and she took a little step forward. There was no moon and she stumbled her way very slowly down the well-trodden path. With the forest trees high above her head, Little Mary could see nothing and she kept her eyes down where she thought the path was. The forest made all sorts of creeks and groans and then a hiss sounded next to her face. Little Mary stopped dead and looked up right into the glowing red eyes of a large serpent. The little girl didn't wait to scream; she just pulled the hood right down over her face and ran full pelt down the path right into the bright white ball of a Soucouyant.

'No child is brave enough to do that!'

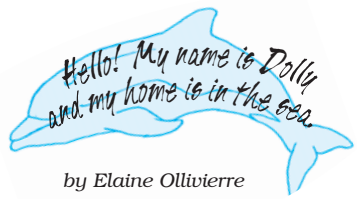
Little Mary sobbed and clutched the cloak tightly about her for protection and ran on in panic, not even stopping when she heard the splashing and wicked giggles of the Douen, those dead but unbaptised little children with their feet turned backwards who were waiting to drown her in the swift running water.

Just as Little Mary was about to trip over a big rock and fly all the way down the steep hillside a strong, hairy arm caught her and set her on the feet. "Ho, ho!" laughed Papa Bois, "I was right after all! Little girl, you saved your village with your bravery!" He picked her up in his soft hairy arms where Little Mary felt instantly safe and carried her quickly up to her grandmother's cottage. As he put her down he said, "Sleep well my child."

So, while the villagers slept Papa Bois spoke into their minds, making sure that everyone understood that if his animals were harmed again there would be no second chance and the village would be destroyed.

And that is how one brave little girl saved her village and her reward from Papa Bois was the friendship of every creature, great and small, in the forest.

ELAINE OLLIVIERRE 2011 ©



by Elaine Ollivierre

DOLLY'S DEEP SECRETS

In December 2004, a massive tsunami in the Indian Ocean claimed nearly a quarter of a million lives. In March 2011, a tsunami killed thousands in Japan. We have looked at wind waves and tides. **Now what exactly is a tsunami and how is it formed?**

Tsunamis are waves caused when a large volume of water is displaced by mass earth movements such as landslides, earthquakes or underwater volcanic eruptions. To understand how tsunamis are formed, we need to look at these earth movements. To understand these, we must first look at the structure of the Earth itself.

The Earth has three main parts: the core at its centre, the mantle and the crust on the outside. The mantle has two parts: both are liquid but the top (outer) part is a little firmer, and not as runny as the inner part. The crust "floats" on top of the mantle. There are two kinds of crust: oceanic crust which is thinner and made up of heavy rocks like basalt, and continental crust which is thicker and made of lighter rocks like granite. The crust and the outer mantle are together called the **lithosphere**.

In 1912, a scientist called Alfred Wegener proposed that all land masses on Earth were originally joined together in one huge continent, which he called **Pangaea** (which means 'all lands'). He suggested that this continent broke into sections called **plates** that drifted apart over millions of years. Everyone thought that he was crazy and his theory of continental drift was ignored. However, as other scientists began to find real evidence that the plates of the Earth's crust were moving, the theory of **plate tectonics** became accepted.

What evidence is there? Discoveries on the ocean floor convinced many people. In 1872, scientists on *HMS Challenger* were trying to find the best place to lay underwater cables. They were surprised to find that the sea floor wasn't flat but had a large rise in it. In 1925, scientists on the research ship *Meteor* used echo-sounding equipment and found mountain ridges in the deep ocean. In the decades that followed, new technology enabled more and more information to be obtained about these unexpected finds. The Mid-Atlantic Ridge was found to be the longest unbroken mountain chain in the world. Great volcanoes were found along its length. By studying the rocks on the ridge, the scientists were able to show that the plates on either side of the ridge are moving apart while the volcanoes create new crust in the middle.

Any other evidence? Find out next month.

WORD PUZZLE

How many words can you make from the letters of the word "TSUNAMI"? No plurals allowed.

— Answer on page 31

It's late September and Tropical Storm Lisa flounders in the Atlantic. Tropical Storm Matthew is stumbling through the jungles of Guatemala. Hurricane Igor's attack on Newfoundland and Hurricane Earl's vicious battering of St. Martin are memories. Here in southern Grenada we are feeling safe from the roaming "Beasts of Summer". We are out of the storm tracks, but are we entirely out of harm's way?

Out of the Storm Tracks — but Out of Harm's Way?

by John Rowland



Sean Waugh /NOAANSSL

Last night I was awakened to the explosions of thunder. In the cockpit I witnessed a spectacular light show. As thunder rattled the dishes in the galley, lightning illuminated the entire of Prickly Bay like the afternoon sun. One after the other, towering clouds marched through the bay tossing spears of fire in every direction. The beauty of this spectacle is truly awesome, as is the power of these localized storms. The week before last, as a line of thunderstorms came through, two boats were hit by lightning, virtually simultaneously. One boat was in the Hog Island anchorage while the other was in Mt. Hartman Bay, roughly a mile away. Fortunately, no one was injured and there was no structural damage to either boat. There was, however, significant damage to instruments and communication equipment.

I've done a bit of research and found there are several common misconceptions within the "tribal knowledge" of the cruising community on lightning.

Here are a few erroneous beliefs I've heard folks speak of:

• Lightning will strike the tallest object in the area.

WRONG! Lightning frequently strikes objects that are not the tallest in the area. Case in point, one of the boats struck in Grenada was among the smallest in the anchorage and was surrounded by significantly taller masts.

• Turning off electronics and throwing the breaker on the panel will protect the equipment in a strike.

WRONG! The power of lightning is measured in tens of thousands of volts and the discharge has traveled miles. The gap in a switch or a breaker is measured in thousandths of an inch and is little impediment to the power of a lightning strike.

• Lightning will take the shortest linear path to the ground.

WRONG! The route lightning will follow is a pathway of ionized air created by a complex process with many factors which are not clearly understood at this time. There is presently no model that can predict the path lightning will take. In fact, lightning may strike miles from the storm cloud itself.

• The danger of a lightning strike is when the storm is overhead.

WRONG! As noted in the point above, the strike path may carry the discharge significant distances, perhaps to an area where the actual storm has seemed to have passed.

Two boats were hit by lightning, virtually simultaneously

• A lightning bolt will strike a single spot.

WRONG! Lightning bolts have been observed to split and hit multiple points. Very frequently, there will be a secondary strike, very quickly after the initial strike, usually quite nearby. It is possible that the two boats referred to earlier were hit by the same discharge.

Some tips the experts advise to improve the safety of your boat, equipment and crew in a lightning storm:

• Disconnect cables, if possible, to any equipment, particularly if the equipment is attached to sensors or antennae on the mast.

• Be sure your mast is well grounded to the keel.

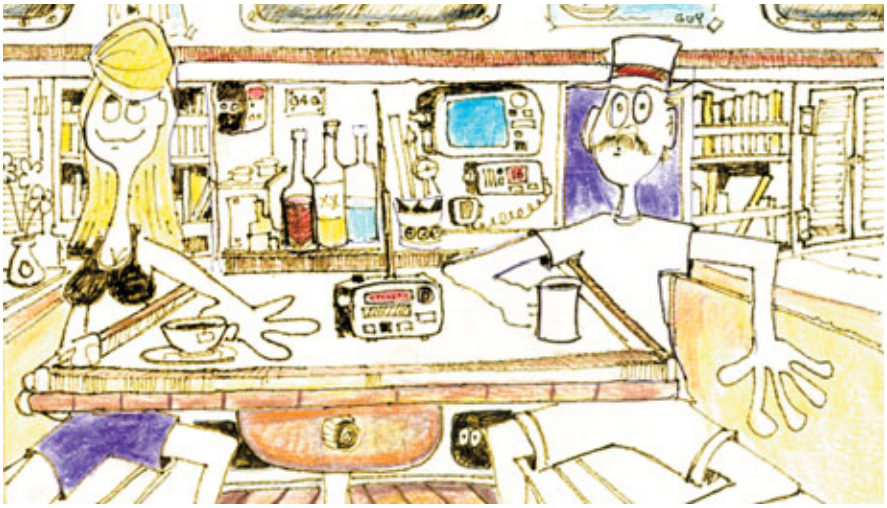
• During a lightning storm, stay clear of any conductive structures (e.g. bow pulpit, rails, etcetera.).

• If struck, check bilge and bilge pumps first in case of structural damage or damage to through hulls that could lead to leaks.

• If communications are necessary during a storm, use a hand-held VHF unit or cell phone if possible.

For more information on the mechanics of lightning visit http//science.howstuffworks/nature/natural disasters/lightning.





GUY DEAN

SELECTED CARIBBEAN SHORTWAVE WEATHER REPORTS

UTC	AST	STATION & REPORT DESCRIPTION	FREQ	TYPE	MODE
0600	0200	NMG Broadcast	B	Wefax*	USB
0930	0530	Offshore Forecast	A	Voice	USB
1030	0630	Carib. Emergency & Weather Net	3815	Voice	LSB/ham
1100	0700	Caribbean Weather (Chris)	8137	Voice	USB (Note 1)
1100	0700	Caribbean Maritime Mobile Net	7250	Voice	LSB/ham (Note 2)
1100	0700	Bahamas Weather Net	4003	Voice	USB
1110	0710	Puerto Rico/VI Weather Net	3930	Voice	LSB/ham
1120	0720	C6AGG Carolyn Wardle Weather Net	3696	Voice	LSB/ham
1200	0800	NMG Broadcast	B	Wefax*	USB
1200	0800	Coconut Telegraph	4060	Voice	USB
1230	0830	Caribbean Weather (Chris)	8104	Voice	USB (Note 1)
1300	0900	Caribbean Sea (WLO)	C	Voice	USB
1330	0930	Caribbean Weather (Chris)	12350	Voice	USB (Note 1)
1530	1130	Offshore Forecast	A	Voice	USB
1800	1400	Caribbean Sea (WLO)	C	Voice	USB
1800	1400	NMG Broadcast	B	Wefax*	USB
2000	1600	Southbound II (Herb)	12359	Voice	USB
2030	1630	Carib. Cocktail & Weather Net	7086	Voice	LSB/ham
2130	1730	Offshore Forecast	A	Voice	USB
2235	1835	Caribbean Emergency & Weather Net	3815	Voice	LSB/ham
0000	2000	Caribbean Sea (WLO)	C	Voice	USB
0000	2000	NMG Broadcast	B	Wefax*	USB
0330	2330	Offshore Forecast	A	Voice	USB

** Since November 3, 2008 several radiofax charts produced by the National Hurricane Center which are broadcast from New Orleans are based on information from different model run times. A 36-hour wind/wave chart has been added to the New Orleans broadcast. For full details visit www.nhc.noaa.gov/radiofax_transmission_changes.shtml*

Frequencies (in kHz):
A) NMN, Chesapeake, 4426, 6501, 8764, 13089, 17314.
Caribbean Sea approximately 25 minutes later.
NMG, New Orleans, 4316, 8502,12788.
Caribbean Sea approximately 25 minutes later.
B) 4316, 8502, 12788, 17144.5
C) 4369, 8788, 13110, 17362, 22804.
Gulf of Mexico, Southwest North Atlantic, then Caribbean Sea

Note 1: Unless severe weather threatens, this net is not conducted on Sundays. When there are active Tropical systems in the Atlantic, Caribbean Weather (Chris) runs a Net at 2300 UTC / 1900 AST, on 8137, Voice, USB. For complete schedule and changes visit www.caribwx.com/ssb.html

Note 2: George comes on at approximately 0710 with a weather synopsis, then moves to 7086 and at 0730 gives the complete Caribbean forecast including rebroadcasting WEFX.

- WWV has World Marine Storm Warnings (Voice) at 8 minutes after each hour, and Solar Flux information at 18 minutes after each hour on 2500, 5000, 10000, 15000, and 20000 AM.
- During hurricane activity, information can be found continuously on the Hurricane Watch Net on 14325 USB/ham.
- Anyone, licensed or not, may legally operate on HAM frequencies in the event of a life-threatening emergency.
- For cruiser info, check out the Coconut Telegraph at 1200 UTC [0800 AST) at 4060 USB. Also of interest, with weather, security and genral info segments, are the Panama Connection Net at 1330 UTC on 8107 and the Northwest Caribbean Net at 1400 UTC on 6209.

SELECTED CRUISERS' VHF NETS

St. Martin/Maarten	0730	VHF 14	Monday-Saturday
English Harbour	0900	VHF 68/06	Daily
Rodney Bay	0830	VHF 68	Monday-Saturday
Grenada	0730	VHF 68	Monday-Saturday
Chaguaramas	0800	VHF 68	Monday-Sunday
Porlamar	0800	VHF 72	Monday-Saturday
Puerto La Cruz	0745	VHF 72	as available

Thanks to numerous cruisers for this information, which was correct to the best of our knowledge as this issue of Compass went to press.
With corrections or comments, contact sally@caribbeancompass.com.

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THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

The Sky in June

by Scott Welty

The Planets in June

As you can see by Figures 1 and 2, the planets Mercury, Venus, Mars and Jupiter are still morning 'stars'. You can see how the grouping is going to change during the month.

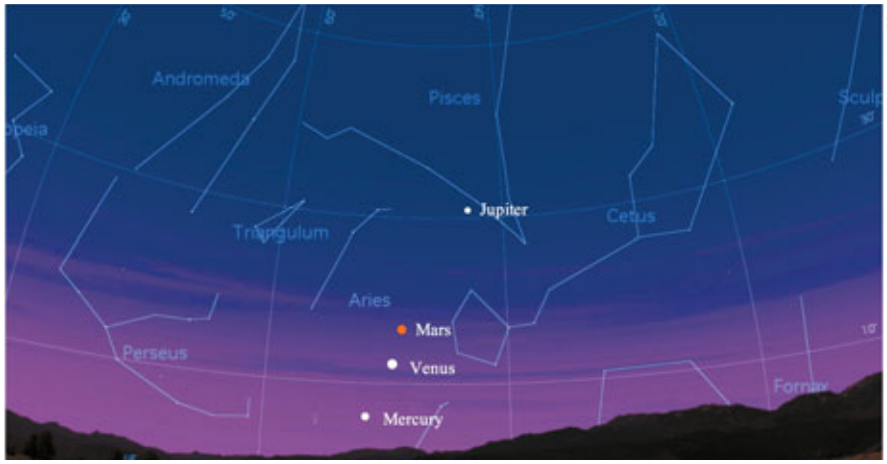


FIGURE 1

Figure 1: *The planets at 0515 hours on June 1st.*

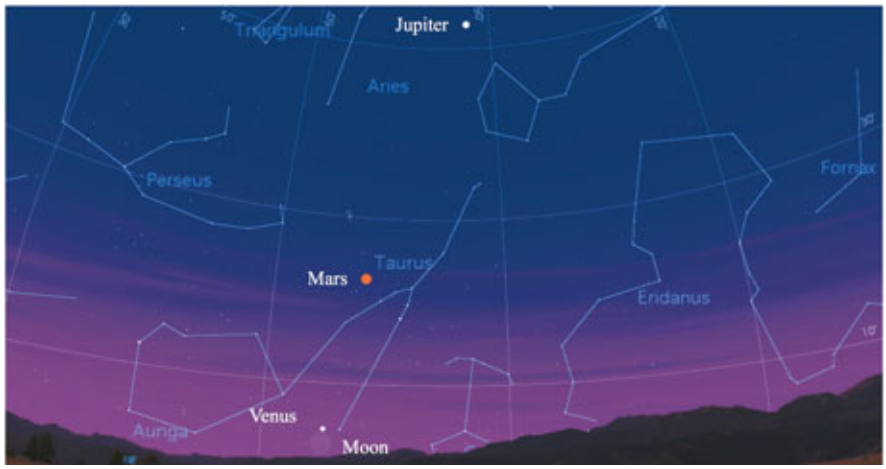


FIGURE 2

Figure 2: *The planets at 0515 hours on June 30th*

Figure 3: *The lunar eclipse on June 15th just misses us!*

Saturn is rising in the afternoon and setting between 8:00PM early in the month and midnight later on. Saturn is riding in Virgo.

Sky Events This Month

1st - New Moon. The moon will be with those morning stars and perhaps a very slight crescent will be seen. Moonrise is at 0516 Hrs.

10th - Find Saturn by looking a little up and to the right of the moon. Saturn is very close (apparently) to a little star called Porrima in Virgo.

15th - Full moon AND lunar eclipse… but we won't see it in the Caribbean! (See Figure 3) You can see on this graphic that the Caribbean is just on the edge of the last encounter of the moon and the Earth's shadow. Moonrise is at 1830 hours, by which time the eclipse is essentially over.

21st - Summer Solstice — longest day (see below)

1st (July) - Next New Moon

Summer Solstice

What, again? How long have I been at this column? Yes it's time again for the sun to come to a screeching (in space no one can hear you screech!) halt in its northerly trek before heading back south. Since it is the farthest north, it takes the longest apparent path through our northern skies and hence we have our longest day. The effect is of course more pronounced the farther north you go. Here in the Caribbean our days get a little longer. We vary from 12.8 hours of daylight on the summer solstice to 11.2 hours on the winter solstice. Up in crazy places like Yellow Knife, Canada they swing between 18 hours of daylight on the solstice and six in the winter! Brrrrr. You can see the sun's entire yearly path on an *analemma.* This is the figure-eight shaped loop that is found on many globes. Figure 4 shows the position of the sun at the same time of day on several days during the entire year (not a photograph, although many exist). The sun is highest in June and lowest in December. The crossing point is the two equinoxes. The fact that it is a figure eight and not a straight line is because we are spinning AND moving around the sun. While our spinning motion is constant, our velocity around the sun on our elliptical orbit varies, so sometimes real noon (sun at its highest point for the day) happens a little before clock noon and sometimes a little after.

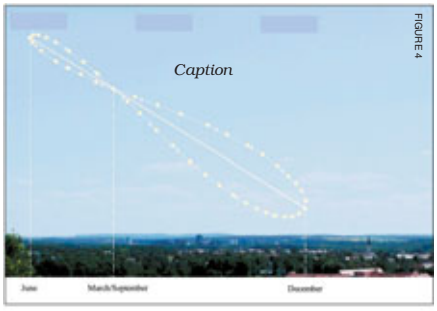


FIGURE 4

The End of SETI?

Around 1960 a guy by the name of Frank Drake began 'listening' for alien radio transmissions. He, and others, realized that a particular set of radio frequencies travel quite well in space without diminishing. Hence, if there is a technologically advanced civilization out there that is actively using radio as we are, we might be able to pick up their transmissions. So was born the SETI (Search for Extra-Terrestrial Intelligence) project, numerous offspring, Carl Sagan, and the movie Contact!

Frank also came up with an unwieldy equation (the Drake equation) that purported to calculate the odds of there being intelligent civilization somewhere in the galaxy. All of the current and former SETI projects involve scanning huge tracts of sky in the hope of finding a blip that we could recognize as an actual modulated radio wave carrying information. There's a lot of sky to cover!

Jump to present day and as reported here and elsewhere the very exciting news about the Kepler satellite that is discovering numerous planets around other stars some of which are even in the 'Goldylocks' zone around their stars such that liquid water would be possible. In other words we now know where to point the radio telescopes! No need to scan the entire sky — we can pinpoint where to aim and see if there is any intelligent "noise" emanating from any of those planets. Exciting, right?

However… In the latest round of budget cuts, funding for SETI, specifically the array of telescopes operated by the University of California - Berkeley, is being put into hibernation mode and no data will come out until further funding is found. Ironic yes? Right when we know where to aim (or at least where to aim to have increased odds of success), we are denied the proper funds to do so. The problem with a project like SETI is that it is NOT a huge money pit and as such does not provide "pork" for contractors or the congressmen that they have in their pockets. The SETI scientists run the program "bare bones" and need little from outside firms. SETI is cuttable not because it is expensive but because it generates few votes. Berkley's Hat Creek Observatory is looking for US$5 million over two years to keep the operation going and to aim their array of telescopes at the Kepler planets just discovered. $5 million? Can you appreciate what a drop in the bucket this is for the US budget? On about any pie chart this fraction of the science budget, which is already almost an invisible slice, is truly invisible.

For more information visit www.seti.org.

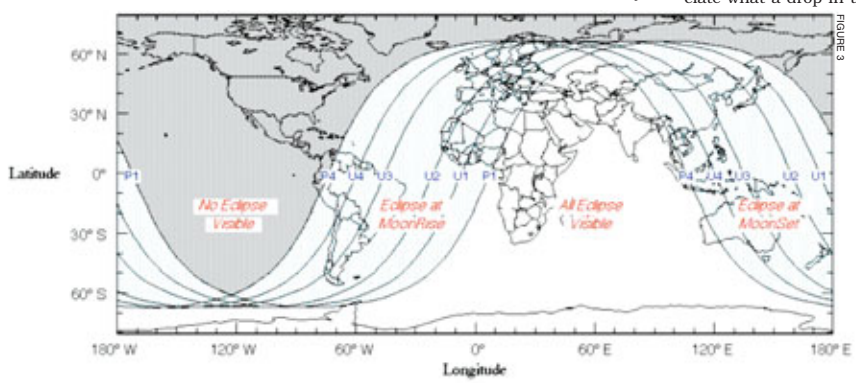


FIGURE 3

To Contemplate While Having a Glass of Wine on Deck

Turn the SETI project the other way round. Our radio transmissions and specifically our TV transmissions leak out and travel through space as well. Perhaps there is an alien civilization out there at a distance of about 60 light years that is just now receiving the first episodes of I Love Lucy. Hmmm… maybe they don't want to come here at all! Or in another 60 years when they receive Dancing with the Stars they will want to launch an all-out attack!

Pass the wine….

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

Scott is cruising the Caribbean with Sue and Mismo the Wondercat aboard the 1983 Endeavour 40 center cockpit S/V Enee Marie. *Scott tells* Compass *readers, "*Enee Marie *is being re-commissioned in Grenada in June and we look forward to perhaps seeing you as we get back to sailing the waters of the Caribbean. Stop and say hi!"*

CONSIDERING CARIBBEAN CORN

Roasted corn can be found on every island and is considered a treat — no matter how blackened it is from the coal pot! Local Caribbean corn isn't sweet or tender, but is enjoyable to chew on. Caribbean people also like corn in the form of cornmeal, and in some rural areas this is still made at home by drying and grinding the kernels. Corn puddings and casseroles appear on many Caribbean dining tables on Sundays and holidays. Canned corn is a versatile galley staple.

The inhabitants of what is now Mexico probably first cultivated corn, or maize, around 6000BC. In the Old World, no evidence exists of maize in archaeological remains, and no mention of it is made in ancient writings; it is believed to have evolved only in the West. Explorers carried corn to many parts of the world and it is used nearly everywhere today, often as feed grain for animals.

An ear of corn has an average of 800 kernels, arranged in 12 to 16 rows. There is one piece of silk for each kernel. The corncob or ear is part of the corn plant's flower. Each tassel on a corn plant releases as many as five million grains of pollen.

Corn is good for you. It is high in fiber, niacin, folate and also has some vitamin A. Folate has been found to prevent some birth defects and to reduce the risk of heart disease and stroke. Fiber keeps the intestinal track running smoothly. One ear of yellow corn has only 80 calories.

Caribbean Corn Pudding

kernels shaved from 4 large ears of fresh corn (or one 16-ounce can whole kernel corn, drained)
1 Cup cracker/biscuit crumbs (e.g. Crix)
2/3 Cup all-purpose flour
2 Tablespoons sugar
4 eggs
3 Cups milk
salt and pepper to taste
a pinch of nutmeg
1/4 Cup butter

In a large bowl, mix together the corn, cracker crumbs, flour and sugar. Beat the eggs fairly well and add with milk to the corn mixture. Add salt, pepper and nutmeg to your taste; stir well. Pour into a large greased baking dish and dot with bits of butter. Bake in a 300°F oven for about an hour.

Savory Corncakes

3/4 Cup all-purpose flour
1/4 Cup yellow cornmeal
1/2 teaspoon baking powder
1 Cup canned creamed corn
1 egg, lightly beaten
1/2 Cup milk
1 Tablespoon vegetable oil
kernels shaved from 1 large ear of corn (about 2/3 Cup)
2/3 Cup minced onion
1/4 teaspoon pepper sauce

Sift together the dry ingredients. Whip the creamed corn, egg, milk and oil, and stir into the dry mixture. Do not over mix. Let the batter rest in the refrigerator for an hour or more. Then stir in the corn kernels, minced onion and pepper sauce. Cook the batter in batches, dropping Tablespoonfuls onto a greased griddle over medium heat. Cook two minutes per side, or until golden. Keep warm in a 200°F oven while finishing. Makes two dozen small corncakes.

Corn & Pepper Stir Fry

1 Tablespoon vegetable oil
kernels shaved from about 5 ears of corn (4 Cups)
2 sweet bell peppers, diced
1 small onion, diced
1 teaspoon ground cumin
salt and black pepper to taste
2 teaspoons chopped chadon bene
1 Tablespoon butter

Heat oil in a large frying pan. Add corn, peppers and onion and stir-fry. When the vegetables are just cooked add seasonings and butter. Serves four.



Crusty Corn Casserole

1/2 Cup butter
1 16-ounce can creamed corn
kernels shaved from 4 ears of fresh corn (or one 16-ounce can whole kernel corn, drained)
2 eggs, beaten
1/2 Cup sour cream
2 Cups cornmeal
2 teaspoons baking powder
2 Tablespoons brown sugar
1 small onion
1 Tablespoon finely chopped green pepper
1/2 small hot pepper (optional)

Preheat oven to 350°F. Melt butter in an 8- by 12-inch glass baking dish in the oven. Mix all remaining ingredients and pour into the hot buttered baking dish. Bake one hour until a crust forms.

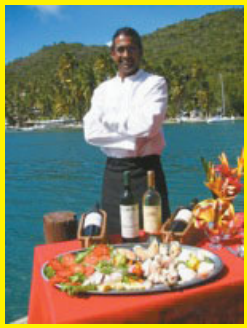
For the Gardener

West Indians love corn and 'Pioneer' is the most common type grown. Pioneer is what Americans would call 'cow corn' since it is not sweet. Corn can be grown easily in any garden with sufficient light, fertile soil, and enough space. It is especially popular with home gardeners, because corn tastes better when it is harvested and eaten fresh. Corn is best grown in full sun, with a soil level of pH 6. Plant two seeds, one inch deep, every 12 inches. Rows should be about 24 inches apart. To insure proper pollination and formation of the ears, plant at least four rows of corn in the garden. For smaller gardens, try planting in a four-by-four-foot block. Corn is a heavy feeder: use rotted chicken manure, a 12–24–12 mix, or two parts urea mixed with one part of potash when the plants are 12 to 18 inches tall. Fertilize corn every eight days until ripe. Each cornstalk should produce at least one large ear. Using this method, you should harvest 16 to 24 ears from a small garden area.

Corn regularly requires water. Hot, dry conditions during pollination result in missing kernels, small ears, and poor development of the tips of the ears. Harvest after the kernels are full and milky when pinched. This will occur 12 to 18 days after the silk first shows. Corn earworms are a constant problem, laying eggs on the developing silks or on the leaves near the ear. Tiny caterpillars follow the silks down into the ear, where they feed on the tip. Only one corn earworm will be found per ear because they are cannibalistic, with the largest devouring all others. Once the worm is inside the protective husk covering, there is no effective control.



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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.
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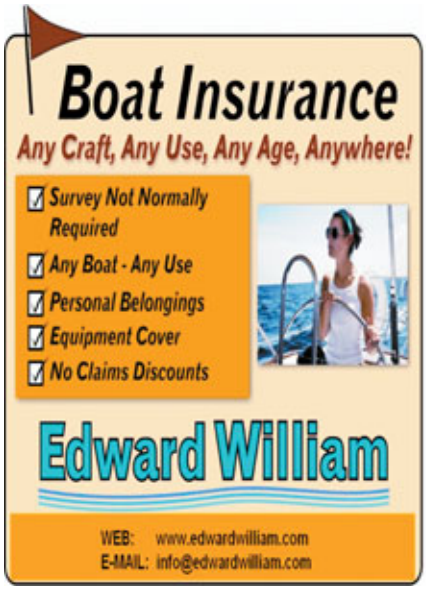
Read in Next Month's *Compass*:

Container Collision!

An Independent Look at Anguilla

Holding Tanks for Dummies

... and more!





Dear *Compass*,

The late Martin Luray, writing a review of one of the late Tristan Jones' books, said, "I am not sure if everything Tristan said in the book actually happened, but the glib-tongued Welshman says it so well that I advise you to buy and read the book".

Regarding William "Billy Bones" Pringle's stories of his adventures in the Caribbean, I repeat Marty's view. Billy's tale about Tristan Jones and myself in the April issue of *Compass* is a good story — and as Tristan himself said, "Never let the facts interfere with a good story".

Many years after the incident Billy reported, in the late 1980s I was in Yacht Haven, St. Thomas, moored at the very end of the pier, when a young man asked to come on board. He introduced himself as Tristan's crew. He stated that they had just arrived from Panama on Tristan's trimaran. Tristan was a tough old bastard. He had had one leg amputated and was still sailing, but had switched to a tri as it was easier for him to move around on a tri than a monohull. The young man said that Tristan was up in the Bridge Bar and would like me to join him.

I was busy and at first thought I would ask Tristan to join me on *Iolaire*, but then reflecting he had only one leg I decided I should go up to the Bridge Bar. I greeted Tristan and started quizzing him about his trip eastward along the Colombian coast, which at that time was a no-go area for yachts.

A yachtsman with a camera asked if he could take our photograph. Tristan said, "Under no circumstances — unless you buy us a beer," which the photographer happily did. As we continued discussing Tristan's trip other yachtsmen arrived, saw the two of us drinking beer, and asked if they could take a picture, and again Tristan demanded they buy us beer. It was a long, pleasant afternoon of sea stories and beer drinking that did not cost us a cent.

When I inquired what Tristan and his crew used for self-defense in Colombia, Tristan reported he did not want to have problems with guns but felt they needed some defensive weapons. Tristan equipped himself with a crossbow and his mate, who hunted deer with a bow and arrow, equipped himself with a 60-pound-pull long bow. Tristan said they did use their weapons once, in Ensenada Hondita. An outboard-powered launch began to look too inquisitive, so Tristan fired a bolt from his crossbow that went right through the side of the launch and his mate let fly a half dozen arrows. Tristan reports the launch quickly departed, looking like a sea-going porcupine.

Tristan was a tough old goat; the loss of a leg did not slow him down. My friend Phil, the mate on *War Baby*, was diagnosed with lung cancer (despite the fact that he had never smoked). He was really down, was giving up sailing, and was not interested in fighting the cancer. I wrote a letter to Tristan, asking him to write to Phil and encourage Phil to fight it. This Tristan did, and laid into Phil in no uncertain terms, calling him a coward and many other unprintable things. He related how he himself was dying of cancer but not giving in.

This turned Phil around. He offered himself up for various experimental cures. The doctors said he should not go to sea, but Phil continued to sail on *War Baby* on her cruises to outlandish places. The treatment did not cure him but not too long before he died he wrote to me and said, "Tristan's letter gave me five more years of life and sailing. Thanks for getting Tristan to write to me."

Like all of us, Tristan had his failings, but he certainly left his mark in the literary sailing world. True or not, all his books are worth reading. Similarly, Billy Bones' stories are worth reading.

Don Street
Glandore, Ireland

Dear *Compass*,

Further to my item in the May issue about the accidental death of Dan Hemley, who died after his dinghy struck an unlit buoy in Grenada, here are a few more safety tips for traveling by dinghy at night:

Have a small red flare stored in the dinghy to use to summon help.

Either wear life jackets (which is not easy as they are so bulky and hard to secure to the dinghy) or have a rope attached to the dinghy with a snap shackle that you can clip onto your belt to hopefully stop you from falling. Passengers can either "sit low" or "clip on" as well.

Put a cord loop on your key-ring to go around your wrist and use the kill switch to start and stop the engine so that if you should be thrown overboard, the motor will cut out and you will then have a chance of catching hold of ropes threaded through handles on the side of the dinghy until help arrives. Also a rope tied on either side of the dinghy with snap shackles on is useful so that should you be able to get to them while in the water, you can clip yourself onto the dinghy.

Large plastic outboard engine fins, fitted to the original steel fins (which are smaller), while useful for getting the dinghy up onto a plane are also exceptionally handy for climbing onto to get into the dinghy in an emergency.

All of the above items are not expensive and could possibly save a life!

We all get so used to the speed of our dinghies and do not realize that they are a dangerous means of transport, especially in the dark with them having no fixed headlights. In most countries around the world, seatbelts in vehicles are the law; with dinghies, anything goes! It is important for the whole family or crew to practise dinghy handling and not to just concentrate on the handling of the boat.

Denise Cluistra
Nauti Cat

Dear *Compass*,

I could not resist writing the poem below in reply to the Letter of the Month in the May issue. We have had to deal with powerboats mooring both fore and aft in Saltwhistle Bay and causing all kinds of problems with humble sailing vessels. I didn't manage to include the fact that the sailing fraternity has been "helping out" the small-island people and schools for many, many years, but as you must know, they have.

Nan Hatch
Trinidad

POWER!

Oh how I wish, Oh how I wish
I was as rich as S. Dalgliesh!
If I were rich, I'd have the right
To keep 'the poor' awake all night!

When anchoring the way you do
Some problems must perforce ensue.
You're like a rock put in the sea,
So good for you, but hell for me.

For anchoring both fore and aft,
Is for a yachtsman, simply daft!
It's true when we have heavy weather
We swing, but then we swing together!

And as for glistening bums of white,
Perhaps that man showed his delight
In showing what he thought of you
By ruining your tropic view!

Yes, holding tanks are good, no doubt –
You can pollute much farther out!
And sailboats too have often saved
Another from a watery grave!

The many friends I have who float
Upon an engine-driven boat,
Enjoying luxury and expense,
Still seem to me a trifle dense,

But I still love them, they're my pals,
I'm glad they have the where-with-all
To afford all that fuel they use
And don't pollute, and don't abuse

This simple sailor's right to be
Without home comforts on the sea.
And if you cause me sleepless nights,
Well, tough on me, you have that right.

So S. Dalgliesh, I am resigned
To moving on with change and times,
And should you with frustration burst...
Remember: sailboats were there first!

Dear *Compass*,

Regarding the May issue's Letter of the Month:

We're in our third year of Caribbean cruising and happen to be doing it on a sailboat. While we agree with Mr. Dalgliesh on some of his points, we're uncomfortable with the many blanket statements. Venting about full-time cruisers on sailboats and short-stay charterers in the same breath is problematic. But on to addressing some specific comments:

—Continued on next page

—*Continued from previous page*

We didn't know that power boaters anchored bow and stern. The only power boats that we have seen at anchor have been on single anchors and swing in harmony with the rest of the fleet. This holds true for our experiences in Saltwhistle Bay. But anchoring is truly a religion and differences abound.

Radio usage is another area of constant complaint, both *by* "radio police" and *about* "radio police". VHF channel 68 is indeed a public channel, but it has become the *de facto* standby/hailing channel for cruising boats, of all types in the Grenada area. This leaves channel 16 clear for emergency and commercial use. It is regrettable that some in our community feel the need to impatiently police those who don't know this local cruiser custom. When newbies are chatting on channel 68, thinking they're having a private conversation, letting them know politely that several hundred cruising boats have just heard their chat is not complaining to them, it's informative. Just a brusque, "switch to a working channel!" is unnecessary, confusing and unfriendly.

Maybe we've just been fortunate that we haven't seen the "insurmountable rift between sailing yachties and power boaters". There are obvious differences in lifestyle perhaps, but people are people. The good, the bad and the ugly exist in every community. We've met wonderful people on all kinds of vessels and look forward to continuing our Caribbean adventure.

We all share the water.

Pat and Geoff Craigen
S/V Beach House

Dear *Compass*,

Electric winch alert!

The trend is clear: on average, we sailors are getting older, using fancier boats and getting more gadget-minded. One of the more useful additions to many boats is the electric sheet-winch (after, of course, the electric anchor windlass). As with many new products, dangers do not become apparent till accidents happen, and there was a terrible accident this year with an electric winch. Basically, a wife was pulling her husband up the mast. As he got near the top she pressed the stop button — but the winch kept going.

My windlass has done this; it is very disconcerting, and for a few seconds I ran all over the place trying to remember where main fuse switch was. How much worse it must be when your loved one is rapidly heading towards a collision at the top of the mast.

From what I gather (I heard about this second-hand), she tried to release the rope from the winch but ended up getting her arm pulled into the winch. She screamed for help and a nearby yachtsman who tried to help also got some fingers entangled. So here we have an accident where a woman lost her arm, and a man several fingers, all because some cheap little switch failed to turn off.

It is imperative that people think about this so it does not happen again.

There are lessons here for both electric winch users and manufacturers. When my anchor windlass failed to stop, I thought of it as "no big thing", but the recent accident really brought home to me just what a monstrous thing switch failure can be in the wrong circumstances. The lesson I took from this is to realize it *does* happen, that these switches are *far* from infallible, and that *before* you ever use an electric winch you have to have a foolproof plan in case switch failure happens. You need to know exactly where the main breaker for the winch is, and make sure there is nothing between you and it, so you can get there fast. In the case of pulling someone up the mast it would be far safer to deploy a third person by the breaker so that if the switch fails, they can cut the power. None of these ideas would have occurred to me before this accident.

Manufacturers need to come up with a separate infallible "kill" button, in case the main switch fails. They also need to warn people who already own their products of these dangers.

My heartfelt sympathies to all involved.

Sincerely,
Chris Doyle
Ti Kanot

For an excellent discussion on this subject, see the May 2011 issue of Yachting World.

Dear *Compass*,

We've made it to Australia and I've just learned a new trick that you and your readers may be interested to hear about and maybe even get a laugh from it! I'm not aware of anyone doing re-galvanizing work in the Caribbean, but here's a tip for sandblasting for repainting, if nothing else.

Our ground tackle has been in hard use across the Caribbean and Pacific. The chain is seven years old and has lost much of its galvanized coating. It's begun staining our deck with surface rust lately, so I've been searching for the most cost-effective way to re-galvanize our anchor, chain and shackles. Our ground tackle is made up of a 66-pound Bruce anchor and 200 feet of rope with 200 feet of high-quality, American-made BBB chain connected between the two.

I've found three places to get the re-galvanizing job done on the east coast of Australia with the best deal being in Bundaberg.

The folks at Kenco Galvanizing do lots of chain and quoted a price of AU$1.20 per kilo to clean, acid wash and hot-dip galvanize our parts using a special vibrating basket which will shake, rattle and roll the chain throughout the process, which they assure me will completely re-coat each link and prevent the links from bonding. However, they said I'd have to remove all paint markings and loose rust before they'd accept it, and suggested I have it sandblasted prior to delivery.

Turns out the labour cost of getting the chain sandblasted here was going to bring the cost of the job up to about the same as purchasing NEW chain! It seems BBB chain isn't even made in this hemisphere and I'd certainly never find 200 feet of good chain in a dumpster, nor find a new gipsy to fit our windlass needed to handle a new type of chain. The strong Ozzy dollar and shipping cost would also add expense to any tack I took, too. Galvanizing is affordable in the Land of Oz, but having someone sandblast each link isn't.

But my friend Sam just came-up with a brilliant plan.

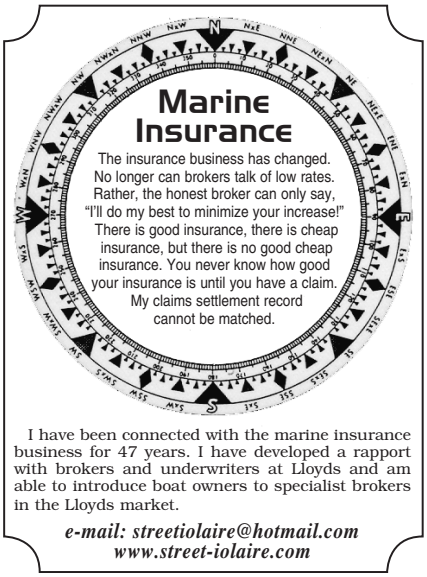
So we disconnected the anchor, offloaded the chain into two milk crates on the dock and hauled it up the ramp (at high tide) with two handtrucks and loaded nearly 400 pounds of rusty steel into the back of a pickup truck and steered for Bundaberg, 200 miles away.

We turned off the highway toward the old coastal road and drove until the pavement ended, where we got out and unloaded the crates of chain from the back of the truck. I tied a short piece of tuna cord to the last link of the chain, looped the string over our bumper hitch, locked the hubs and we took off on a ten-kilometre detour along a hard-packed beach. We dragged the chain for about a half hour at speeds reaching 60 kilometres per hour while swerving and doing figure eights, then reversed the chain and drove some more. By the time we were done, all traces of paint and rust were gone and the entire length of chain was shiny when we arrived at the galvanizing plant. A poor man's sandblaster but VERY effective! Too easy, and lots of fun at the beach. The fellow on the forklift got a big laugh when we told him what we'd done.

Those of you heading this way may want to note you can get hot-dip galvanizing done in Brisbane, Bundaberg and Townsville. All three are official ports of entry into and out of Australia, but Bundy is the best deal, in my opinion.

To Life!
Kirk, Cath and Stuart McGeorge
The Tsunami Tsurfing, Fire Walking Gallivanters from St. Thomas, slowly working our way home to Benner Bay







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WHAT'S ON MY MIND

Our Wandering Weather

by John Cawsey

The Earth has periods of global warming and global cooling. In the last Ice Age, polar bears roamed what is now the south of France. With the current period of global warming, more evaporation is taking place from bodies of water worldwide. What goes up has to come down, so there is more rain, and stronger winds produce squally weather and bigger seas. Other results of global warming are alterations in ocean and air currents, the sea level, and atmospheric pressure systems.

Ocean and Air Currents

Global warming is causing the polar ice caps to melt, and thus, although sea temperatures globally are rising, more cold water is entering the North Atlantic. Southampton University (UK) has eight research professors monitoring the effects of this with an Atlantic survey ship. Findings indicate that the Gulf Stream is slowing down and turning south.

Cold water produces cold air in contact with it. The air circulation in the Atlantic is rotary clockwise. Prevailing westerlies come across the Atlantic from North America at 43°N, and return by the northeast tradewinds to the Caribbean at latitude 18°N. More cold air is now reaching lower latitudes, which will produce more condensation with the tradewind clouds and more troughs of low pressure. (It is hardly surprising that Bequia, for example, had more wet squally weather in January and February.)

The jet stream circulates above the Earth at about 30,000 feet. These high-altitude winds have been dipping down low over Florida in a wavy pattern over the last 20 years. Early hurricanes may follow a more southerly path and be held down by the jet stream, so islands farther south could be hit.

Sea Level

Since the last Ice Age, which finished about 12,000 years ago, the sea level has been rising about 18 inches every 100 years. If the ice caps continue to melt, how quickly will sea levels rise? In the 37 years I have been coming to the Caribbean, again taking Bequia as an example, I would guess that the sea level is eight inches higher. It is estimated that if both ice caps melt completely, the sea level will go up 300 feet.

Pressure Systems

The Azores high-pressure system moves southwest in winter. This creates a pressure gradient in the Caribbean. The wind blows across a pressure gradient — the bigger the gradient, the stronger the wind. This winter, the pressure gradient in the Grenadines was higher, so the winds were stronger. (The average barometric pressure for every island is recorded in the Admiralty Pilot guide for every month of the year. Your barometer, correctly adjusted, will give you the barometric pressure for comparison.)

Around the third week in May the Azores high-pressure system expands 500 miles west and sends a ridge of high pressure toward Europe. Now, with the sun at its highest latitude in June, summer is established in the northern hemisphere. In the Caribbean, the sun reaches meridian altitude, at 90 degrees above us, much sooner. The sea surface temperature rises a little and surface evaporation takes place, causing a very small fall in the sea level. The flow of warm water past the Bahamas maintains the Gulf Stream.

Thunderstorms and hurricanes follow pressure gradients

Pressure gradients play a big part in our weather systems. Thunderstorms and hurricanes follow pressure gradients. In October 1998 I was in St. Lucia. A tropical storm came by with torrential rain. It traveled 500 miles west and on October 22nd it was called Hurricane Mitch. It was forecast to pass north of the Yucatan peninsula into the Gulf of Mexico. The three-masted sailing ship *Fantome*, leaving harbor in Belize, took an easterly course expecting to pass south of the hurricane, which was expected to move northwest. However, the storm traveled on the pressure gradient, moving due south and sinking the *Fantome* and her crew of 31.

Yachties sailing across the Atlantic from the Canary Islands to the Caribbean usually leave after November 21st to avoid hurricanes. An average of six Atlantic depressions pass south of the Canary Islands each winter, with southwest headwinds and big seas. To avoid these low-pressure systems, yachts generally sail some 600 miles south to below 20°N, although one yacht delivery skipper told me he met a southwest gale at latitude 18°N on one occasion. It will be interesting to monitor sailors' findings to see if the Atlantic lows are going to travel even farther south.

John Cawsey is a Yachtmaster Instructor.

CALENDAR

JUNE

2 Public holiday in some places (Ascension Day)
2 – 4 Combat des Coques Race, Marin, Martinique. Club Nautique du Marin (CNM), www.clubnautiquedumarin.com
2 – 5 Bonaire Heineken Jazz Festival 2011. www.bonairejazz.com
3 Public holiday in the Bahamas (Labour Day)
5 World Environment Day
6 – 11 Ernest Hemingway International Billfish Tournament, Havana, Cuba. Club Náutico Intl. Hemingway (CNIH), www.hemingwaycuba.com/hemingway-fishing-tournament.html
9 – 13 Canouan Regatta, Grenadines. Canouan Sailing Club, cmclaurean@hotmail.com
10 – 12 Antigua & Barbuda Sport Fishing Tournament. www.antiguabarbudasportfishing.com
11 St. Lucia Optimist & Laser Championships. St. Lucia Yacht Club (SLYC), www.stluciayachtclub.com
11 – 12 Caribbean Laser Championships, St. Maarten. St. Maarten Yacht Club (SMYC), www.smyc.com
11 – 12 Petite Martinique Whit Monday Regatta, Grenadines
11 – 12 Barbados International J/24 Open Championships. Barbados J/24 Club, www.j24barbados.com
12 Public holiday in Bonaire (Pentecost)
12 – 19 Sunfish World Championship, Curaçao. www.sunfishclass.org
12 – 19 Jamaica International Jazz Festival, Ocho Rios. www.ochoriosjazz.com
13 Public holiday in many places (Whit Monday)
13 Public holiday in the BVI, Montserrat and some other places (UK Queen's Birthday celebrated)
15 FULL MOON
17 Jazz on the Pier, Errol Flynn Marina, Port Antonio, Jamaica. www.errolflynnmarina.com
18 St. Lucia National Junior Sailing Champtionship. SLYC
18 – 19 Scotiabank International Optimist Regatta, St. Thomas, USVI. St. Thomas Yacht Club (STYC), www.styc.net
18 – 19 Marlow One Design Championship, St. Maarten. SMYC, www.smyc.com
19 Public holiday in Trinidad & Tobago (Labour Day)
21 Summer Solstice
21 Fête de la Musique, Martinique. www.fete-musique.net
23 Public holiday in many places (Corpus Christi)
24 – 26 Offshore Regatta, St. Maarten to Statia/Nevis. SMYC, www.smyc.com
25 – 26 Fishermen's Festival, Charlotteville, Tobago
25 – 26 Quantum IC24 International Regatta, Tortola. RBVIYC
26 – 3 July Highland Spring HIHO 2011, BVI (windsurf and SUP). http://go-hiho.com
28 St. Lucia Yacht Club Olympic Day. SLYC
29 Fisherman's Birthday. Celebrations in many fishing villages

JULY

1 Public holiday in Antigua & Barbuda (Vere Cornwall Bird Sr. Day) and the BVI (Territory Day)
1 - 3 Firecracker 500 Race, BVI. West End Yacht Club (WEYC), mcmechanics@surfbvi.com
4 Public holiday in the Cayman Islands (Constitution Day)
4 – 5 Public holiday in St. Vincent & the Grenadines (St. Vincent Carnival)
8 – 10 KATS Premier's Cup, Tortola (IC24 youth sailing)
8 – 17 Dominica Dive Fest. www.dominica.dm/site/divefest.cfm
9 Bequia Fishermen's Day Competition. www.bequiatourism.com
10 Public holiday in the Bahamas (Independence Day)
10 Underwater Clean-Up, Bonaire. www.dive-friends-bonaire.com/clean_up_dives
14 Bastille Day. Celebrations on French islands
15 FULL MOON
16 Cruzan Open One Design Regatta, St. Croix, USVI. St. Croix Yacht Club (SCYC), www.stcroixyc.com
16 – 1 Aug Tobago Heritage Festival. www.visittobago.gov.tt
17 – 20 BVI Billfish Tournament. www.beyc.com/index.php/bvi-billfish-tournament.html
17 – 24 Calabash Festival, Montserrat. www.visitmontserrat.com/Calabash_Festival
22 – 6 Aug BVI Emancipation Festival
23 Guy Eldridge Memorial Race/Cruise, BVI. Royal BVI Yacht Club (RBVIYC), www.rbviyc.org
24 – 1 Aug Carriacou Regatta Festival. www.carriacouregatta.com
27 Carriacou Children's Education Fund Barbecue, Carriacou. ccefinfo@gmail.com
28 – 1 Aug Canouan Carnival, Grenadines
29 Carriacou Children's Education Fund Charity Auction, Carriacou. ccefinfo@gmail.com
30 Cudjoe Head Celebrations, Montserrat.
31 Emancipation Day Regatta, St. Lucia. SLYC, www.stluciayachtclub.com.

All information was correct to the best of our knowledge at the time this issue of Compass *went to press — but plans change, so please contact event organizers directly for confirmation.*
If you would like a nautical or tourism event listed FREE in our 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

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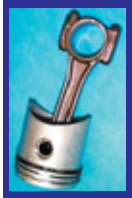
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—*Continued from page 23*

In a clearing lies his sleeping bag. It's cheap and greasy with a phony North Face patch. I'm tempted to accept this gift to teach him a lesson, but in the end refuse, of course. He gives me a bent aluminum fishing hook instead.

We return to see Yllithia handing Marta the little cash we brought. She immediately hands it to the toddler, who seems confused.

"Time to go," I say. "The wind grows fierce."

At that Mateo's eyebrows become twin boomerangs. And then we get it: Mateo is *the pastor*!

I tell him we know his story and he tells us his story anyway, in case we missed a part. And we did: this little runt of a dog yapping all over was there with him. While he twirled the shirt over his head with one arm he held the dog in the other. Upon getting saved Mateo goes silent and looks up to heaven while wobbling at the knees.

Touching, to be sure. But in the end I still can't avoid smiling about it: a pastor saved by Captain Morgan!

Most of them look on the verge of weeping as we depart. "Friends por life," Mateo keeps saying, thumping his chest.

We paddle into the hell-blast winds and thus begin our millimetric progression toward Blue Bayou. Which, thanks to the headwind, lies three hours distant.

Further discussion with expat Jamie turns us on to a deal: a room at the Captain Morgan Dive Centre in the cayos can be had for six dollars a night and includes transportation to and from Utila Town, plus free kayak use.

The fact that we want to stay the night but don't feel like diving showers confusion upon all Captain Morgan employees. Nobody has ever requested something so ludicrous — it is the equivalent of ordering a BLT sandwich and asking them to hold the B. In the end they simply give us a room key without making us pay anything and shoo us off.

The mystery of the cayos fades quickly once you're in them. Even at a leisurely stroll we traverse them in seven minutes. Other than a few odd triangles of open ground and a school courtyard, the place is solid cinderblock and wood-panel houses on stilts.

Yllithia and I eat breakfast in The Lighthouse Restaurant, the classiest joint in all of Utila. Expat Henry Karpinski built it from the ground up. The last nail pounded was officially supposed to kick off his retirement. Since then routine maintenance has turned out to be more work than working ever was.

"Look at this," Henry says, pointing to rusted door hinges. "You can't even buy better hinges than that, and look what happens to them in a year."

Not that Henry's complaining — the cayo life suits him. When we make his acquaintance he's perched in the third story of his own restaurant, laughing with a herd of yachties whose catamarans bob in the marble swirls of the channel.

On the balcony we get a good view of this and everything else. Turning our heads to the right, for example, we see the castaways of Diamond Cay bustling about.

Turns out there are but two Captain Morgan's kayaks available to guests and one of them has a hole in it the size of a tangerine. This makes it so heavy I have to drive it like a plow across the channel. Yllithia, paddling daintily, brings the food.

Our first surprise on Diamond Cay is Papá. He's back! A seemingly gentle and good-natured man, the kids clamber over him like a jungle gym and he smiles.

Chatting with him I discover that they do have a shack on Utila but can't bear to live in it. The rain pours in on them and the mosquitoes and sand flies chew them up and spit them back out. The children scream and weep all through the night. No matter how hard it may occasionally get here, it's the Garden of Eden compared to there.



Kayaking through the mangrove channel

I let out a long low whistle and smile like a horse. I observe Marta observing the toddler, who gnaws on a Diamond Cay-grown *almendra* fruit. The shark-panthers pounce about in the shallows. This evening the whole family will sit together beneath the stars and share a candlelit feast.

Paradise doesn't have to be perfect, I think, so long as it's better than your other options.

Mother's Day Sea Rescue

by Denise Cluistra



Happy day. After being adrift for nearly a week, Nkosi Walker and Kern Herry of Tobago were picked up some 30 miles off Grenada by John Cluistra and his family aboard the yacht Nauti Cat, *and their pirogue taken in tow. They soon phoned Tobago to wish their mothers 'Happy Mother's Day'*

On Sunday afternoon, May 8th, while sailing to Grenada from Trinidad on our Admiral 38 catamaran, *Nauti Cat,* we had to change course by 30 degrees to go around the stern of a passing ship and thus fortunately noticed what seemed to be a small yellow flag on the horizon. We got the binoculars and saw a small pirogue with two men in it, furiously waving yellow oilskins.

Upon approaching them we stood off to ascertain what their problem was. They were ecstatic to see us as they had been adrift from Tobago for six days, with only one day's supply of water, no food, no flares, no torch, no signaling mirror or radio. The only two vessels (ships) they had seen had passed without a glance. They were giving up hope of a rescue and had started to drink seawater out of desperation.

We threw them a line and John and I agreed that it was safe to bring Kern Herry, 23, and Nkosi Walker, 24, aboard. They turned out to be two long-standing friends from junior school days, both from Castara Village, who had gone fishing for the day, lost petrol through a leak on the outboard fuel line and tried to swim the boat back close enough to Tobago to get a cell phone signal. But the current carried them away. Eventually they found themselves far out at sea, having to immerse themselves in the sea in the daytime to keep cool and left praying for a rescue. Luckily some big fish chased a tuna, which took cover under their pirogue and they managed to gaff it and eat half of it raw before the other half went off. This tuna probably saved their lives.

Once aboard *Nauti Cat* they drank copious amounts of water, tried to eat some bread, cheese and chocolate, and then lay down in the shade in the cockpit, counting their blessings.

Once we were within range of cell phone signals from Grenada we gave them our mobile phones to phone their mothers back in Tobago to wish them "Happy Mother's Day" — and what happy mothers they had! Their families had been praying for their safe return for many days and were so relieved to hear their voices; it was so uplifting to witness them hearing such joy. Tobago's coast guard had been looking for them plus two more missing fishermen and two lost divers. We hope that they were all as lucky as Kern and Nkosi.

We came into Grenada that evening and John dinghied Kern and Nkosi, together with their pirogue, to the Grenada coast guard base at Prickly Bay where they were given accommodation and food.

Two days later their friend from Tobago arrived in his large pirogue with safety gear and escorted them back to Tobago. They left us with many hugs, ten million "thank you's" in writing and in words, invitations to Tobago — and promises of taking safety gear on their next fishing trip.

We will remain in contact on Facebook and will definitely sail to Tobago some day to meet them in Castara Village and recount their lucky Mother's Day rescue.



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