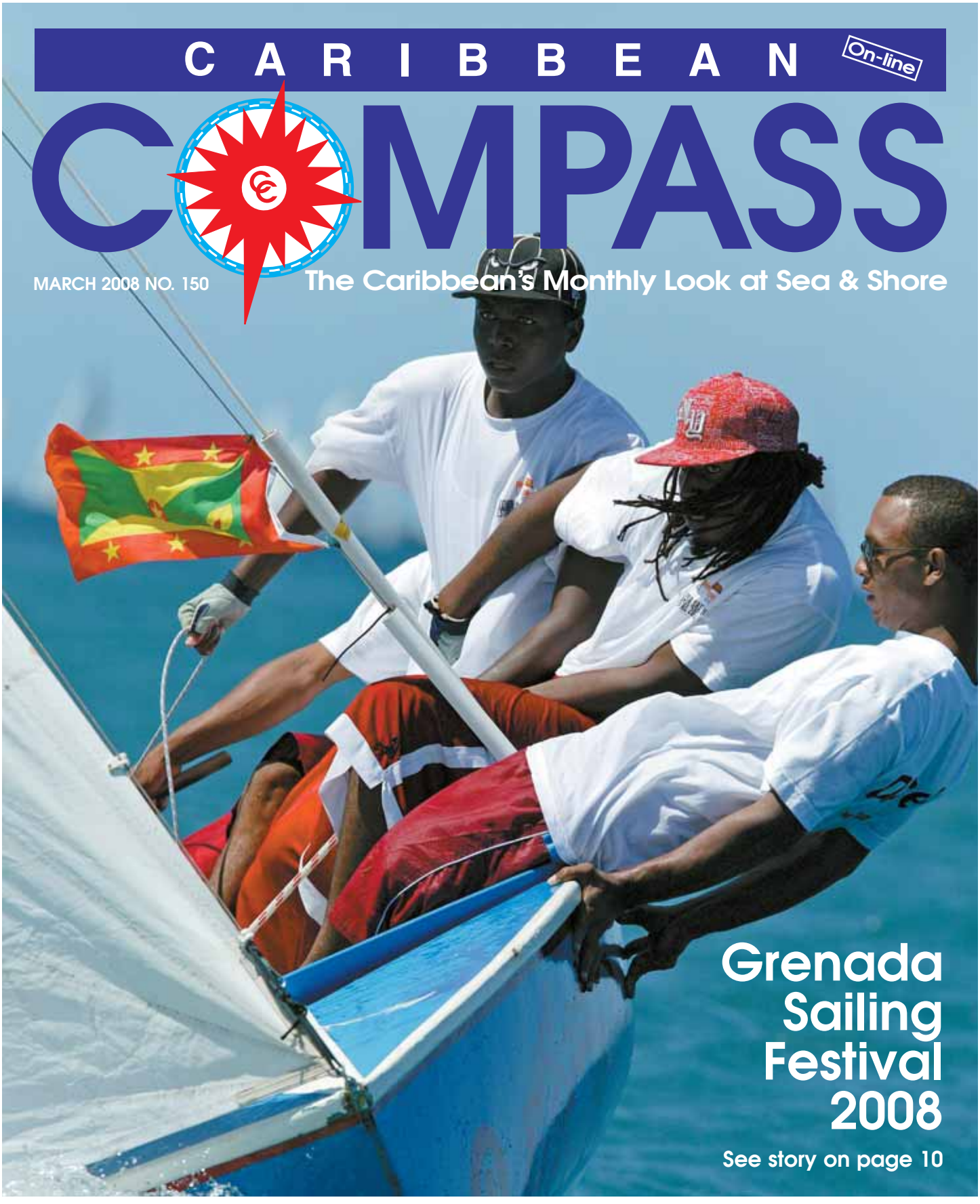
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MARCH 2008 NO. 150
The Caribbean's Monthly Look at Sea & Shore



Grenada Sailing Festival 2008

See story on page 10

TIM WRIGHT / WWW.PHOTOACTION.COM



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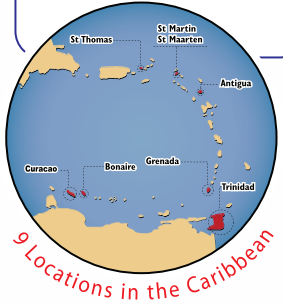
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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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MARCH 2008 • NUMBER 150



DEAN BARNES



STEVE MANLEY



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See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

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CALENDAR

MARCH

1	Spanish Town Fishermen's Jamboree and 12th Annual Wahoo Tournament, BVI
3	H. Lavitty Stoute's Birthday (celebrated). Public holiday in BVI
6	Budget Marine Commodore's Cup, St. Maarten. www.heinekenregatta.com
6 - 9	28th St. Maarten Heineken Regatta. www.heinekenregatta.com
6 - 9	13th Annual Tobago Game Fishing Tournament. www.tgft.com
7 - 9	Blues & Rhythms Festival, St. Vincent. www.svgtourism.com
7 - 10	11th Annual Dark and Stormy Regatta, BVI. West End Yacht Club (WEYC), Tortola, BVI, mvh@surfbvi.com, www.weyc.net
8	International Women's Day
9 - 23	6th Annual St. John Blues Festival. www.stjohnbluesfestival.com
10	Commonwealth Day. Public holiday in some places
14	National Heroes Day. Public holiday in St. Vincent & the Grenadines
14 - 16	Culebra Heineken International Regatta and Culebra International Dinghy Regatta, Puerto Rico. www.culebrainternationalregatta.com
15 - 16	Le Trophée Gardel Race, Guadeloupe. www.Trophee-gardel.com
15 - 16	Antigua Laser Open. Antigua Yacht Club (AYC), www.antiguayachtclub.com
17	St. Patrick's Day. Public holiday in Montserrat; festival in St. Patrick's, Grenada
20	Holy Thursday. Public holiday in USVI
20	International Earth Day, Beach and dive clean-ups in many places
20	Compass Annual Writers' Brunch, Bequia. sally@caribbeancompass.com
20 - 24	Bequia Easter Regatta. www.begos.com/easterregatta
20 - 24	Easterval, Union Island, St. Vincent Grenadines. melissaj@vincysurf.com
21	FULL MOON
21	Good Friday. Public holiday in many places
21 - 23	Grenada Round-the-Island Easter Regatta. www.aroundgrenada.com
22	Emancipation Day. Public holiday in Puerto Rico
24 - 25	Goat and Crab Races, Mt. Pleasant and Buccoo Village, Tobago
23	Easter Sunday
23	Nevis to St. Kitts Cross-Channel Swim
24	Easter Monday. Public holiday in many places
27 - 30	St. Barths Bucket Race. www.newportbucket.com/StBarthsIndex.htm
28 - 30	35th International Rolex Regatta, St. Thomas, USVI. www.rolexcupregatta.com
29 - Apr 20	Transcaraibes Rally, Guadeloupe to Cuba. www.transcaraibes.com
30	Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago
31 - Apr 6	BVI Spring Regatta & Sailing Festival. www.bvispringregatta.org

APRIL

6 - 26	St. Thomas USVI Carnival. www.vicarnival.com
11 - 13	Curaçao International Kite Festival. www.curacaokites.com
12	Clean-Up Dive, Bonaire
17 - 22	Antigua Classic Yacht Regatta. SEE AD ON PAGE 17
17 - 3 May	St. Maarten Carnival. www.stmaartencarnival.com
19	Virgin Queen Pizza Pursuit Race, BVI. RBVIYC
19	Declaration of Independence Day. Public holiday in Venezuela
20	FULL MOON
22	Earth Day
24	Guadeloupe to Antigua Race. AYC
25 - 27	Carriacou Maroon Music Festival. www.grenadagrenadines.com/fest.html
25 - 27	Plymouth Jazz Festival, Tobago. www.tobagojazzfest.com
27 - May 3	41st Stanford Antigua Sailing Week. www.sailingweek.com
28	National Heroes' Day. Public holiday in Barbados
30	Queen's Birthday. Public holiday in Netherlands Antilles. Windsurf race in Bonaire
TBA	Caribbean Film Festival, St. Barts. www.st-barths.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 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

Cover: Grenada Sailing Festival 2008
Photo: Tim Wright / www.photoaction.com

Info & Updates

Rodney Bay Lagoon Dredging

Dredging has commenced around Rodney Bay Marina, St. Lucia, in preparation for the installation of new docks. As dredging proceeds, anchoring may be prohibited in certain areas of the outer lagoon only; the inner lagoon and Rodney Bay proper will be unaffected. Before anchoring in the outer lagoon, call Rodney Bay Marina on VHF 16.

Superyacht Zapped by Lightning

John Burnie reports: During a thunderstorm in January, the German Frers-designed sloop *Keturah*, a New Zealand-built, alloy sister ship to the well-known superyachts *Unfurled* and *Vesper*, was struck by lightning on the dock at the Catamaran Club, Falmouth Harbour, Antigua. The boat caught fire and was towed away from the dock and into shallow water where the rig fell down. She eventually burnt to the waterline and was totally destroyed. Amazing that a lightning strike can do this to a 30-metre (93-foot) yacht.

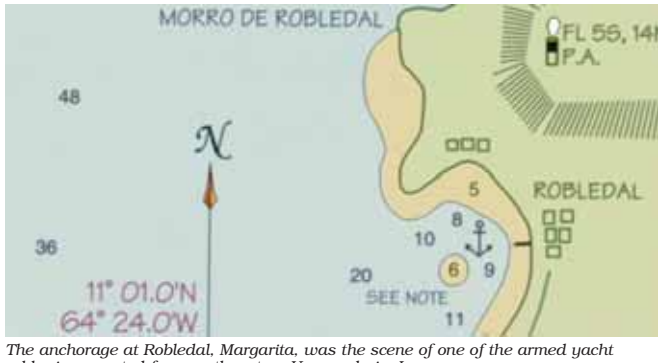


JOHN BURNIE

Does your insurance cover this? Keturah *was destroyed by lightning*

Hotspots

After a lengthy period with virtually no yacht-crime reports from northeastern Venezuela, that area has had a rash of incidents. Among the most recent are the following, as extracted from reports by the Caribbean Safety & Security Net:



The anchorage at Robledal, Margarita, was the scene of one of the armed yacht robberies reported from northeastern Venezuela in January

January 2nd, Cabo San Francisco. At mid-afternoon, a yacht was approached by five men in a pirogue with a 75-horsepower Yamaha. After trying to sell drugs and then asking for water, the men attempted to board the yacht but were repelled.

January 12th, Porlamar, Margarita. Three men armed with a shotgun and two pistols stole an unspecified amount of cash.

January 13th, Mochima Town. Two men armed with a gun and a knife boarded a yacht, tied up its crew and looted it. The captain was able to identify one of the robbers to police.

January 15th, Robedal, Margarita. A yacht was boarded and its occupants robbed by five armed men. The yacht's captain was shot and hospitalized.

January 26th, Los Testigos. A yacht was boarded and its occupants robbed by five armed men. The yacht's captain was shot and hospitalized.

—Continued on next page

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—*Continued from previous page*

For more information visit www.safetyandsecuritynet.com and www.onsa.org.ve/riskzonesmaps.

In related news, in mid-February, law-enforcement officers and businesspeople in the Young Island Cut/Villa area of St. Vincent met to discuss the deterrence of crimes against yachts. However, according to informed sources an incident involving the Danish skipper of the yacht *Lucia*, while moored at Young Island Cut on January 26th, was not a robbery. Authorities say that the skipper, wanted for unspecified crimes in Europe, attempted suicide while his shipmates were ashore having dinner. The skipper, identified as Henrik Tarp, was found on a nearby beach the next day with a knife wound on his neck. He reportedly told police that after cutting himself and jumping overboard, he had "changed his mind" and swum ashore.

Visa Reprieve for St. Maarten-Bound Crew

In January, Dutch officials agreed to allow megayacht crew from more than 120 countries to enter St. Maarten without a visa until July 1, as long as they have a letter of guarantee from their agent that they will leave. The European Union requires visas from some visitors. Because St. Maarten is a part of the Netherlands Antilles, it, too, must follow that rule.

As Lucy Chabot Reed reported in *The Triton* on January 29th, when the EU first imposed the requirement, the St. Maarten Marine Trades Association (SMMTA) secured a grace period that permitted yacht crew from affected countries to enter under their seaman's book. After July 1, affected yacht crew will need a visa from a Dutch embassy to enter St. Maarten. These visas are not obtainable in the Caribbean.

For a complete list of nationalities needing a visa to enter St. Maarten visit www.netherlands-embassy.org.uk.

For more information visit www.smmta.com.

Eight Bells

We regret to inform *Compass* readers of the death in early February of yachtsman, gentleman and Grenadines tourism pioneer Hazen "Haze" Richardson. Chris Doyle wrote in the *Sailors Guide to the Windward Islands*:

"Back in the late '50s, Haze Richardson and Doug Terman quit flying for the US Air Force and with what little money they could beg, borrow and scrape, they bought an old wooden yacht called *Jacinta* and set sail for the Caribbean. They chartered, and one of their clients was Willis Nichols, who thought it would be fun to buy a Caribbean island and build a hotel. Haze and Doug were asked to build it…"

This island was Petit St. Vincent, better known as PSV, which Haze and Doug transformed from an uninhabited 113-acre island to a unique first-class resort of 22 cottages, one of the longest running success stories in the Caribbean. PSV was also home to the unforgettable PSV Regatta, which was a highlight of the regional racing scene in the late 1970s and early 1980s.



CHRIS DOYLE (2)



Above: A string band including PSV's boat captain Chester Belmar (second from right) played a final farewell to the island's leading light

Left: Flags at Petite Martinique flew at half-mast in honor of Haze Richardson

Haze's unexpected end reportedly came after striking his head on a submerged rock while bodysurfing in Costa Rica. He is survived by his wife, Lynn, family, friends and PSV staff. He was 73 years old.

Chris writes: Valentine's Day 2008 marked the end of an era. For it was the memorial service for Haze Richardson. In a thoughtful gesture, his widow, Lynn, arranged a local memorial service in Petite Martinique — even before the funeral in his native United States had taken place. People came by plane, speedboat and yacht from Grenada, St. Vincent and throughout the Grenadines to pay their last resects to this dignified man. The church (the same Catholic church where Haze and Lynn were married) was packed to overflowing. It was an upbeat service with lively music and a eulogy by fellow pilot Jonathon Palmer.

—*Continued on next page*

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—*Continued from previous page*

All the flags in Petite Martinique were at half-mast and had been since the news. After all, Haze, in creating Petit St. Vincent Resort out of a deserted island and running it perfectly for all these years had changed the lives of many of the people present. The Grenadines won't be the same without him.

After the service everyone went by boat to PSV where a magnificent lunch was had, and PSV's long-time launch captain Chester and friends got to play a little music. People then headed away in different directions. I sailed back to Union Island on *Jambalaya*. Sailing on a traditional locally built schooner seemed like a fitting finale to saying good-bye — to both Haze and a whole time period. For when he and I arrived in the islands, all cargo went by schooner or sloop and the fishing fleets still set out under sail. Nothing lasts forever.

I am sure we all wish Lynn the best of luck in continuing with PSV, which to all of us is a special place.

US Coast Guard to Continue HF Weather Broadcasts

On February 11th, Sailworld.com reported: Last April the US Coast Guard asked for public comment on the need to continue broadcasting high frequency (HF) high seas weather forecasts for single sideband voice, facsimile charts and text messages over radiotelex (e.g. HF NAVTEX). The Coast Guard required public comment because the infrastructure necessary to provide these services had exceeded its life expectancy and significant costs were involved to continue these services.

After reviewing and analyzing the substantial public response that overwhelmingly urged the continuation of these services, the Coast Guard's "business case study" concluded that it was necessary to continue HF weather broadcasts. The business case study, "An Impact Assessment of Discontinuing USCG High-Frequency Radio Broadcasts of NWS Marine Weather Forecasts" is posted at www.navcen.uscg.gov/marcomms/high_frequency/HF-WX_notice.htm.

The study concluded: "The responding public collectively perceives that the USCG HF broadcasts are essential to their safety. There is no viable alternative to the USCG HF broadcasts because present alternatives are perceived by the public to be out of financial reach. Also, marine weather forecasts available through these alternative sources may not guarantee the same level of accuracy, timeliness, and/or sufficiency as provided by the USCG HF broadcasts."

While the Coast Guard does not have funds necessary to replace all of its HF transmitters, funds are available to replace the 20 transmitters used for weather broadcasts.

Grenada's Mutating Marine Sculpture

The marine colonization at Grenada's underwater sculpture park has been a great success and many new sightings of corals, sponges, algae and marine life have been documented. To see the natural growth on and around the submerged concrete sculptures visit http://underwatersculpture.com/pages/gallery/underwater-gallery/index.htm. Or better yet, sail to Moliniere Bay on the island's west coast, put on your snorkel and mask, and visit them in person.

Errata

In the letter from Dalton Williams of *S/Y Quietly* in February's Readers' Forum, it was stated that Heather Grant was a member of the Board of Directors of the Tobago Cays Marine Park. Heather says, " There must have been a misunderstanding on his part when we were talking. I am not a board member of the TCMP and never have been. I did express some interest in his idea and suggested he discuss his idea with the chairman of the TCMP board."



What's With the Shark Hat?

Readers have been asking, "What's the story with the photo of the guy with the shark balanced on his head?" in the last issue of *Compass*. Ralph Trout, author of that issue's "Bad Luck in a Great Place, Part One", about how he came to settle in Trinidad, says, "We saw this guy walking along the road one day in Toco. He must have had his hands full."

Annual Writers' Brunch

Calling all *Compass* contributors! If you've had an article, photo or poem published in the *Compass* during the past 12 months, you are cordially invited to bring a guest and join us at this year's Compass Writers' Brunch on Thursday March 20th at the ever-popular Mac's Pizzeria in Bequia. The Compass Writers' Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole weekend of fun. The party is absolutely free — it's our way of saying a special thank-you to everyone who helps make the *Compass* special!

By reservation only. Please RSVP by March 17th to sally@caribbeancompass.com or phone Sally at (784) 457-3409.

New E-Addresses for *Compass*

The general *Compass* e-mail address compass@caribsurf.com will change to compass@vincysurf.com effective March 1st.

Welcomae Aboard!

In this issue of *Compass* we wlcome new advertisers By Design of Antigua, page 43; Gourmet Food of St. Vincent, page 44; and Lagoonieville books of the USVI, page 41.

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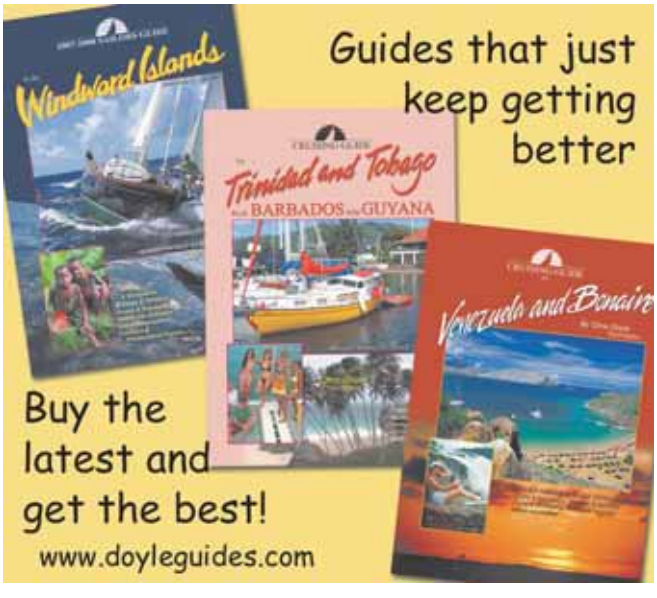
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BUSINESS BRIEFS

Northern Lights Expands in its Golden Anniversary Year

Northern Lights, a global leader in the manufacturing of marine diesel generator sets, Lugger propulsion engines and land-based diesel generators, will celebrate its 50th anniversary this year. Founded in 1958 as Alaska Marine & Equipment in Cooper Landing, Alaska, by Harold Walton Johnson, Northern Lights has grown into one of the marine industry's most respected companies. Starting with a line of industrial generators for Alaskan lodges and off-grid applications, Mr. Johnson's company soon developed a marinized generator set whose robust design and ease of service became the genset of choice for that region's demanding commercial fishing industry.

The Lugger propulsion engine followed, utilizing the same core principals of reliable power production, durable build and simplicity of use and maintenance. Today, Northern Lights boasts three branch offices, global distributors and a network of nearly 300 factory-authorized dealers located in the world's major ports of call.

As a fitting mark of their continued growth in this their 50th anniversary year, Northern Lights recently announced the acquisition of Ft. Lauderdale-based Rich Beers Marine, Inc. Rich Beers Marine has manufactured the Technicold brand of air conditioning and refrigeration systems since 1981. Widely sought by yacht builders as well as commercial fishermen, the Technicold reputation for quality makes it an ideal match for Northern Lights.

"We look at the values displayed by Rich Beers Marine as consistent with our own," said Northern Lights Manager of Marketing & Sales Administration Colin Puckett. "We put our highest priority on engineering and craftsmanship. Our products are known for reliability, durability and simplicity."

Northern Lights officials see excellent opportunities in cross-branding the two company's goods, and greater value for their customers. "The combination of Technicold products with Northern Lights generators will enable us to offer a more comprehensive solution to our customers. A vessel's air conditioning and refrigeration systems can be designed and engineered in tandem with the generator set, which gives a greater overall efficiency to the electrical demands onboard," Puckett explained.

For more information see ad on page 6.

Errol Flynn Gets Blue Flag

In the European Marine Community a "Blue Flag" is the watchword for marinas that are in total compliance with all environmental standards, and which can measure up to the constant scrutiny of the relevant rating committee. The Errol Flynn Marina in Port Antonio, Jamaica is now flying the Blue Flag for the third consecutive year — and is rightly proud of this achievement!

Errol Flynn is one of only three Caribbean marinas that presently hold this Blue Riband of marina compliance, making only minimal impact on their environment. In addition to the marina, their impeccably maintained white sand beach also joined the exclusive group of beaches certified for Blue Flag recognition.

And there's more! While some Caribbean marina facilities may still cling to high daily or hourly charges for internet service, there's no charge for clients at Errol Flynn. They offer both high-speed wi-fi 24 hours a day and free use of their internet café PCs during regular business hours.

For more information see ad on page 17.

Discovery Developers Announce Group Restructuring

Following the successful completion and opening of Discovery, the Superyacht Marina and the Marina Village at Marigot Bay, St. Lucia, Doubloon International Ltd



CHRIS DOYLE

has announced a corporate re-organisation to align resources for future tasks as the group passes from the "Development" stage to "Operations".

Discovery at Marigot Bay is managed for Doubloon by GLA Hotels of Paris, France, a leading operator of upscale boutique hotels, with considerable experience in the Caribbean. John Jones, a real estate entrepreneur based in Paris, remains the Chairman of Doubloon International Ltd. as well as its principal financier and shareholder. At the initiative of John Jones, Doubloon has recruited a highly experienced hotel operations consultant to monitor the performance of both Discovery and GLA Hotels.

—Continued on next page

—Continued from previous page

As of January 1, 2008, Doubloon Services Ltd (DSL), the project development team responsible for planning, construction and fitting-out of the hotel and marina facilities, de-merged from the group and will now operate as an independent project development group. DSL continues to be managed by John Verity, who also remains Managing Director and a significant shareholder in Doubloon International Ltd. In addition to continuing to provide supervision and support to the existing Marigot businesses, DSL is also reviewing a number of new St. Lucian hospitality and real estate projects.

Having completed the job of selling the Discovery and Marina Village Apartments, Doubloon Real Estate Ltd (DREL) also de-merged from the group and is now an independent real estate agency. Managed by David Farrin in partnership with John Verity, DREL will focus on a number of new real estate sales projects in St Lucia, and has already entered into contracts with developers to sell villas and apartments worth in excess of US$50 million. DREL will work closely with DSL on new projects, providing a fully integrated service to developers.

Finally, the completed Marina Village — a waterfront retail and commercial complex at Marigot Bay serving both the hotel and marina — has been placed under the management of Bob Hathaway and his Marina management team to develop the synergy and inter-dependence between the Village facilities and visiting yachts.

For more information see ad on page 14.

Quantum Sails in Trinidad

Quantum Sails — no stranger to anyone with a sailboat — now have an office in Trinidad where they can handle your new-sail requirements. Orders are designed in the Quantum head office in Annapolis and made to the stringent Quantum specifications and workmanship at their loft in Cape Town, South Africa. The Cape Town loft is the second largest loft in the world and turns out large sails at a rate of 80 per week. And now you can access Quantum Sails in Trinidad!

For more information see ad in Marketplace on page 53.

Crossing the Atlantic in a 21-Foot Trawler?

Yves Kinard is a Belgian naval architect and boatbuilder who has been established in Saint Martin for over 13 years. He has designed a variety of different vessels



ranging from sailing yachts to pleasure motorboats, and from fishing boats to megayachts.

In 2004, he embarked on a project to create a small, comfortable and seaworthy motorboat with low fuel consumption, which would ultimately be able to cross the Atlantic.

The result was the 6.5-metre Mayrik P214 MiniTrawler with Perkins M92B engine.

In 2009, Kinard hopes to launch a powerboat race, which will include the Mayrik P214, racing from Saint Martin in the French West Indies to Saint Martin de Ré, near La Rochelle in France, with a refuelling stop in the Azores. One of the aims of the race, for which sponsorship is still invited, is to draw attention to the need for real fuel economy in these times of dwindling natural resources. To promote this event, Kinard plans to make a maiden Atlantic crossing in his Mayrik P214 in the early summer of 2008.

For more information visit www.mayrik.com and click on P214.

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Familiar Faces and Light-Air Races

Left: A Storm was brewing, and it swept to the top of Racing Class I

Below: Racing Class II winner, Enzyme, *was also named 'Best of the Best'*



The 14th annual double-barreled Grenada Sailing Festival was held from January 25th through 29th, under the new title sponsorship of Port Louis Marina for the event's four-day keelboat series and Digicel for the two-day Workboat Regatta.

Competitors came from as far as Venezuela, North America and Europe. Local and regional yacht racers with prior experience in this event dominated the Racing and Cruising Classes, while in the J/24 and Charter Classes, sailors from Canada and the Netherlands took first prize respectively.

For the 30 entries in the yacht fleet's Racing I, Racing II, Cruising, J/24 and Charter Classes, the first race on Saturday began at True Blue Bay on the island's south coast in 18 knots of wind. Although Grenadian life-long sailor Champie Evans' Swan 48, *Julia*, led the Cruising Class fleet across the finish line at Grand Anse, last year's class winner, Carriacou-born and Trinidad-based Jerome McQuilkin's Beneteau Oceanis *Wayward*, placed first on corrected time. Overall Racing Class winner in Grenada Sailing Festival 2007, the Trinidad-built Soca 43 *Storm*, skippered by Peter Peake, topped the first race in Racing Class I. Also from Trinidad, Paul Solomon in the Henderson 35 *Enzyme*, a class winner in this event's 2005 edition, took the lead in Racing Class 2. Sailed by Robbie Yearwood, the Grenada Yacht Club's J/24 *Blew By You* — the event's 2006 class winner — blew to the head of the J/24s, and *Ambrosia*, a Bavaria 42 chartered by R. Pfeiffer of the Netherlands, took first in Charter Class.

For the Saturday's second race, a windward-leeward course off spectacular Grand Anse Beach, the yachts were joined by a Port Louis Traditional Class comprising the Carriacou-built *Margeto* and *Jambalaya*, and the newly launched [see "Launching in Petite Martinique" by Susan Payetta, *Compass*, February 2008] *Savvy*. *Margeto* won the day. *Wayward*, *Storm*, *Enzyme* and *Ambrosia* took their second bullets. In the J/24 Class, another Grenada Yacht Club J/24, *Tempest*, skippered by Mark Solomon, had a win.

Saturday's third race took the yachts back to True Blue, with upsets in Racing I when *Combat*, a Beneteau First 40.7 sailed by Hugh Pringle of Great Britain, corrected ahead of *Storm*, and *Jabulani*, skippered by Dave Tod of Canada, topped the J/24s.

—*Continued on next page*

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PARTS & POWER

—*Continued from previous page*

On the Sunday, a deliberately short triangle course off the south coast saw more changes. Beneteaus *YoYo!*, a First 47.7 sailed by Spencer and Russell Whitworth of Great Britain (Racing I), and *Wajang, a* First 10 sailed by Darcy Carr of Trinidad (Cruising), joined *Enzyme*, *Ambrosia*, *Blew By You* and *Margeto* as class winners on corrected time.

The day's one short yacht race allowed the keelboat competitors the opportunity to watch the workboat races, or even buy a racing-crew place in one — a fundraising effort for the Junior Workboat sailing program. More than 30 indigenous workboats from Grenada's fishing communities of Gouyave, Sauteurs and Woburn, and sister islands Carriacou and Petite Martinique, were contesting the Grenada National Team Sailing Championship titles of Coca Cola Junior Champion and United Insurance Senior Champion. New sails for the one-design GSF16s, in which the winning skippers in each class battled each other for the Digicel Skipper of the Year prize, were courtesy of United Insurance. The last workboat race was a real nail-biter, with the Woburn team passing the guys from Petite Martinique at the last mark to take the lead — only to capsize!

The Junior Sailing Champion team was Woburn, the Senior Champion team was Sauteurs, and the Skipper of the Year title was captured by Ken De Roche of Petite Martinique.

The keelboats continued to race on the Monday with two long triangles off Grenada's south coast for all classes except Traditional, which had completed its series. Due to diminishing winds, the course was shortened. The J/24s saw *Tempest* and *Blew By You* finishing within two seconds of one another in Race Five. In Race Six, the first boats across the line in each class were also first on corrected time: *Wayward* (Cruising), *Storm* (Racing I), *Enzyme* (Racing II), *Jabulani* (J/24) and *Andiamo* (Charter: Moorings 44.3, Menno Van Kommer, Netherlands).

The last day of the Port Louis Grenada Sailing Festival 2008 featured the optional Moet Pursuit Race from True Blue to Grand Anse, raced in very light airs. The race committee decided that, since the wind was so slight in Grand Anse Bay, instead of attempting triangles there they'd send the fleet back to the breezier south coast for the last race. The unseasonal wind pattern did provide a downwind start, great for spectators with all the spinnakers in view. The final race's winners on corrected time were *Storm*, David Cullen's Grenada-based J/109 *Pocket Rocket*, Jerry Stewart's Carriacou-based Hughes 38 *Bloody Mary*, *Ambrosia* and *Jabulani*.





Above: Margeto *from Carriacou was victorious in Traditional Class*

Left: One-design GSF16s surging toward the finish

After four days and seven races, overall winners were: Racing I, *Storm*; Racing II, *Enzyme*; Cruising, *Wayward*; Charter, *Ambrosia;* and J/24, *Jabulani*. *Enzyme* was awarded the Port Louis Trophy as the Best of the Best.

Next year's Grenada Sailing Festival will take place January 30th through February 3rd.

Thanks to MaryAnn Hambly-Williams for information used in this report.

For complete results visit www.grenadasailingfestival.com



Andrew Burke's Sail from the Heart

by Norman Faria

Barbadian Andrew Burke, well known in regional competitive yachting circles for amazing victories in regional regattas since the 1970s at the helm of his self-designed and -built fiberglass sloops *Nefertiti* and *Countdown*, has won yet another prize.



NORMAN FARIA

Barbados's ultimate single-hander arriving back at the Careenage on a blustery day

Not a trophy to add to his impressive collection. Not the winning cheque. Not yet another outboard motor or case of beer.

This one was perhaps the most memorable of all: the gratitude and admiration of the Barbadian government and people after he sailed singlehanded around Barbados on February 10th to raise funds for the Barbados Cancer Society.

"Singlehanded" is the operative word. Not only in the sense boating people know it — having one person on board. Andrew circumnavigated the 21-mile-long by 14-mile-wide island literally with one hand. You see, in 2005 doctors removed his left hand and shoulder blade to stop the spread of brachial plexus cancer. He is presently receiving chemo treatment for cancer recently found in his heart.

Notwithstanding the quip of a friend of mine, who joined hundreds of islanders and tourists to welcome him at back at the Careenage Harbour in the capital Bridgetown, that the veteran sailor "could have easily done it without any hands", Andrew's awareness-raising feat was greatly admired.

Both the island's Prime Minister, David Thompson, and Minister of Sports, Dr. Esther Suckoo-Byer, termed it a remarkable achievement. "This is a celebration of the indomitable human spirit and shows what we can accomplish through sheer will," noted the Sports Minister.

In her remarks, Honorary Secretary of the Barbados Cancer Society, Dr. Dorothy Cooke-Johnson, disclosed that the target of Bds$150,000 (US$75,000) had been surpassed in what was dubbed the "Sail from the Heart". "We can double that," she urged the enthusiastic and sometimes emotional gathering.

Many eyes were moistened as little seven-year-old Xavier Greenidge, who had one of his legs amputated because of cancer, presented Andrew with a gift. He had earlier in the day, at Andrew's special request, pressed the starting-horn button.

For his part, Andrew said, "I never gave up. Life goes on (after a diagnosis). I keep going. I have something to live for." He was embraced by his wife, Sally, at trip's end and his son Christopher was part of the tie-up crew at the Careenage.

Of the actual sail, Andrew said the winds were gusty that day (up to 30 knots) but he trimmed the sails to suit and was actually two hours ahead of schedule after he rounded the island's north point during the anti-clockwise circling.

Andrew's boat, *Regent One*, is a 43-foot Beneteau Idylle and former charter boat. The trip started at 0600 and he was back at the Carlisle Bay finishing line by 1600.

Peter Burke, Rear Commodore of the Barbados Yacht Club, part of the organising committee and Andrew's cousin, said in an interview everything went well. Asked whether the committee would look into Andrew's suggestion, made in his remarks at the Careenage, that he was now considering sailing non-stop Barbados-to-Balliceaux (an island in the Vincentian Grenadines 110 miles away) if the target monies were doubled, Peter said they would consider it..

Well done, Andrew! We join others in wishing a long life to you!



RENATA GOODRIDGE

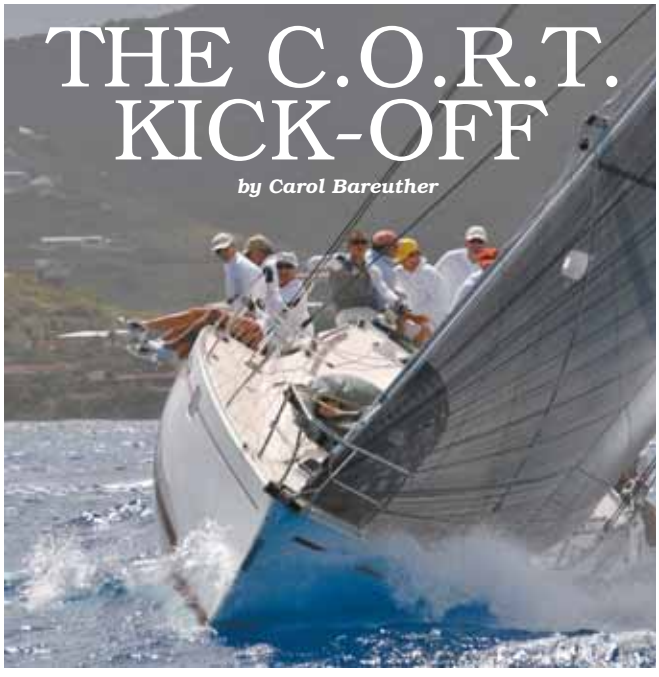
Greeted by Barbados Yacht Club bartender Imor, Andrew celebrates his successful solo island circumnavigation and funds raised for his island's Cancer Society



THE C.O.R.T. KICK-OFF

by Carol Bareuther

The *Devil* outsmarted Mother Nature at the 15th annual St. Croix International Regatta, held February 9th and 10th out of the St. Croix Yacht Club in the US Virgin Islands. In reality, it was the combined expertise of the Stanton brothers — Chris on the helm, Peter calling tactics, and Scott on jib trim — that powered their Melges 24, *Devil 3*, through 18- to 25-knot winds and five- to six-foot seas to a win in the Spinnaker Racing II Class. The win, achieved in the regatta's most competitive class, also earned skipper Chris his weight in Cruzan Rum — the signature prize in this sailing event.



DEAN BARNES

Three Harkoms *slices through the seas en route to a win in Spinnaker Racing I at the St. Croix International*

Devil 3 successfully defended its champion title from 2007, but while the boat was the same, the crew was new. "I'm back from college and able to race with my brothers this year," says Scott. In addition, high-school friend and former dinghy sailor, Larry Malanga, was aboard.

Tactically though, "It all came down to the fact that we were able to really power up on the downwinds," says Scott. "This helped us stay ahead of the other Melges 24 (*Silver*, skippered by fellow Crucian, Morgan Dale), and *J Walker* (helmed by St. Thomas' Chris Thompson)."

Thirty-five boats hailing from Puerto Rico, the US Virgin Islands, British Virgin Islands and St. Maarten competed in this kick-off event for the Caribbean Ocean Racing Triangle (C.O.R.T. Series), which includes the Culebra Heineken International Regatta in March and BVI Spring Regatta & Sailing Festival in April.

The BVI's Christopher Lloyd's highly modified Beneteau 445 *Three Harkoms* won the Spinnaker I class with a pick-up crew of talented sailors and a string of nothing but bullets to show for their efforts. Yet, all eyes were on a pair of sleek Farr 40s that also competed in this class.

"OnDeck Ocean Racing out of St. Thomas wanted to get their Farrs race-charter ready and asked if we'd help," explains John Holmberg. "So, we put the word out and received over 30 responses from the US mainland and Caribbean for crew slots. In the end, one Farr was crewed mainly by Crucian sailors and the other by St. Thomians. In spite of the Crucians having some crew with Farr 40 experience on board, we Thomians won."

In the Racer-Cruiser class, the BVI's Guy Eldridge made a clean sweep in his brand-new Beneteau 10R, *Luxury Girl*.

"We sold the Melges (*Mistress Quickly*) and bought this boat instead to be able to take our friends out with us," says Eldridge.

In spite of the boat being new, the crew is well experienced. "Six of our nine crew used to race aboard *Mermaid*, including Doyle sailmaker, Mark Ploch," cites Eldridge, as the secret to success.

Competition in the IC24 class was as hot as ever, however the Puerto Ricans aboard *Orion* finished the event with an almost unheard of ten-point lead. "The key was to keep the boat flat in all that chop...and going fast," says skipper Fraito Lugo, the man who's responsible for a fleet of eight IC24s now race-ready in Ponce.

St. Croix's Jeff Fangman's *El Presidente* won the Jib & Main Class with Tony Sanpere, racing his home, *Cayenne III*, right on his heels.

Finally, in the Beach Cat Class, the father-and-son team of Chris Schreiber Senior and Junior won after a heated match race with St. Thomas's Paul Stoken aboard Hobie 16s. "It was all good fun," says Schriber, at the tiller of *Auto World Express*.

The Valentine's Day Optimist Regatta is an event for junior sailors sailed at the same time the big boats are competing in the St. Croix International Regatta. Twenty-seven juniors, representing all three US Virgin Islands, the British Virgin Islands and Puerto Rico competed. Puerto Rico's Ivan Aponte won the event on points after two throw-outs were calculated as the racing instructions dictated. His triumph was over St. Thomas' Nikole "Nikki" Barnes who would have placed first if no throw-outs were allowed, but still rose to the podium to take the Top Girl prize.

ST. CROIX INTERNATIONAL REGATTA 2008 CLASS WINNERS

Spinnaker Racing I (5 boats)
Three Harkoms, Modified Beneteau 445, Christopher Lloyd, BVI (7)
Spinnaker Racing II (11 boats)
Devil 3, Melges 24, Chris Stanton, St. Croix, USVI (7)
Racer Cruiser (7 boats)
Luxury Girl, Beneteau 10R, Guy Eldridge, BVI (12)
Jib & Main (4 boats)
El Presidente, Thomas 35, Jeff Fangman, St. Croix, USVI (7)
IC24 (6 boats)
Orion, Fraito Lugo, Puerto Rico (30))
Beach Cat (3 boats)
Auto World Express, Hobie 16, Chris Schreiber, St. Croix, USVI (10)

VALENTINE'S DAY OPTIMIST REGATTA 2008 FLEET WINNERS

Overall
Ivan Aponte, Las Palmas Sailing Association, PR (15)
Red Fleet (Ages 13 to 15; eight boats)
Ivan Aponte, Las Palmas Sailing Association, PR (15))
Blue Fleet (Ages 11 and 12; four boats)
Victor Aponte, Las Palmas Sailing Association, PR (35))
White Fleet (Age 10 & Under; seven boats)
Jonathan Woods, Royal BVI Yacht Club, BVI (91))
Green Fleet (Beginner; nine boats)
DJ Lorshbaugh, Frederiksted Community Boating Program, St. Croix, USVI (15)

For complete results visit www.stcroixyc.com

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Regatta News

Antigua Classic Yacht Regatta

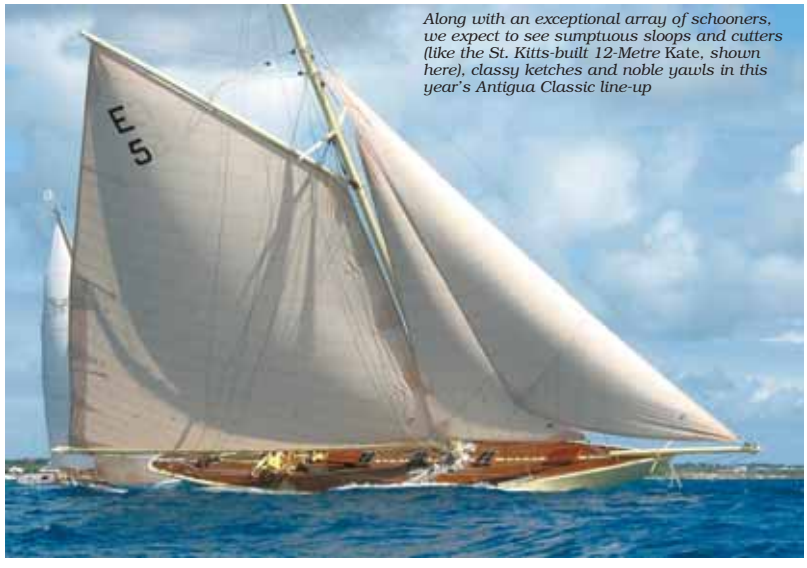
Back in the 1960s, the captains and crews of classic yachts that were gathered in English Harbour, Antigua, challenged each other to a race to Guadeloupe and back to celebrate the end of the charter season. From this informal race, Antigua Race Week was formalized in 1967 — in those days all of the yachts were classics. As the years passed, the classics were gradually outnumbered by modern racing yachts and the Classic Class was abandoned in 1987.

However, that year seven classic yachts turned out and were placed in Cruising Class 3 with the bareboats. The class was so unmatched that it was downright dangerous, so Captain Uli Pruesse hosted a meeting aboard *Aschanti of Saba* with several classic skippers and in 1988 the Antigua Classic Yacht Regatta was born, with seven boats.

Since then, the Antigua Classic has evolved into one of the world's pre-eminent classic yacht events, attracting between 50 and 60 spectacularly beautiful sailing vessels each year. This regatta is truly in a class of its own.

The Antigua Classic Yacht Regatta 2008 will run from April 17th through 22nd.

For more information see ad on page 17.



CHRIS DOYLE

Along with an exceptional array of schooners, we expect to see sumptuous sloops and cutters (like the St. Kitts-built 12-Metre Kate, shown here), classy ketches and noble yawls in this year's Antigua Classic line-up

Guadeloupe's First Zion Cup

Stéphane Legendre reports: This inaugural Zion Cup regatta took place on January 12th and 13th at Vieux Fort, Basse Terre, Guadeloupe. Zion in the Créole language means "forest/roots" which is exactly what Basse Terre is all about. The unusual selection of the area of Vieux Fort, at the southwestern tip of Guadeloupe facing the Saintes, was a wonderful idea, as the Saintes channel's gusty winds and strong currents play tricks if one does not anticipate both. Two boats experienced these tricks during the races, with one JPK28 capsized and one monohull losing its mast.

The Vieux Fort locals' authenticity and natural friendliness, and the beauty of the Bay Dupuy small fishing harbor also make this regatta fun for all. Twenty-one participants enjoyed the two-day regatta organized by the Club Nautique of Basse Terre and C'Fun, a windsurfing club at Vieux Fort.

The weather was fine and wind was smooth the first day. The Saturday races were over by 1600 hours and crews who had enough energy left could try their hands at sailing the traditional local boats. By 1800 hours everyone had a try and it was time for drinks and dinner served on the harbor jetty next to the Terminus Bar in a friendly atmosphere mixing with local fishermen.

The wind strengthened on the Sunday and gusts came down from the nearby mountain. By 1400 hours, the racing was over and the prizegiving ceremony took place early enough to allow crews from Pointe-à-Pitre to reach the marina before dark. We are sure next year everyone wants to be back, and sailors from other islands are more than welcome to join the fun!

The Zion Cup 2008 winners were:

RACING/RACING-CRUISING CLASS

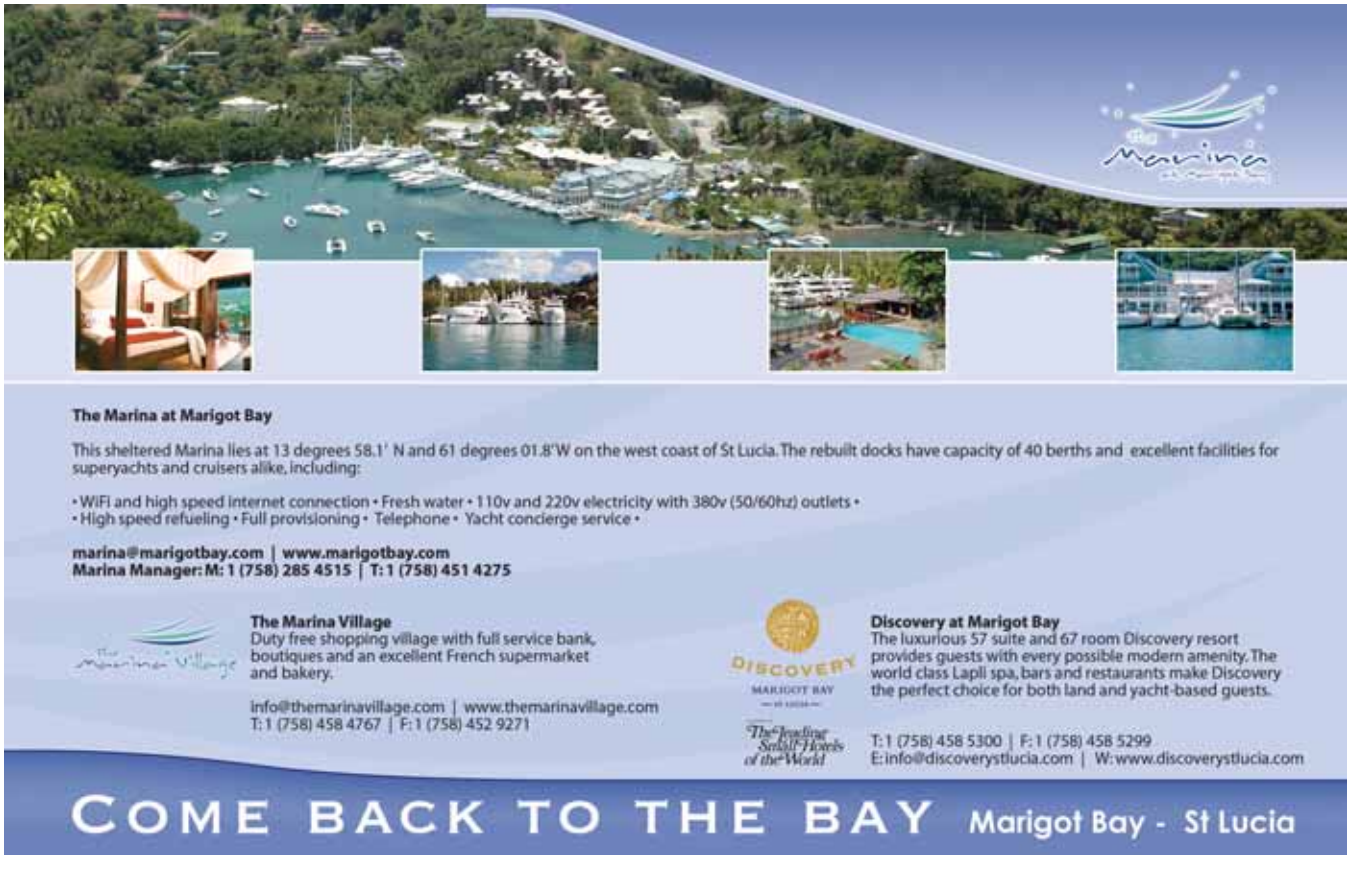
1) *Paulista*, J/120, Jean Luc Vasse
2) *Marie Marie*, Feeling 10.40, Franck Soret
3) *Griotte*, First 310, Pascal Durand

COASTAL & CRUISING

1) *Mac Village*, Muscadet, Eric Michel
2) *Oiseau du Soleil*, First 305Q, Danés Sébastien
3) *YouYouTo*, First 27.7, Colette Erivan

For more information contact info@zioncup.org or visit www.zioncup.org.

—Continued on next page



—Continued from previous page

Record Dorado at Spice Island Billfish Tournament

What a great turnout! What with 90 billfish releases and a record-breaking 53-pound dorado at the 39th running of this tournament, January 16th through 19th, everyone was pleased. Thirty-six boats carrying 175 anglers arrived at the Grenada Yacht Club to participate in the event, with boats entered from Trinidad & Tobago, St. Lucia, Barbados, Martinique, the United Kingdom and Grenada. By the end of the competition, 15 blue marlin were released plus one landed, 54 sailfish released and nine white marlin released. Two dorado, one wahoo and 11 yellowfin tuna were brought to the scale.

This year the boats paraded through the Carenage in St. George's on their way to the start, allowing the public and media an opportunity to view them before they headed offshore to fish.

Nigel Hypolite, fishing on local boat *Crazy Horse*, caught a bull dorado weighing 53 pounds to beat the long-standing tournament record and earn an EC$1,000 prize. At the awards ceremony and closing dinner held at the Grenada Yacht Club the winners were:

First Place Boat: *Hard Play II* of Tobago
First Place Angler: Matthew Armstrong aboard *Challenge II* of Barbados
Top Release Angler (3 releases): Matthew Armstrong
Top Release Boat (8 releases): *Par-T-Time* of Trinidad
Top Female Angler: Claudia Calase aboard *Legacy* of Barbados
Boat Pool (weight of fish brought to the scale): *Challenge II* of Barbados
Top Grenadian Boat: *Risky Business*

The SIBT committee thanks all their sponsors, especially Carib Beer and Island Water World.

BVI Governor's Cup

The Governor's Cup Race, held on January 19th, was organized by the Royal British Virgin Islands Yacht Club and sponsored by his Excellency the Governor David Pearey.

Five boats entered. Starting in Road Harbour, Tortola, they raced across the Channel to round Dead Chest to starboard. Christopher Lloyd's Beneteau 445, *Three Harkoms*, with the Governor on board as crew, quickly took the lead and was first to set their spinnaker. Hot on their heels was Dave West's *Chippewa*, a Melges 32, with some top BVI racers on board.

The boats raced past Peter Island, rounding Norman Island to starboard. *Three Harkoms* had some gear failure at this point and retired. *Chippewa*, first around the back side of Norman Island, was unable to hoist its spinnaker for the exciting run in the big waves. West commented afterwards that he was disappointed at not being able to give his crew the exciting sleigh ride he had promised in these ideal conditions for the Melges 32. The Sirena 38 *Pipe Dream*, with Chris Haycraft helming, was second round Norman Island, recording top speeds of 14.4 knots while surfing. Guy Eldridge on his new Beneteau First 10R, *Luxury Girl*, followed in third place, with Presley King steering. *Latitude 19*, the only IC24 entered, was close behind.

The finish was a fetch from Norman Island to the Yacht Club House at Road Reef. Prizegiving was done by RBVIYC Commodore Clair Burke, with the Governor presenting prizes and the annual trophy to the winners. Overall winners and their corrected times were:

1) *Luxury Girl*, Guy Eldridge: 2 hours, 17 minutes, 24 seconds
2) *Latitude 19*, Colin Rathbun: 2 hours, 17 minutes, 31 seconds
3) *Pipe Dream*, Chris Haycraft: 2 hours, 18 minutes, 34 seconds

Antigua Young Achievers Go Sailing!

Jolly Harbour Yacht Club has joined forces with Antigua's Young Achievers Club, a local initiative run by Clarence Pilgrim, who is helping the island's young entrepreneurs realize their goals.

On February 1st, schoolteacher Neikeisha George brought six young recruits to try their hand at sailing. Ashley Quinlan, Shemeka Baltimore and Connell Joseph from Pares Secondary School joined JHYC Commodore Brian Turton onboard *Miramar*. Moniefa Joseph of Princess Margaret School, Shamari Riley of Clare Hall Secondary School and Verdanci Benta from Antigua Girls' High School teamed up with the club's Rick Gormley aboard *Elethea*.

Ms. George has 36 children lined up on a rota system to participate in this weekly event. This is very encouraging for Tanner Jones, who is heading a voluntary team renovating five Sunfish dinghies to enable JHYC to form a Youth Division.

For more information visit www.jhycantigua.com.



ALEX NIKOLIC

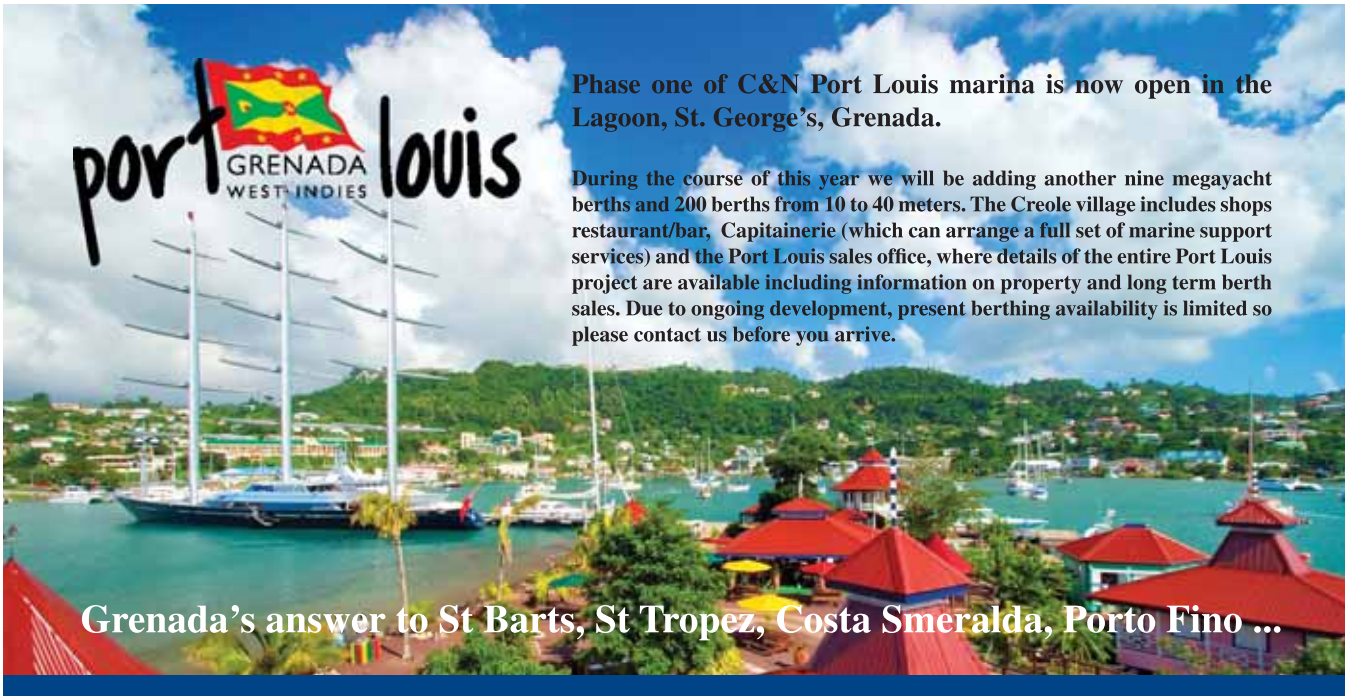
Let's go sailing! Young Achievers in Antigua team up with Jolly Harbour Yacht Club members to get out on the water

World ARC Yacht Rescues Drifting Fisherman

World ARC 2008 is a new round-the-world yacht rally that departed from Rodney Bay, St. Lucia, on January 23rd. It will finish back in the Caribbean in late March 2009.

The World ARC yacht *Tillymint* — an Oyster 82 and the largest yacht in the fleet — participated in the dramatic rescue of a Caribbean fisherman while en route to Panama. The small open fishing vessel *Vegas* from St. Lucia had been drifting for 20 days without a working engine. In the early hours of January 26th, approximately 80 nautical miles off Aruba, the on-watch crew of *Tillymint* heard faint cries for help, though they could not see another vessel. In the time it took the crew to drop sails, turn the yacht and head back upwind in 25 knots of wind to the incident position, the crew of the *Vegas* had started a small fire to attract attention. Unfortunately, their signal fire went out of control before *Tillymint* reached them, and *Vegas*' crew…

—Continued on next page



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…jumped into the sea to escape the flames. *Tillymint*'s crew brought one fisherman aboard, but they were unable to locate the remaining three.

Under the direction of MRCC Curaçao, *Tillymint* conducted a search of the area around the wreckage, joined at first light by other World ARC yachts *Southern Princess, Grey Lady, Harmonie, Blue Flyer* and *Strega*, and a Coastguard SAR aircraft. The Netherlands Coastguard ship *Jaguar* was sent to the area to co-ordinate the search. The St. Lucian survivor, Sherwin John, was evacuated onto the *Jaguar*. MRCC Curaçao called off the search at 1830 hours local time of the same day, having failed to locate the three missing crew.

All World ARC yachts resumed their course for Panama.

For more information on World ARC visit www.worldcruising.com.

Necol Regatta a Peak in St. Maarten's Local Racing

A strong representation of the best sailors on the island in very challenging early-February conditions made the Necol Regatta an outstanding event in St. Maarten.

Sailing took place off the airport runway and returned to the St. Maarten Yacht Club for nourishment and social events. Ten teams sailed ten identical one-design boats (with three or four crew) and changed boats twice during the event. Principal of Necol, Andrew Rapley, served as Race Officer, and Race Judge Simon Manley heard a number of protests. The winds presented extreme challenges as speeds varied between zero and 25 knots with changes occurring in seconds, causing crews to react quickly or broach. Competitive crews constantly adjusted their trim.

Frits Bus and his team of Rien Korteknie and Garth Steyn dominated on points. Second place went to the North Sails team led by Ernst Looser with Andrea Scarabelli helming. Luc Knol took third from Bernard Sillem after the latter lost a race by missing a mark.

St. Maarten Regatta Kids' Art Competition

On February 2nd, enthusiastic children aged four to 14 and their parents and teachers visited the Sint Maarten Yacht Club in Simpson Bay, for the prizegiving of the 9th Annual Kids' Art Competition organized by the club and the St. Maarten Heineken Regatta. All the schoolchildren on the Dutch side of the island received the assignment for this competition, whose goal is to involve the local children in the regatta, and help them to get in touch with sailing.



Sophia and Maike from the Sister Magda Primary School in St. Maarten accept a prize for their Heineken Regatta Art Competition boat project

Judges Petra Gilders (Sint Maarten Yacht Club), Ruby Bute, Antoine Chapon and Lucia Trifan (artists) selected the winners for four age groups. The first-prize winners of each category are: Nadja van den Boogert from the Sister Marie Laurence School (4 and 5 years old), Samantha Heemskerk from the Caribbean International Academy (6 to 8 years old), Steven Cloose from the Sister Regina School (9 to 11 years old), and Sophia and Maike from the Sister Magda Primary School (boat project). The Prins Willem Alexander School won first prize for its class project — a huge boat made out of recycled materials; the Hillside Christian Elementary School and the Sundial School also won prizes.

Thanks to the numerous local companies who generously sponsored prizes.

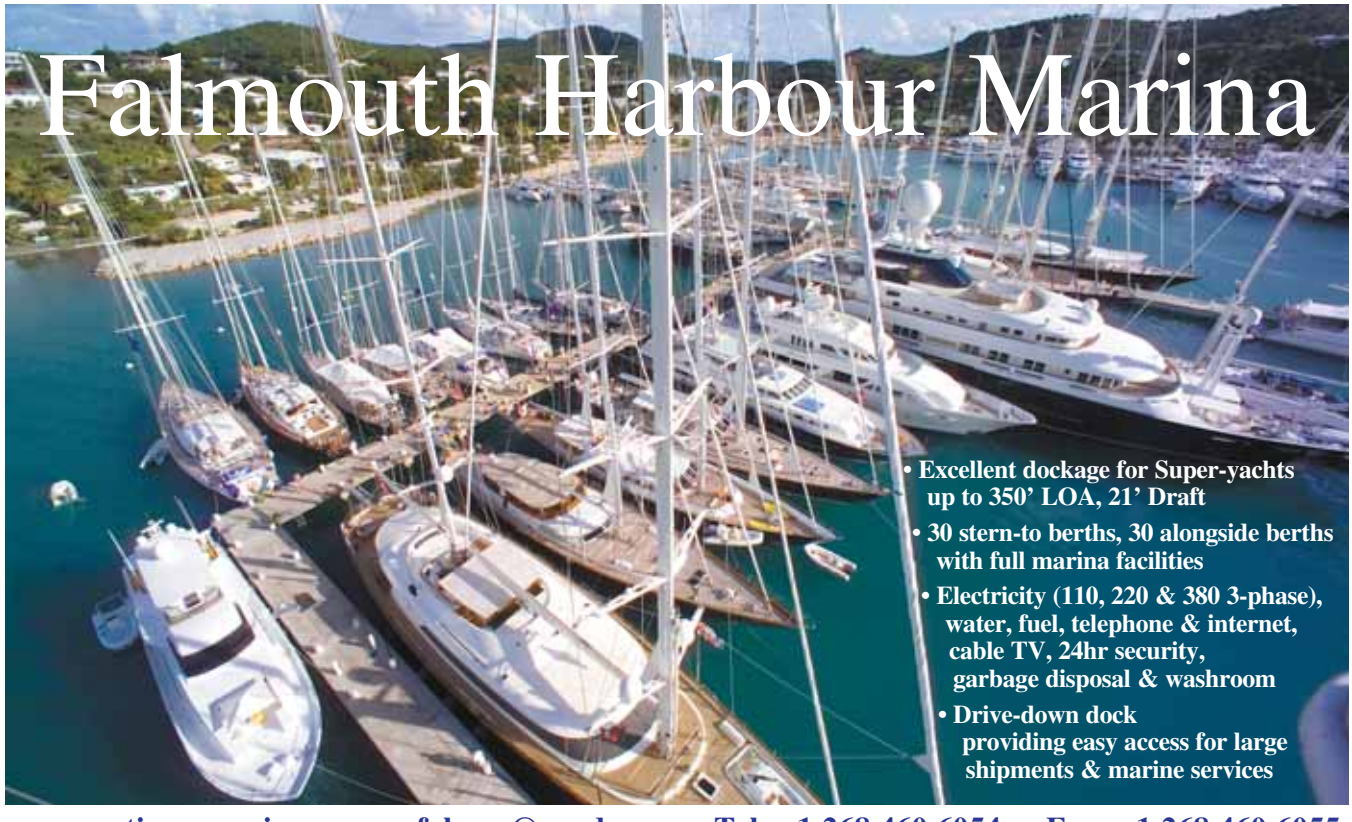
Visiting Teams at Schoelcher Week, Martinique

Young Trinidad sailors dominated the Laser and Optimist Classes at the 19th Sailing Week of the…

—Continued on next page



Team St. Lucia celebrating at Schoelcher Week prizegiving, where Luis Meixner took third place in the Laser Standards



—Continued from previous page

…Schoelcher Pan American Championship, held February 1st through 5th in Martinique, returning home with six medals, including two gold, from four classes entered.

Rain showers and gusts up to 20 knots greeted the sailors daily. Near-shore courses made for difficult shifts and gusts.



At Schoelcher, the Opti Under-12 winners included Trinidad's Derek Poon Tip (second from right) in third place

Wesley Scott consistently scored top-three finishes in the Optimist Class to finish third in a high-quality fleet of 65 boats. Derek Poon Tip made the podium in third place in the under-12 category. Matthew Scott and Anthony Alkins took turns at winning races at the front of the Laser 4.7 class's 21-boat fleet, with Scott eventually taking the event from Alkins with a race to spare. It was a similar story in the Laser Radial Class where the Leighton brothers, Stuart and James, regularly exchanged positions at the front before Stuart took the title with a race to spare.

Best wishes to Stuart, James and team-mate Aaron Barcant, who will represent Trinidad & Tobago at the Laser Radial Worlds in New Zealand this month.

The St. Lucia Dinghy Sailing Programme also sent a team to compete in the Schoelcher regatta, with their eight young sailors and two coaches joining over a hundred sailors of different nationalities. The St. Lucians sailed to Martinique aboard St. Lucia Yacht Club members' yachts, *Clara*, *Turtle* and *Il Restless*, with their dinghies strapped to the decks.

In the Laser Radial Class, 18-year-old Fred Sweeney just missed third place by a few points, putting him fourth overall. Luis Meixner, 16, in the Laser Standard Class was the Team St. Lucia's award-winning sailor, placing third.

The St. Lucia Dinghy Sailing Programme thanks the St. Lucia Yacht Club and the St. Lucia Olympic Committee for their continued support.

The Transcaraibes Rally

The 9th edition of the Transcaraibes Rally will sail from Guadeloupe to Cuba between March 29th and April 20th. Enjoying two free nights dockage at Marina Bas du Fort in Guadeloupe (monohulls are also offered a free haul-out!), rally participants will sail to Marina Fort Louis in St Martin, where parties and another two free nights dockage await. Onward to the BVI, for three nights at anchor, then to Casa de Campo Marina in the Dominican Republic — special entertainment and three nights dockage included there. The next legs are to anchorages at Las Salinas and Bahia Las Aguilas. The final leg arrives in Santiago de Cuba, where seven nights free dockage give participants ample time for sightseeing. A gala farewell party, Cuban style, rounds out the adventure.

For more information see ad on page 52.





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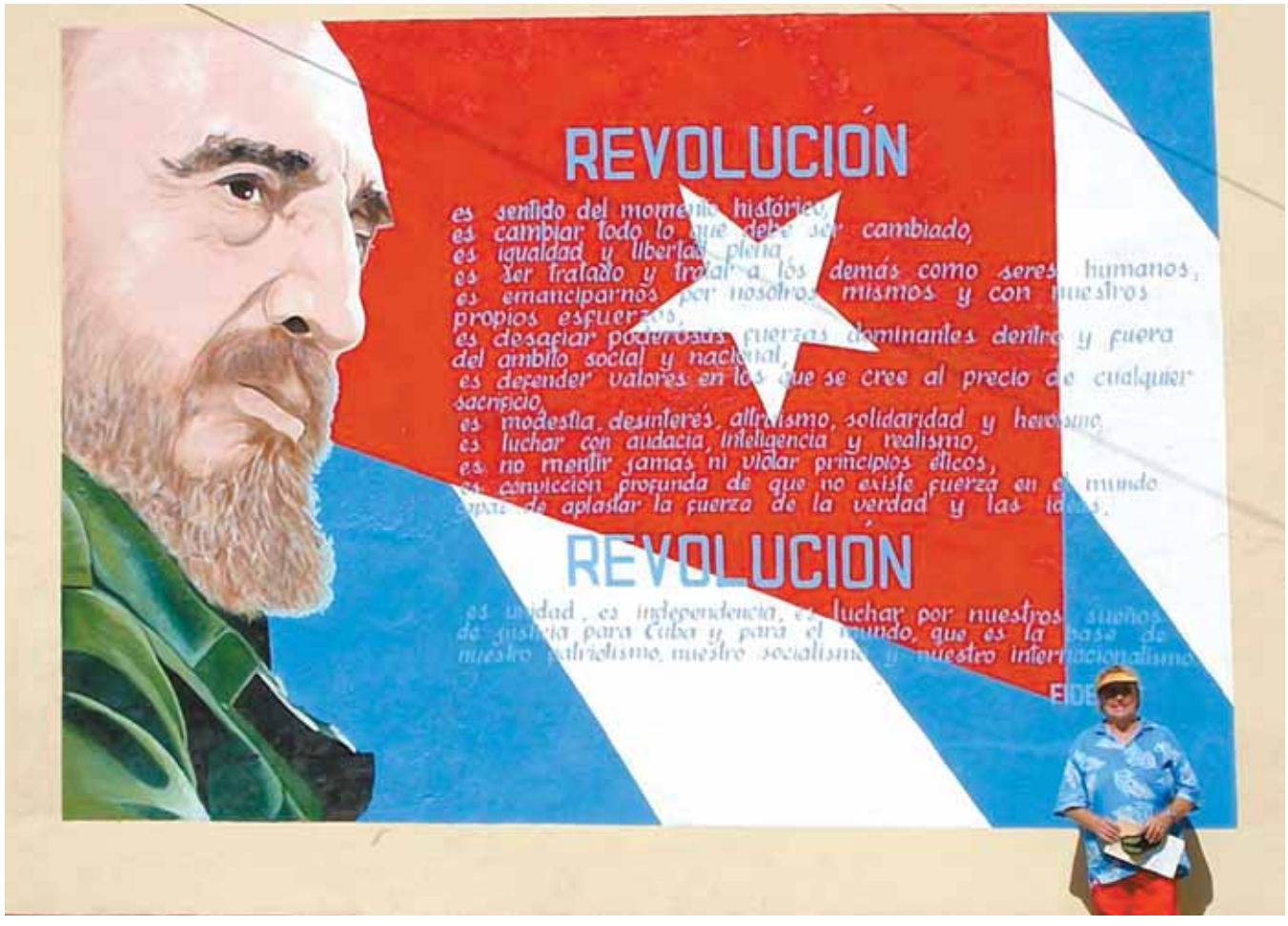
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Southwest Cuba *Part One:*
UNCROWDED AND UNUSUAL

by Christopher Price



Now, I want you to think carefully about what I am going to tell you. The south coast of Cuba is approximately 780 miles long. That is roughly equivalent to the distance from Cape Hatteras to Miami and 200 miles more than from Lands End to John o' Groats by fast crow. It is also about 200 miles more than the distance between St. Thomas and Grenada. This lengthy coastline has but three marinas, which are also the ports of entry for visiting yachts. Therefore, you might think that the marinas would be crowded, with space difficult to find.

On December 26th 2006, the marina at Cayo Largo, the only one in 300 miles between Cienfuegos and the western end of Cuba, held precisely six yachts. Yes, that's right, six boats, and of these, four were local charter cats based in the marina.

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There was one other visiting British yacht -—and us! We had arrived that morning from Antigua and, having been used to the crowded routes and harbors of the Eastern Caribbean, it was immediately clear to us that Cuba was going to be completely different.

Planning

The idea of going to Cuba had first taken root a few years before and this had given us plenty of time for homework. We started by looking at the available pilot books — two in number — and opted for Nigel Calder's *Cuba: A Cruising Guide*. We also bought the Lonely Planet Guide, as well as making a visit to the Cuban Tourist Office in London to collect a load of info.

Calder is quite emphatic that the only charts worth considering are those produced by the Cuban Government, and although this 1998 opinion may be somewhat outdated, I have seen nothing of later publications that has caused me to disagree with his view. Therefore, by a devious route that would take an order plus money from Florida to Havana to London to Mexico to Havana and finally Antigua, the relevant south coast charts were ordered about six months before our planned departure date.

Our original intention was to leave Antigua early in December because, for us, the window of opportunity for sailing Cuban waters was a fairly small one. Our usual annual pattern is to remain around 12°N during the summer and, in practice, this means Grenada or thereabouts. In November we join the northerly migration and base ourselves around Antigua for the winter. The north coast of Cuba, frequently hit by "northers", is not considered an ideal cruising area until April or May and this led us, at a fairly early stage in the planning process, to decide that our objective would be to cruise the south coast during the first two or three months of the year.

By mid-November our charts had not arrived. Upon "chasing" the order we were told that they were out of print. Our friend Bill, who had already given us a considerable amount of useful advice about the Cuban south coast, told us that they were available in Toronto, but by then it was too late to re-order with any hope of them arriving in time. In the end, Bill lent us his charts and they proved to be invaluable.

Shortly before our departure it became necessary for us to have some fairly extensive electrical work done on the boat. This took twice as long as anticipated and cost two to three times as much, but as the man said when he presented an extremely painful bill, "That's boats!"

Throughout the extra week spent on anchor at Falmouth Harbor, the tradewinds blew at 20 to 25 knots, but predictably, very shortly after leaving on December 15th, they dropped to gentle breezes and our fast downhill run became a gentle amble. This included a total of 72 hours motoring when our speed dropped below two-and-a-half knots; our overall average for the passage was barely five knots.

Isolation En Route

Bill had already warned us that on the Cuban south coast we would have to get used to being on our own. Therefore, we were not entirely surprised by the very small number of boats we found on our arrival at Cayo Largo.

However, our isolation started much earlier than expected. On leaving Falmouth, we headed west towards the bottom end of Nevis with two or three other boats within a mile or so of us. They then turned north towards St. Kitts while we carried on towards our next waypoint, off Cabo Beata, the southernmost tip of the Dominican Republic. We did not see another sailing yacht, or small vessel of any description, for the next nine days! As we passed to the south of the Mona and Windward Passages we saw a handful of large merchant vessels heading north or south, but apart from those — nothing.

We were, in fact, lucky to be in these waters at all. On our second night out, while motorsailing in a very light breeze, our autopilot failed totally and refused to communicate in any way, either with us or the rudder. The prospect of carrying on without "Otto" was unthinkable and an immediate decision was made to divert to Marina Del Rey in Puerto Rico. This was thought to be the nearest and most likely place to have repairs carried out.

We altered course to the north and shortly thereafter the wind rose to 30 knots. Most of the rest of the night was spent hand steering, but at least we were making good speed.



Public tranport in Cienfeugos

At about 0430 I pressed the button again and was enormously relieved to find that Otto was working perfectly. Obviously we had experienced a temporary withdrawal of labor rather than a full-scale strike, but as we had both been up all night we decided to divert to Puerto Patillas in southern Puerto Rico in order to catch up on some sleep and check the steering thoroughly. We anchored at 0800, hit the sack for three hours and I then carried out a detailed inspection and test of the entire steering system. I could find nothing wrong, Otto was working perfectly, so we hauled the anchor and set off again along the south coast of Puerto Rico towards Cabo Beata.

Arriving in Cuba

Approaching Cuba from the east, across the Windward Passage, the first 200 miles is mostly steep-to with mountains rising to nearly 4,000 feet very close to the coast. There are, however, the odd little hidey-holes, such as Guantánamo Bay and Santiago de Cuba. I will keep to myself my opinion of what goes on at the former. The latter is Cuba's second largest city, is a port of entry and also has one of the very rare south coast marinas. It has been described as the Cradle of the Revolution and as such is considered a "must" from a tourist point of view.

However, Nigel Calder describes the harbor as the filthiest he has ever visited, with the marina being "a beat-up affair with bits of steel re-bar sticking out and threatening to damage your topsides every time the boat is hit by the wake of a passing vessel". While recognizing that things might have improved since Calder reported, we were not so attracted by the cultural delights of Santiago to risk either damage or degradation to our boat and we decided to give it a miss.

After 200 miles of rocky coastline with very few decent anchorages, the south coast of Cuba curves away to the northwest, ending in Cabo San Antonio more than 500 miles away. This long coastline forms a huge bay, the outer or southern edge of which is marked, for all but 150 miles, by an outer fringe of cays which stand on the edge of a near-vertical drop to 14,000 feet.

Between the cays and the mainland, sometimes a distance of 60 miles, is a vast shallow shelf, rarely more than 50 feet deep, which is also scattered with hundreds, possibly thousands, of cays. In the middle of this huge shelf is a deep inlet which carries depths of 6,000 feet almost to the mainland coast. There is a further narrow inlet called the Bay of Pigs (Bahía de Cochinos), of which some readers may have heard.

As cruisers, we have a taste for lonely deserted places and it was these vast shallow areas that really tempted us to Cuba. Hence our decision to begin our cruise towards the western end of the island, at Cayo Largo, which is also a port of entry.

Clearing In

Before leaving Antigua we had attended a talk given by Commodore José Miguel Diaz Escrich, Director of the International Yacht Club at Marina Hemingway, Havana. His main objective was to encourage the owners and skippers of mega-yachts to cruise in Cuban waters. He was anxious to emphasize that Cuban entry regulations are no different from those anywhere else.

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On the afternoon of December 26th, we were about to find out for ourselves.

The first official on the scene after we made fast was from the Ministry of the Interior. He just hung around on the pontoon, but clearly he was there to make sure we did not go ashore. Shortly thereafter the procession started, and between 2:30PM and 10:30 the following morning we were visited by nine men and a dog. It seems we got off very lightly, because other visitors writing in *Compass* a few months ago reported that it took 30 men and three dogs to clear them into Cuba! [*See "Cuba: Fair Winds and Friendly Faces" by Bernie Katchor, September 2007.*]

All our visitors — from the doctor, to the coast guards, the frontier guards and the Ministry of Interior and Agriculture personnel — were courteous, friendly and helpful. As they came aboard they removed their shoes, shook hands and introduced themselves before getting down to some very serious form filling.

This was the huge difference we found between Cuba and anywhere else we have visited on either side of the Atlantic. The forms seemed to be endless in number, but they fill them in! Before leaving Antigua we had prepared data sheets, in Spanish, which gave every detail we could think of about ourselves and the boat, from place of birth to height of mast to type of outboard fuel. Copies were handed to the officials as they came aboard, received with gratitude and they then sat at the cockpit table and laboriously filled in their forms.



Cuba is famous for its lovingly preserved American cars, some of which are well over 60 years old. This Chevy is early Fifties.

Our cruising permit, or *despacho*, was prepared, the appropriate stamps were obtained from the local post office and we were then asked if we had any glue, because the stamps were non-adhesive. Fortunately, we did. They were duly affixed and cancelled with an impressive rubber stamp, and we were almost ready to start cruising. But not quite....

At 10:30 the following morning, we were visited by two men from the Ministry of Agriculture, who apologized for their late arrival. Our onions were inspected with a magnifying glass, we were instructed to eat our vacuum-packed salami without delay, and we were allowed to keep our thyme plant on the clear understanding that we would not take it ashore for a walk. At the end of the entry process we concluded that Commodore Escrich may have been right in arguing that Cuban requirements are no different from those elsewhere. On the other hand, nowhere else have we seen the requirements applied in such detail, with such rigor — and with such charm.

And so to provisioning. After 11 days at sea, we were virtually out of fresh fruit and vegetables and needed to do some shopping. At this point we began to realize that our decision to make a landfall at Cayo Largo was not, perhaps, our smartest move of the year. Although one of the larger offshore cays it was, like almost all of them, uninhabited, at least until the mid-1960s. Castro then decided to create an international tourist resort there, which now boasts eight or nine all-inclusive hotels and, of course, an airport. There are no permanent Cuban residents, although there is a dormitory village for the hotel and service staff who fly in from the mainland for two- to three-week tours of duty. As the staff are all fed in their canteens and the hotel guests stay on a full-board basis, who needs food shops?

We were saved from starvation by the marina manager, who gave us a list of fruit and vegetables that might be available from the central store. Having made our choice we were promised delivery the following day. What arrived bore little relationship to that which had been ordered; however, there really was no alternative.

We then discovered a small, closed "supermarket". It opened at our request, but the only stock consisted of a limited range of canned fruit and vegetables, mostly of Chinese origin. Anyway, with a combination of stuff from the back doors of hotel kitchens, Chinese tins, and the contents of our freezer we felt that we could keep starvation at bay for another week or so.

Cayo Largo to Siguanea

Three days after our arrival at Cayo Largo we headed west with the declared intention of proceeding to Marina Siguanea, about 150 miles down-wind. I say "declared" because that was what it said on our *despacho*. But, as we were to discover, this was by no means as restrictive as it might appear. We were free to make as many stops and take as long on the way as we wished, providing that we didn't go into an undeclared port. Had we done so, I think we would have run into problems simply because it wasn't on our *despacho*, but we were very pleasantly surprised by the degree of freedom we had.

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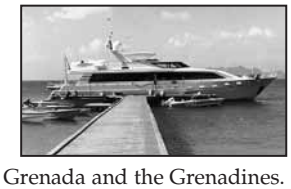
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South, farther along the Butler, is San Fernando ("Sando"), the home of great hardware stores and specialized gasket and hose vendors. The suppliers of the oil and gas companies are there. Driving here is best left to a guide, as no street seems direct. A great restaurant is Uncle Sam's, close to the Butler exit. For a totally stylish lunch or dinner, do Soon's Great Wall. It is "the place" to celebrate an occasion. Jenny's original restaurant is also in Sando.

Southern Getaways

Trinidad's Tourism Department is located in Port of Spain and has excellent information available. They supply a booklet of available "registered" guesthouses all over the island. So if you want to get away from your boat or the yard, take a longer road trip. You won't be sorry.

Pertinent direction signs have been installed. Follow the main road to Pointe-à-Pierre and the Wildlife Trust for sedate birdwatching. Follow the same road through huge coconut estates to Icacos on the island's southwest point. It is a usually quiet village on the Gulf of Paria. If you arrive in the early afternoon you might be able to get a deal on some fresh fish.



Just you and the bamboo. Trinidad's interior provides great getaways from boatyard life

Use your map and wind eastward through Erin and Moruga to Rio Claro and to the southeast point of Mayaro. This is on the Atlantic side and Mayaro is a tourist center with plenty of guesthouses. Drive north, since that's the only road, along a palm-lined coast to another tourist center, the beach at Manzanilla. There are inexpensive guesthouses available. On the rise leaving the beach towards Sangre Grande is The Last Stop, an excellent place to get a local favorite snack of "shark and bake". Follow that road and it will take you to the Churchill Roosevelt and back west to Chaguaramas.

Most of the southern and eastern parts of Trinidad are still "old style" rural, with only a few oil and gas pipes visible. Sugarcane fields and the sugar industry have almost vanished. There are a lot of small breakfast and lunch spots along the routes. Fresh fish, shrimp, crab, fruits and vegetables can easily be purchased at roadside vendors. Always try to pull entirely off the road safely or go on to the next vendor.

North Coast Day Trips

The road from Port of Spain to the north coast is another weekday trip.

Maracas Bay, the best known of any Trini beach and home to numerous shark and bake vendors, is packed on weekends. Trinis love to eat and drink while at the beach. Scotch is the beverage of choice. Designated drivers haven't really made it yet, neither has the Breathalyzer or the radar gun. The roads are narrow and the drop-offs steep and deadly.

Beyond Maracas is Las Cuevas Beach, the calmest and clearest. This incredibly scenic road will take you to another great beach at Blanchisseuse where a river enters the ocean. This is a great spot for a picnic, or look for Fred's place for a superb lunch and cocktails.

If you aren't exhausted and the sun is still high, take the road across the mountain to Arima. This route will pass the Asa Wright Nature Centre, famous for birdwatching. Excellent meals and accommodations are available at the Centre.

Once in Arima, the Churchill Roosevelt will bring you west again. Arima also has an excellent horse track for monthly races (especially on Boxing Day).

One of the finest of Trinidad's road trips is to Toco on the northeast point. Follow the Churchill east to Valencia but take a left, rather than following it to Sangre Grande. Sections of this road are under repair, but it is also the main access to the quarries. Expect to see many dump trucks, but the drivers are usually courteous and safe. This road is incredibly scenic. The drive will pass an excellent beach and river intersection at Salybia, and a protected leatherback turtle nesting area at Ballandria.

Gas is available in Cumuna, as is great local food at the Blue Restaurant. The lighthouse at Toco is a definite Kodak moment. Follow the road to Sans Souci and many excellent, relatively deserted beaches. Break Bay in Sans Souci is the only surfing beach in Trinidad. Grande Riviere is another tourist enclave with upscale restaurants and everything associated. This road ends in Matelot, a traditional fishing village, but before is the unbelievably picturesque Shark River, a great place to bathe in fresh water.

The northeast coast is one of the few remaining parts of "antique Caribbean" Trinidad, while the remainder tries to accelerate into the modern first world. In the north, banana farmers still haul bunches off steep hills on their heads or on donkeys. This area is still relatively safe and reminds me of Jamaica in the early Seventies. Everyone is friendly and helpful to tourists. You'll hear soothing reggae rather than pounding hip-hop.

"Forget about governments and world problems, be wary of crime, and be happy" should be Trinidad's 2008 motto. In Trinidad, a true melting pot, everyone, Indian, Chinese, African, Continental and Latino, seems to get along. Sports like cricket and especially soccer are a great common denominator. Carnival every spring is the mainstay of the culture. Petroleum and natural gas are the protectors of the economy. Enjoy the beautiful vistas and the many performing arts, but be careful.

In every perspective, Trinidad has good value for the boating buck, with inexpensive escapes from yard and yacht drudgery.

We saw the article in the January issue on the Macareo River (and know the author) but the Mánamo River is quite a different trip. Just wanted to let you know they are two separate rivers. — BB

Mánamo River Adventure, Part One:

Of Ibis and Electricity

by Bill Bate

The day began at 5:00AM with a black stillness. The water was calm with long shadows cast over the water from the shore. It's a new day and time to get moving for a wondrous journey is about to begin. The journey is taking us up the Mánamo River, an arm of the Orinoco, in Venezuela.

We made our way to shore from the Trinidad anchorage at TTSA in the dark, on a glassy platform shattered only by the bow of the dinghy breaking the millpond surface. We hurried to the Customs Dock in Chaguaramas where we were greeted by the Customs officials who quickly processed our papers, then made our way back to our boat.



With the motor breaking the stillness of the air and the morning sun just clearing the horizon, spreading a golden hue over the water, we headed out of the harbour with hopes that winds would rise as we ventured into the Gulf of Paria. We were joined by friends on another Tayana 42, called *Sea Schell*. The Gulf of Paria didn't yield the winds we were hoping for; however, we were blessed with calm waters, light winds and a smooth motor passage. The ten-and-a-half hour trip across the Gulf went by reasonably fast as there were numerous oil rigs along the way to look at. They are now derelict and stand as silent ghosts, black statues in the middle of a seamless ocean. At about 6:00PM we pulled in front of the Pedernales townsite where we soon identified the military police outpost and anchored just east of it.

The boat swung upstream and then downstream, the current silently choosing where we would sit. As darkness closed in, the sound of joyous Spanish songs, musical instruments and voices in harmony filtered through the trees.

—*Continued on next page*

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The homes, which were stilt huts along the riverbank, began to darken giving us little view of our neighbours. The chorus of distant music was enhanced by the cries of egrets beginning to roost in the bushes along the shore. There were no boats traveling on the river, no activity around us, mostly stillness. There was no sense of threat, simply setting our nest next to a quiet peaceful community. We were feeling anxious, not about our security, but about our travels: to begin up the Mánamo River the following day. We had no previous river experience and no detailed charts to guide us.

Morning came abruptly with the sound of outboard motors starting as fishermen's pirogues began moving away from the dock loaded with people and heading out around the point for the Mánamo River. We went ashore with the intention of quickly checking into the country at the regional police station, having a look at the town, and topping up our liquid refreshment stock.

The soldier who served us was polite and welcoming, he with limited English and us with next to no Spanish. We learned he just wanted to know the names of our boats and our destination, and he asked to view our passports. It was very informal and we were soon free to explore the community.

The streets of Pedernales were busy and the people showed only modest curiosity about the strangers arriving in their town. As we wandered the streets we met the cruising family from *Alouette* who were also exploring the town. The children on *Alouette* excitedly told us they had seen local children playing with a monkey. The main street of the town appeared as though it had not changed much from the days of its founding. The streets were lined with the fronts of single-storey buildings with a variety of adobe style and western batter-board. The children were happily playing and everyone just seemed to be going about their day. It was Saturday and Election Day for the townfolk who were quite preoccupied with the election — a referendum being put to the people by the government.

On a side street we located a house with a sign advertising canned liquid refreshments for sale. Their prices were about US$7 for a 30-can case of beer, soda pop or Malta. Although we had sufficient Bolivars with us, we learned through the locals there were *cambios* in town which would exchange US dollars for local money at a very reasonable rate. With refreshments shouldered, we made our way back to our boats and headed upstream.

Prior to leaving Trinidad we had purchased an information package about the river, done by previous cruisers. We were completely trusting in these as we had no official charts of the area.

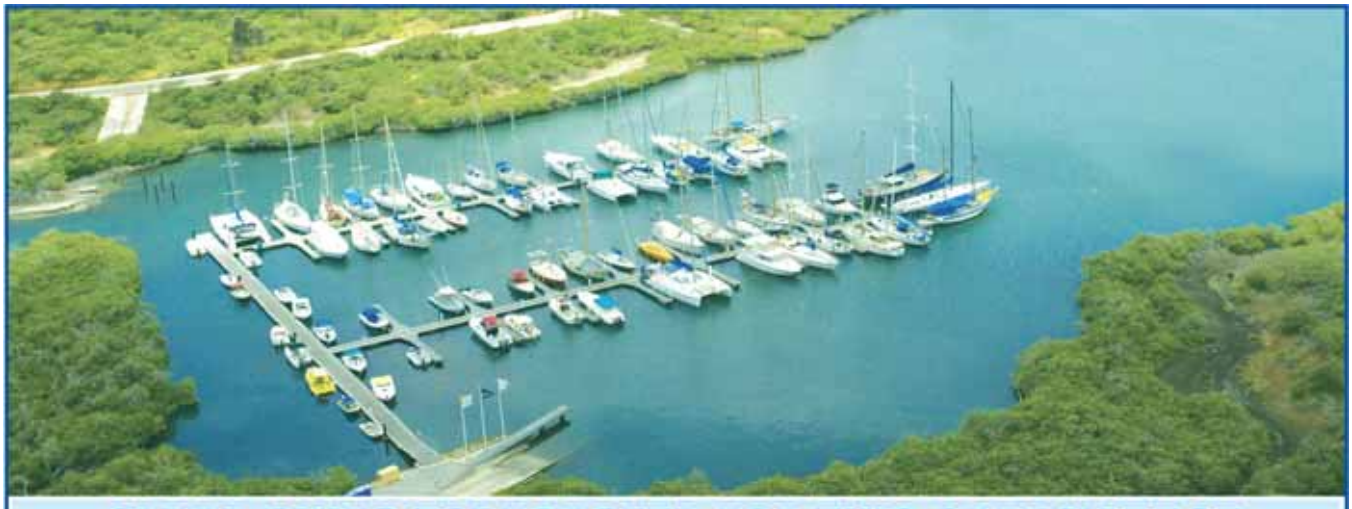


A modernized Warao home on the Mánamo River, boasting galvanized roofing instead of palm thatch, plus plastic bags, polyester clothes and electronic entertainment

The Mánamo River was muddy and was obviously carrying a lot of silt. This made it difficult to judge where sandbars might be and, because the river was at the high water mark, the shore was pushed back to the forest.

The trip up the river was wondrous. It was obvious we were heading into a land that few people, except the local Warao Indians, have seen. The forest was rich, lush green reaching from the water's edge to a canopy.

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AT SPANISH WATER

—*Continued from previous page*

Beyond the border trees, open fields appeared from time to time as though the area had been cleared for agriculture. We learned later from *Alouette* that the area had previously been used for cattle ranching. As we meandered up the river we found ourselves becoming more comfortable with river travel, regardless of two soft groundings which bruised the ego but quickly released us to follow in the deeper channels of the river. After a fascinating three-hour run, we found ourselves at Ibis Island (09°47.573N, 062°16.714W) where we settled down to anchor at the southeast end of the island.



Warao families visiting El Shaddai in paddled or motorized dugout canoes

As evening closed in, we found we had anchored by sheer luck at probably the most spectacular anchorage we had ever been in. Spectacular because, just as dusk was approaching and the sun was beginning to set, small clusters of Scarlet Ibis began flying in and settling on the island immediately next to our anchorage. For the next hour the ibis continued arriving in progressively larger flocks. The flocks were easily in the hundreds and the silvery green foliage began acquiring a scarlet hue and a smell began to drift over the anchorage, similar to a crowded henhouse. It turns out the south end of the island is a night-time roost for the Scarlet Ibis. Perhaps something in the range of 10,000 birds covered 90 percent of the trees over the space of 250 feet into the island's south tip. No longer was there much evidence of green, just a mass of scarlet. The sound was a continuous murmur of birds cooing and calling to each other within the rookery. This eventually quieted to near silence as darkness closed over.

We had learned the ibis leave at sunrise so we planned to be up and in the dinghy closer to the island by first light. In the morning, exactly at first light, the ibis began to take flight, first in small groups followed by larger groups, until the entire sky became darkened and the sound of the birds taking off became a roar. Within 15 minutes the entire rookery was emptied and the birds were gone. The birds had left us with a sense of bewilderment and awe. We now had an expectation that the rest of the day was going to be either very exciting or very dull after such an extreme experience.

To our delight, a dinghy ride up a side *caño*, which is a natural drainage canal from the forest, yielded a path deep into the forest wide enough for the dinghy to travel unobstructed. We discovered that, with the tidal flow going upstream, we could turn the dinghy motor off and ride the current silently into the forest. The forest bottom was dark and musty with beams of light breaking through. The eeriness gave way to wonderment. With our motor off, the forest was silent, broken only by the intermittent calls of birds. Brilliant, almost fluorescent blue butterflies, about the size of a Monarch butterfly, constantly fluttered aimlessly, dancing from bush to bush, never seeming to have a definite direction or goal, making their route highly unpredictable. We listened carefully for anything that might indicate a nearby monkey, as it was our hope that we would happen upon a troop of them. But none were found, and we realized that the area was devoid of fruits or foods the monkeys might eat. We found it necessary to motor back out, against the current. The noise of the motor deafened us to the sounds of the forest as we made our way out of the caño into the main river.

After spending a second night anchored at Ibis Island and a repeat of the ibis experience, we headed up the Mánamo enjoying a morning cup of coffee under a bright sun and blue sky. Ahead, off the port side, was a village taking shape. It began with a couple of huts cut out of the forest and widely spaced, then the main community of huts which were all of the same style, on stilts without walls and with only thatched roof coverings. Women and children climbed into dugout canoes and hurriedly paddled in our direction. We slowed the yacht and were expecting that they wanted to trade for woven baskets and beaded necklaces. But they came, for the most part, empty-handed. We gave out some flour and cooking oil and then asked for a tour of their village.

They agreed and we went ashore together with our friends from *Sea Schell*. We made our way up a ramp onto an elevated boardwalk at the floor level of the stilt-raised homes. A diesel generator drowned the other sounds of the village. Above the boardwalk, mounted on poles and strung from pole to pole, were exposed light bulbs, lit by the generator which appeared to be the only source of electric power. A severe culture change was happening before us. The fresh paint on the generator and the wall-less homes, revealing televisions and CD players, showed the electronic age and consumerism had hit this village recently.

It was a shocking look at extremes. The village in itself and the lifestyle of the people appeared to be fundamentally near Stone Age, with open thatch-roofed huts the only protection from the elements. Contrast that to a diesel generator and families gathered around a television at midday, watching cartoons. One family proudly displayed a full-sized chest freezer that contained half a bottle of Coca Cola and a jug of water. There were no other contents — the man was showing that it keeps his beverages frozen.

The electronic gifts, as well as the Yamaha motors mounted on their boats, were compliments of the Venezuelan government. One hut had a communal automatic washing machine and electric stove.

—*Continued on next page*

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Next to each hut was a big blue rain-catchment barrel with large letters on the side saying "Chavez". (At one village we noticed some children in the river balanced on the lids of these rain barrels, using them in place of canoes. The circular shape created some navigating challenges.)

Near the center of the village was a hut dedicated as a school. However, the desks were all pushed to one side and we learned a teacher had not been available in a number of months. Melinda, from *Sea Schell*, noticed that a blackboard on the school wall had the alphabet printed on it. A large group of curious children had gathered around. Melinda pointed to the letters and the children responded by reciting the alphabet in Spanish. Suddenly the abandoned school hut became a functioning school. This attracted more adults and children and the school hut filled up. Many children laughed with excitement as they called out the letters of the alphabet and the community immediately became more relaxed with our presence. We discovered the Warao are just beginning to learn Spanish.

We left this village with mixed emotions. The gifts of the government are an extreme step forward in modernizing the villagers' thinking; however, the villagers were being thrust from a culture of surviving on the natural gifts of the forest and river, to a culture requiring Bolivars to purchase fuel for their generators and outboard motors. Then, there is the deeper issue of social change as the people are exposed to television which will undoubtedly bring dissatisfaction with their existence. We had experienced a similar invasion of technology in a land-dependent society in the past where, in northern Canada, native Indians were given similar "benefits" and are now reported to have rampant drug and alcohol problems. We felt an incredible sense of wrongdoing and destruction, as the elements to support modern technology do not exist here. We had also noticed in the village that some of the men were apparently quite inebriated at midday when traditionally they would have been out hunting and fishing for their families.

We pulled anchor and headed upriver seeking our next planned anchorage a short distance away where the cruising notes indicated howler monkeys and toucans had been seen.

Next month: Surprising finds farther up the river.

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Chipping Down the Road in Trinidad's Carnival

by Devi Sharp

It is sunrise on Carnival Monday, February 4th, 2008, and we have been chipping with our band, Nautica, for two hours. Chipping is the street dance that Trinis do to music. A good chipper will always have one foot on the ground and the other foot barely above the ground; forward motion is surprisingly fast. Chipping is hard on the soles of your shoes, especially around the ball of your foot.

I chip over to the beverage truck and one of the guys holds up a beer. I mouth "water". I just can't face a beer at 6:20AM. J'ouvert is the official opening of Carnival. The past three weeks of partying was just the warm-up and competitions — really a three-week party.

The band Nautica has a nautical theme and the overall J'ouvert theme is "Shipwrecked". What a poor name for a bunch of yachties! I am wearing a very tight orange tank top, skimpy shorts with a gauzy orange wrap and an orange headband. My husband, Hunter, is wearing an orange T-shirt and shorts. The men's outfits are very baggy and the women's are three sizes too small — obviously designed by a man. We are both wearing about a cupful of paint on the exposed parts of our bodies. This is "dirty mas" and paint, mud and oil are part of the scene.



STEVE MANLEY

Chipping is broken up by wining and jumping up. Wining is short for "winding your waist" and is performed by gyrating your hips in three dimensions. Wining can be done alone, but most often ends up with two people wining against each other. This is not something the North American pelvis is accustomed to doing, nor is this something you would ever see on North American streets. I can kind of get the wine, but cannot get it in a forward direction. I join Hunter in chipping. We dodge the mud man, who is covered with mud from head to toe and has a pot of mud so he can share and decorate others. Paint and mud are fairly innocuous — at least compared to the used motor oil.

Oops — too close to the sound truck. Think boom box on a semi truck. Yes, 18 wheels of sound and we try to keep a bit of distance to keep the sound comfortable. We are "playing" J'ouvert with about 500 others in our band. There are several other costumes with the Shipwrecked theme and all are skimpy. When we picked up our costumes we were a bit surprised to find five condoms in each of our bags. These were explained by newspaper articles as an effort to reduce the November birth rate.

We chip our way to our rest stop, where we grab a bit of food and look for toilets. In the full light we examine our arms and legs — plenty paint. Hmm… hand prints on certain topographical features on my chest. Hunter's hands are the same color.

The road is speckled and splattered with paint and mud, and shows the evidence of a giant street party. There is a paucity of trash cans and Hunter speculates that the standby used 50-gallon oil drum is not considered excess in a country whose national instrument is the steel pan.

Our chipping sags as we return to our Mas camp where we are greeted by Jesse James (the logistical and transportation wizard). Jesse hands each of us a large trash bag with a hole in the bottom and instructs us to put the bag over our head, wear the bag with our arms inside and take a seat in the bus. Jesse has years of experience and we do not argue.

We return to the sailing club (TTSA) where we are anchored and find notes asking us to kindly wash the paint off at the outside shower before entering the inside showers. By 10:00AM we are back aboard our boat and ready for a nap.

Trinis are proud to host one of the best Carnivals in the world. The preparations for Carnival for the upcoming year start just after the current Carnival is put to bed. The festivities for the next year's Carnival start moments after the Christmas wrapping paper is put in the trash. The word carnival is derived from "carne vale" or farewell to flesh, and the actual Carnival occurs the Monday and Tuesday before Lent. The month before Carnival is a frenzy of costume, music, Calypso, Soca, limbo, competitions and is every bit as much fun as the actual two days of Carnival.

I need to tell you that neither Hunter nor I are big partiers; we do not like large crowds, loud music or staying out late, but we loved Carnival in Trinidad. We sailed back to Trinidad in early January to enjoy the competitions and festivities that culminate in the last few days of Carnival. Our first outing was to Mas Camps and pan yards. "Mas" is short for masquerade. Carnival "bands" are organized groups made up of participants who pay for costumes fashioned by a designer. The costumed participants dance through the streets to the sounds of a steel band or music from a truck with a DJ — this is called "playing mas". A unique feature of this parade is that locals and tourists alike participate in the parade of bands.

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Dancin' in the street! On Carnival Tuesday 'bands' parade through the streets of Port of Spain, competing for the title of Band of the Year. The masqueraders — mostly women in colorful beads, sequined bikinis and feathers — attract thousands of spectators. Sound trucks accompany the bands



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The Parade of the Bands takes place on Carnival Tuesday. The streets are closed off and the bands march through the streets of Port of Spain before the judging stands and past thousands of people. The bands are vying for the prestigious Band of the Year title. There are lots of "bikinis and beads" as the Trinis say, but there are a few bands with a serious message. The winning band for this year, "Earth Cries of Despair and Wings of Hope", featured the world's ecological disasters, such as oil spills, and used the children's band to highlight the hope of the future.





Above: The costume of the Queen is larger than life, with wheels to help the wearer move about on stage

Right: Moko Jumbies are traditional folk characters that dance on stilts

Listening to pan music on a CD or radio cannot compare to watching a pan band play live for Carnival. The band is alive. The music is full and the group leader is directing the band and is one with the music. At times the leader looks like an aerobics instructor. One of the joys of pan music is just watching the musicians. They are animated and move with the sound, they are also very diverse. You see men, women, boys and girls. At the Panorama, the most prestigious steelband competition in Trinidad (and the world?), the youngest player was a nine-year-old girl. She played flawlessly. The players smile a lot and clearly love playing. We brought binoculars to the events so we could watch the players up close. Watching the audience is also great fun. There is a lot of what I call "seat dancing"; heads are bobbing, chairs are rocking and arms are waving. We just could not get enough of the live pan band music and attended the Panorama Semi-Finals as well as the Panorama finals.

The steel pan is the national instrument of Trinidad & Tobago and Trinis claim that it is the only new instrument invented in the 20th century. Drums and a variety of percussion instruments have been around for a long time, but it was only after World War II when oil drums littered the ports of Trinidad that they were cut down and pounded into shapes that produce distinct tones. Pan music is such an important part of Trini culture that children learn to play the pans in grade school. Small bands and pan yards can be found in every neighborhood.

We went to 11 Carnival events and it is hard to pick a favorite, but I think I will always remember the Red Cross Kiddie Carnival. This is a costume competition fund-raiser for the Red Cross and the opportunity too for kids to start their carnival career. The contestants under the age of three, called "Babes in Arms", were very cute but clearly did not get why they were being tortured by hot suits, bright sun and a crowd. Some of the next group, three- to five-year-olds, got it and were having a great time dancing to the music and showing off for the judges and photographers. The older kids were clearly having a grand time and enjoyed being on stage, in costume and dancing. Don't be thinking Halloween costume — none of us ever trick-or-treated in costumes this elaborate or grand. These are not bed sheets and fluffy boas. Each costume had a name and often they depicted characters of Trini mythology and history: creatures of the sea and other animals were popular themes, as were the different cultures and roots of the people of Trinidad.

Dimanche Gras on Sunday featured the climax of the competitions, as the Kings and Queens of the various bands vied for the title of King and Queen of Carnival 2008, and the Calypso artists competed for the title of Calypso Monarch 2008. We had seen the preliminaries and felt it was time well spent to see the full field of competition. In the finals, several of the costumes had added pyrotechnics and lights. The costumes of the Kings and Queens are larger-than-life displays of colors, sequins, feathers, foil and glitter. Most of the costumes had an added infrastructure of two or three wheels to help the wearer move about.

Several of the events were held at the Queen's Park Savannah, which has a large stage and covered grandstand seating. There was food available and plenty of portable toilets and you could leave your seat and walk into the staging area. It was really fun to see the kids get ready for the stage for Kiddie Carnival and to listen to the pan bands warm up. I found this to be a very comfortable venue.

The price of the tickets varied from as little as US$15 (per person) including transportation, to as much as US$40. The street parades during the daytime could be as little as the cost of a maxi taxi. We chose to get seats and transportation for the Parade of the Bands on Carnival Tuesday and the cost was US$15.

Next year, Carnival will be February 23rd through 24th. The marinas have special Carnival rates and they do book to capacity, so it is advisable to do your research and book early. We stayed at the Trinidad and Tobago Sailing Association (TTSA) at anchor and easily found a place to drop our hook.

The Carnival events start about three weeks before the actual Carnival date. You can find a calendar and list of events on a variety of websites that will come up in a simple internet search. During the time leading up to Carnival, the local newspapers are a great source of information for upcoming events.

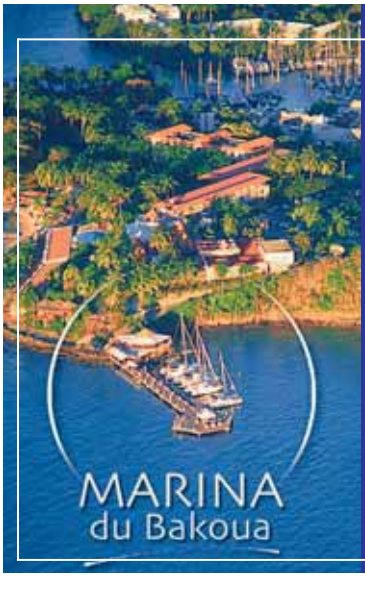
Transportation to evening events is a challenge because we were advised against taking public transportation at night. Going with a group in a hire van is far more economical than hiring a car and driver for the evening. There are at least two services in the Chaguaramas area, Members Only Maxi Taxi and Trump Tours, who help cruisers with Carnival logistics.

If you listen to the VHF net on channel 68 at 8:00AM you will hear news about Carnival events.

We went to several of the daytime events by maxi taxi (public transportation) and used Jesse's service for the evening events. Jesse James owns Members Only Maxi Taxi service and spent quite a bit of time helping us decide which events to attend. Jesse will buy the tickets for the events in advance and tries to get groups to events early to claim good seats. He also goes to great lengths to ensure the safety of his clients. I never felt unsafe or uncomfortable.

Trinis were always friendly and eager to answer our questions and clearly delighted that we were enjoying their Carnival. We tried not to carry much cash, but always had some money for bake and shark, corn soup, snow cones or whatever great street food we could find.

Devi and her husband Hunter are currently exploring the Caribbean in their sailboat Arctic Tern.



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Barbados: It's Worth It!

by Jacquelyn Milman



Many cruisers bypass Barbados because one must head into the wind when sailing there from the Caribbean. However, we picked a weather window with low winds and small seas, and made the trip in a relatively easy overnight passage from Bequia. We were very happy we did.

Check-in at the Customs and Immigration dock in Bridgetown was simple and straightforward. The anchorage in Carlisle Bay was good holding in sand, a little rolly but we put out a swell bridle. We were able to tie up the dinghy in the inner harbor next to Independence Square, convenient to the center of Bridgetown.

One of our first impressions of Barbados was how clean it is. The water is cellophane-clear and we rarely saw a piece of litter. Even the public bathrooms were wonderfully maintained.

Another impression was of the lack of racial or ethnic tension. People were very friendly, helpful with information or problems, and ready to include us whenever we felt disposed to join in. The best word I can think of to describe this phenomenon is "peaceable".



Parliament is a landmark in Bridgetown

Getting around the island is easy. Car rental companies are numerous, their prices are reasonable, and they will deliver the car to your choice of location. While this is usually a hotel, since we were on our boat, we made arrangements to pick up at a dive shop.

If you would rather not brave the roads on your own, several tour outfits provide trips to a variety of sightseeing spots. Taxis are plentiful and will also negotiate to take you around the island, usually at a by-the-hour rate.

But best of all is the bus system. The equivalent of 75 US cents (Bds$1.50) takes you to the farthest reaches of the island. We asked at the bus depot in Bridgetown about a bus just to go sightseeing and it was suggested that we take the bus to Bathsheba, a popular seaside resort and surfing area on the Atlantic coast.

And on Sundays, there is a scenic bus tour. For only US$7.50 per person, we were treated to five hours of sightseeing. The bus picked us up at Independence Square at 2:00PM. We were surprised and delighted that our fellow passengers were all locals; we were the only outsiders. Everyone, families and old people, was in a festive mood; most had brought snacks and picnic lunches; there was lots of chatter and laughter. When we showed a willingness to join in, we were readily included, and people were delighted that we liked Barbados.

The first stop was a beautiful, windswept area of the eastern coast, at Barclay Park. Then we proceeded to Cherry Tree Hill, passing through fields of sugarcane and seeing old mills, including one still-working windmill at Morgan Lewis Mill. Cherry Tree Hill seems to have no cherries, even though vendors were selling cherries at Barclay Park. Instead there is a large stand of huge old mahogany trees surrounding St. Nicholas Abbey, a planter's house built in the mid-17th century.

Then we passed through more sugarcane, some cotton and other agriculture, past fields of cows and black-bellied sheep (claimed to be the best lamb in the world), to Little Bay. Little Bay has a rugged coastline with fabulous blowholes. They spouted and fumed high into the air, sending salt spray back at us on the wind.

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Our last destination for the tour was River Bay. This cozy spot is a popular park where dozens of Bajans (pronounced "Bay-juns," the nickname Barbadians call themselves) were gathered. There were picnic tables and drink vendors, and a music system set up in one of the clearings. It was clearly a popular place for a Sunday outing.

On the return trip, one loudly chatty, bossy lady in the back of the bus revealed that she goes on these trips every Sunday, but had missed last week to celebrate her 67th birthday with family. With that information disclosed, the others on the bus sang "Happy Birthday". Then the driver put on the speaker system a variety of birthday songs to which everyone sang along. A collection was taken up for the driver, who told us he researches the areas of the tour so he can provide history and information about each locale.

It was dark by the time we arrived back in Bridgetown and the whole of downtown was decorated in blue and gold lights in observance of Barbados's independence in 1966. The celebration continues throughout the month of November.

We so enjoyed this trip that we took the one the following Sunday as well. It went to Foul Bay, passing through a lively tourist area called St. Lawrence Gap, full of beach parks, hotels, restaurants, and shops. Foul Bay has another beautiful beach with wind and surf. Then we went to Three Houses Park, so named for the original three houses that were the only ones there at one time. On the way we passed such points of interest as a lighthouse, the Silver Sands Resort, and the Concorde Museum next to the airport, which houses the Concorde in which Queen Elizabeth II came to Barbados.

We then made a short stop at Codrington College, a non-boarding school for the Anglican priesthood. The building was completed in 1743. Our final destination was to be Bath, but our driver, Ronald Marshall, said there was construction there so we



Above:: The Inner Harbour, with a new park on the far side, is part of a river bisecting the historic capital

Below: You can often see wild green monkeys in the countryside



would deviate to Bathsheba instead. We'd already been there, but today there was a surfing competition so there were lots of people, temporary vendor stands, music, etcetera — a very festive event. We walked around, stopped for a beer, then wandered back to the bus at departure time.

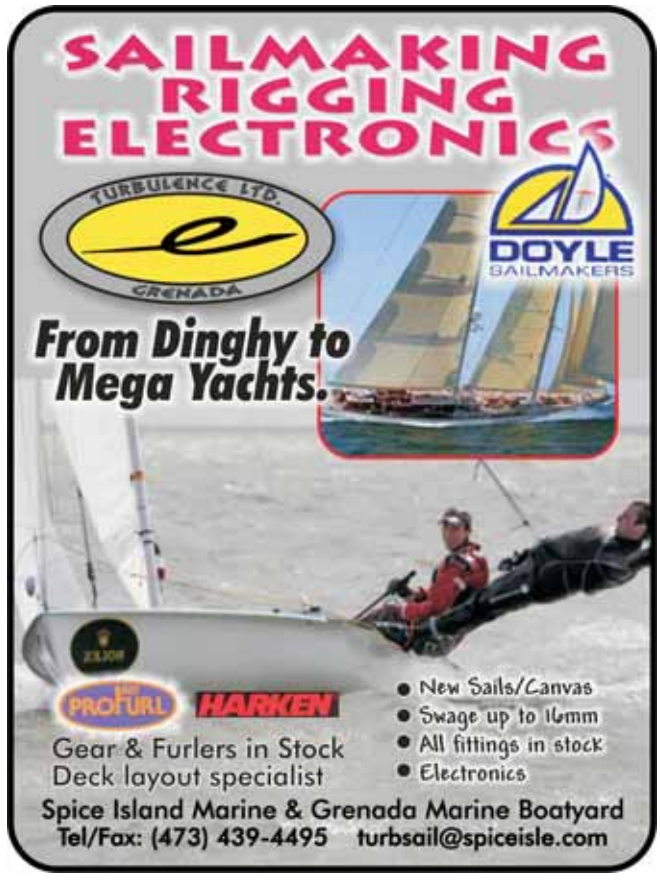
We did walking tours in Bridgetown as well. The Parliament building is prominent. Across what is referred to as the inner harbor is Independence Square, once a parking lot, now a beautiful park. We visited the Nihde Israel Synagogue, founded in 1654, the earliest constructed temple in the western hemisphere. An interesting place was the Pelican Art Centre, where local artists have shops. Some, such as a ceramicist and a woodworker, provide demonstrations.

The University of the West Indies has a branch on Barbados and we took a stroll through the pretty campus. Cricket is a major sport on Barbados and one can major in Cricket Management as a career choice.

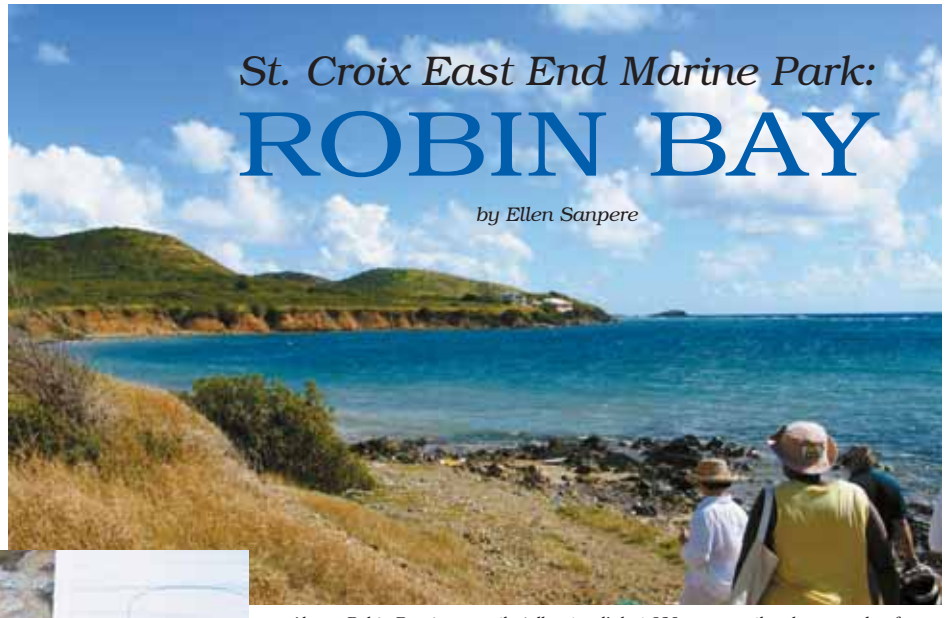
There are several points of interest around the island. One which we had wanted to see was Harrison's Cave, where you can take a tram ride through the cave. We'd been told it is a not-to-miss destination but, alas, it was closed for renovations. We did go to the Barbados Wildlife Reserve, another place well worth the time. You can walk through the Reserve and observe the wildlife in their natural habitat. There were many animals: the Barbados red-footed tortoise, deer, mara (a rodent that looks like a large rabbit), a variety of birds, caiman, snakes, iguanas, and the green monkey, brought to Barbados from Africa many years ago. The monkeys were our favorite, jumping from tree to tree, scampering through the reserve, performing antics to delight the visitor.

Just opposite the Reserve is Grenade Hall Signal Station and Forest. Grenade Hall was one of five signal stations that, perched atop various hills, could see each other and flew flags to signal the comings and goings of ships. The Forest had informative signs identifying various plants, their history and usefulness.

There are many more places we could have seen and things we could have done, but one would have to remain for several weeks and we needed to be on our way. But would we go back? In a heartbeat.







St. Croix East End Marine Park: ROBIN BAY

by Ellen Sanpere

Two dozen visitors, both "transplants" and locals, meet at the St. Croix East End Marine Park's new headquarters in Estate Great Pond plantation. The Danish colonial ruins have been cleaned up, patched up and reconfigured to house the Park administration in the old distillery building near the stable ruins. An onshore breeze cools those waiting under a large tamarind tree, one of four defining corners of a pre-Columbian site dating to 300AD. Park ranger John Farchette III, a third-generation Crucian of Italian and Viequense descent, will lead today's tour to Robin Bay on St. Croix's south shore, one of several tours the Park conducts each month to places few tourists visit.

Farchette begins with some background on the Park, a part of the Virgin Islands Department of Planning & Natural Resources, Division of Coast Zone Management. The Park's mission is to protect the island's natural resources, from the high-tide line out three miles. While the Park has no terrestrial assets, much of the land above the high-tide line is owned by either the Virgin Islands or US federal government, or by environmental conservation organizations. Several distinct ecosystems can be found within the Park, including Beach, Mangrove, Salt Pond, Sea Grass and Coral Reef. Tours, visitor centers, summer camps, children's programs and snorkel clinics are part of the new outreach effort to increase awareness of the environment and the importance of its preservation. The Park website is: www.stxeastendmarinepark.org.



Above: Robin Bay is currently 'all natural', but 620 acres on the shore are due for development. Access to the Marine Park will be maintained

Left: Ranger John Farchette III explains the functions of the Marine Park

Established in 2003, the park covers 60 square miles along the shore of St. Croix's east end, about 17 miles. Legislation was signed in October, 2007, creating rules to be enforced once signage is complete. Four management zones are marked on maps, which are also available on-line:

- Recreation areas (2.8%) are designated for snorkeling, diving, catch-and-release fishing, cast net bait fishing, and boating. Recreational line fishing from shore is permitted within 100 feet of the shoreline.
- Turtle wildlife area (7.0%). Three species of sea turtles, Hawksbill, Leatherback and Green, are federally protected and may not be interfered with in any way. Beach use is permitted excluding vehicles, horses, or fires. Gill and trammel nets are prohibited.
- No-take areas (8.6%) are established to protect spawning, nursery and residence habitat for various species. Swimming, diving and boating are allowed, but not commercial and recreational fishing.
- Open areas (81.6%) Existing territorial restrictions apply. The only additional restriction prohibits the removal of coral or live rock.

A short distance east of Park Headquarters, few signs of human enterprise interrupt the vista. Their cars parked along Southshore Road, hikers walk toward Robin Bay's beach, pausing at a freshwater pond lined with black and white mangroves. Farchette explains the important functions the mangroves and pond perform: producing oxygen, absorbing and filtering nutrients and sediment the reef can't tolerate, providing fresh water on saline ground for birds and animals, and protection for nesting birds and hatchlings. At mid-morning, the pond is peaceful and quiet, though deer and wading birds have left tracks in the salty, sandy mud.

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Looking south from the shore, the next landfall is Venezuela. In fact, Farchette says, potsherds have been found on St. Croix that are of every pottery style found in Venezuela, indicating Paleo-Indian habitation. Inland wells provided fresh water to early populations; settlements have been found at every watergut on St. Croix. He pauses at one and picks up a piece of pottery. "This one was missed in the archeological survey," he says, and he keeps it hidden for demonstrations. It is made of reddish brown clay, with an indication of white paint and a burned edge. He suggests it was part of a ground clay vessel made by the Saladoid (pre-ceramic Orinoco Basin seafaring people) in the first century BC, and used to carry cassava fiber. He then explains how raw cassava must be treated and cooked to remove toxins. There are at least sixty pre-Columbian sites known on St. Croix, some pre-ceramic, and carbon-dated to 3240BC. Taino, Arawak and Carib were only the last Amerindian groups to live here. Farchette tells the tale of an Indian woman who shot one of Columbus's men using an arrow coated with toxic manchineel tree sap when they were "discovered" exploring Salt River in 1493. Had there been more like her, he says, we'd be speaking Taino today.





Above: Ruins of the former stables at Estate Great Pond. Park headquarters is nearby

Left: Local fishermen catching sprat with a cast net. Fishing for bait is allowed in the park's recreation areas

He identifies as a midden or trash dump an earthen area in the trees littered with deeply imbedded shells and pottery. Much of the pottery is made from caliche, a white salt-water clay used by later groups.

Moving past a line of dried Thalassia grass on the powdery white beach, Farchette picks up a handful of Halimeda, a green macro algae that synthesizes calcium carbonate. Paige Rothenberger, the Park's Marine Resource Ecologist, explains that it turns white and granular after releasing its reproductive spores. Now brittle, it washes onto the beach where it is crushed into the sandy powder that makes Crucian beaches so soft and beautiful.

Pointing to the sun drenched surf zone, Farchette indicates what looks like a man-made concrete ledge under the breaking waves. It isn't man-made, it isn't rock or coral, he says, but an outcrop of sandstone. Often found under a beach bordering a landlocked freshwater pond, sandstone is produced from sediment accumulating on the pond bottom subjected to pressure from the weight of the water, then pushed out under the boundaries.

Down the beach, two local men cast a net and fill a bucket with bait fish, used to catch snapper and barracuda. Farchette identifies the three-inch silvery fish as yellow-billed sprat, favorite food for the snapper that come to shore in the evening to lay eggs before predators arrive. Birds also eat sprat, which breed in the shallows. When a pond or lagoon closes, due to nature or man, breeding areas vanish. Under such pressure, some fish species succumb to high mortality rates and even infanticide. The entire food chain is thereby diminished. After several years of resource management at Pelican Rock, the decimated sprat population has started to return.

Once, conch and lobster roamed the beaches, says Farchette, but in the 1930s, when snorkels were developed, fishermen wiped out the near-shore population. Later, underwater breathing apparatus allowed the fishermen to go further and deeper to find their prey. Costs went up, but so did prices, and the conch and lobster population suffered depletion at deeper depths. Like many of the Park resources, this one needs to be managed before the fisherman's livelihood disappears completely. Monitoring fisheries, lobsters and coral reefs is an essential ongoing project. A baseline survey is in process, as is a socioeconomic study of the local fishing industry.

Farchette picks up a large almond, though no almond trees are in sight. He says fruit bats will transport the nuts from trees growing inland and drop them as they fly over the beach. Several bat species live in the area and eat fish, mosquitoes or fruit.

At the base of a spreading seagrape tree, there is a shallow depression in the sand: a turtle nest that must not be disturbed. Green, leatherback and hawksbill turtles nest on the beaches of St. Croix, though each species has different preferences for distance from the high tide line. Survival rates are very low for sea turtles in the natural world, and increasing human population has reduced the acreage for nesting sites. Turtle eggs are subject to predation by dogs, mongoose, birds and crabs. Once hatched, the baby turtles must walk to the sea under those predators' hungry scrutiny, and there is no rest there either, as big fish and octopus also find the tasty babies easy prey. Farchette relates that a crab will poke the eyes out of several hatchlings, so they will walk around in circles until the crab can finish them off. There's no stopping the turtles' natural enemies, but by protecting them from negative human impact, at least a few more will survive to maturity. Vehicles, horses and fires are prohibited on the beach, to minimize habitat disturbances and turtle nest destruction.

Today, Robin Bay is large and undeveloped. The beach is nearly pristine and offers nesting areas for sea turtles and 17 seabird species, including the endangered least tern. Approximately 400 species of fish rely on the waters within the park for food, shelter and breeding grounds. There is a strong current in the bay, but the snorkeling is good, and one can observe sea horses, among other creatures, inside the reef in the east channel.

The 620 acres of land at Robin Bay were sold recently for development of a resort, casino and golf course. The Virgin Islands Coastal Zone Management unit is charged with monitoring it closely to prevent environmental damage during and after construction. Access to the Marine Park will be maintained for public use.

Many yachties are environmentally aware — they live close to the ocean and see firsthand what happens when its ecosystems are not protected. Few, however, get to see St. Croix's south shore except from a great distance. It is protected by the largest island barrier reef system in the Caribbean, there are no anchorages east of the Krause Lagoon industrial area, and the cruising guides ignore the beautiful bays of the East End's south shore. Day moorings are being considered for some areas on the south shore, though entering the reef in a cruising yacht is not recommended. The East End's north shore is far more boater-friendly, offering Teague Bay and the St. Croix Yacht Club, Green Cay Marina, and several small bays for settled weather. Buck Island Reef National Monument, another preserve of endangered marine life, is one-and-a-half nautical miles north of St. Croix.

Visiting the East End Marine Park on foot, and diving or snorkeling where appropriate, is a great way to experience the beauty, earliest history and biodiversity of this special area. Transportation to the Marine Park can be arranged easily.

Listening to Ranger John Farchette speak of the Park's many wonders is to meet a passionate Crucian who gladly shares an encyclopedic knowledge of his island.

Tours of other areas within the East End Marine Park include Rod Bay, Great Salt Pond, Coakley Bay, the Nature Conservancy's Jack and Isaac Bays (www.nature.org), and the St. Croix Environmental Association's Southgate Coastal Reserve (www.stxenvironmental.org) at Chenay Bay. For information, call (340)773-3367.

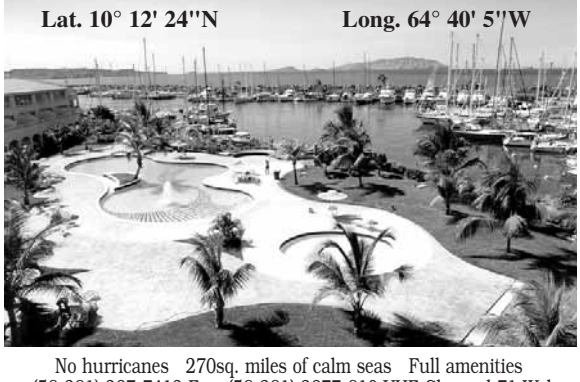
See www.stxeastendmarinePark.org for maps of park zones, restrictions and habitat areas, and for an events calendar, programs, local action strategies, and more.



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Notes from a Carriacou Sloop

by John Smith

Needing some slow-lane life, and some lobster, *Mermaid* got underway from Juangriego, Isla Margarita, bound for Tortuga and then back to Los Roques. Left Juangriego on Thanksgiving Day, figured that as there was hardly any chance for turkey or pumpkin pie I might as well be giving thanks by going out to sea. And with beer at US$3.50 a case here, carried a few of those as well.

After almost 31 years aboard the Carriacou-built *Mermaid*, I have got the majority of bugs either in some semblance of order or I have become myopic enough to overlook them.

Need a next mainsail; will get a quote from Manfred Dittrich on Hassel Island, St. Thomas, if he is still in the gaff main industry. In the meantime I am not too particular about the color of my patchwork — my rig like a pair of patched denim jeans — but it will work a while longer if I stay off of the race track and out of storms' way.

Sitting here on Cayo Herradura on December 3rd, 2007, with absolutely no wind, bit of a ground sea from the northwest, fishermen on the beach, and plenty of mosquitoes and flies that have flown from shore and made *Mermaid* their home for the duration. Not many other cruisers here, at a max there have been five boats at a time, mostly French and Germans, but on weekends there are twice as many local powerboats from nearby Carenero.

Time passes slowly and smoothly here. Plenty of fish, catching as much as my crew and I can eat daily. This is the only place where I eat any lobster — amazing what a six-pack of beer will get you, far from the beaten track!



RAIMUND DOEPEL

Mermaid *was built at Windward, Carriacou, by Zephrin McLaren in 1964 for Carriacou Regatta founder J. Lynton Rigg. For many years the 44-foot sloop was unbeatable*

No particular plans, and happy with that. Diving the bottom daily and trying to clear off the crop of barnacles and other marine organisms that have thrived so well in the silty waters off of Margarita. It might have been swell as a source of pearls and other shellfish, but prior to the intro of copper-based antifouling, it was undoubtedly difficult for crews who had to contend with the migration of marine organisms to their ships' bottoms to make any way to windward. Fortunately, while sailing downwind, the effects are not so restrictive, hence the necessity for the fleets of yore to pass through the Yucatan Channel in order to get back to Europe. I hope I do not have to emulate their efforts, and also hope I will not need another haul-out very soon: my mainsail is approaching its 20th anniversary aboard and actually is more important right now than new bottom paint, as long as I stay away from dirty water harbors.

I was at one point very close to buying the Bequia-built schooner *At Last*. It went on the market a few months ago for US$2,500 after having been sold five years ago for US$25,000! It apparently fell into the hands of a young fellow whose habits did not include boat maintenance. My brother Bruce (of the yacht *Woodwind*, winner at Foxy's 2007) who helped finish building *At Last*, under the tree at the corner near the Bequia Slip sometime in the mid-1980s, told me the hull was sound, though the masts and rigging were pretty beat. I did honestly consider it for a while (*Mermaid* not getting any smaller after 31 years, and — approaching my 61st birthday — not a lot easier), but after more than three decades aboard I have most of the kinks worked out. I never steer, and although I do a bit of pumping it is really not so much when I consider how much water surrounds the hull. Seems that the new crowd have decided that if a boat leaks at all it should be traded in — kinda like when the ashtray is full on a new car.

Bruce has become very epoxy-oriented, having given away his caulking irons over 20 years ago. (Check out his web page, brucesmithsvoyage.com, if only for the art, but it also contains a pretty interesting blog kept up by my sister-in-law Janet.)

It would be very difficult for some to detect any of the improvements Bernard Compton and Alwyn Enoe and Zephrin McLaren and I have done on *Mermaid*: half of the bottom replaced, starboard side with mostly dark brown Guyanese silver bali and port side with red Venezuelan Saqui-Saqui.

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The garboards I replaced in Florida in 1984 with two-and-one-half-inch yellow cypress. The mast was replaced in 2001 and the old Douglas fir mast became a new boom. The gaff was built under the guidance of Peter Spronk in Sint Maarten of aircraft-quality plywood and epoxy, making for a very stiff and light hollow spar. I am now on my third bowsprit, which, like the mast, is of Norwegian pine. Dozens of new frames and knees mostly of Carriacou iron mangrove, while aft I used grown Jamaican lignum vitae (Guaiicum officional) for the lodging knees, and many, many meters of stainless threaded rod throughout. Many of these things are hard to see unless you get aboard and have a crawl through the bilges. Sure I made some mistakes, but I learned a lot and have replaced all of my serious screw-ups. I think Zeph, her builder, would still be proud of the old girl, and just because I prefer not to race with the Antigua Classic or St. Maarten Heineken Regatta crowd is no reason to condemn this fine old ship.



RAIMUND DOEPPEL

Now in full-time cruising mode, friends help haul Mermaid's *anchor as she gets underway at Juangriego, Isla Margarita, bound for Tortuga and Los Roques*

I am trying to fit a few hours every day towards the writing of some letters and articles that I think *Compass* readers might enjoy: namely the life and times of an engineless cargo sloop's captain trying to make a living in the closing years of the 20th century. It's all true, and might prove to be interesting reading. After all, it was all about going sailing and just carrying on. I have carried charcoal, salt, timber, paint, coils of line, fruit, grafted mango and avocado trees, thousands of small palm trees, honey, pollen, wax, salt fish — you name it, I carried it. Never made much money, but it was legal and kept me sailing. I bet no one would believe that I used to sail into the dock in Gustavia, St. Barts, to unload sacks of charcoal and home-made pottery from Nevis (confessions of an old pot smuggler), or that when I sailed into Port Antonio, Jamaica, the first time I was carrying a few tons of ironmongery that I had picked up cheap from the completed dock project in Aruba and had no problem selling to the local hardware stores.

I believe that *Mermaid* was one of the last vessels to load salt from the ponds of Sandy Ground, Anguilla. What a scene it was when I was boarded by a DEA team in Ponce, Puerto Rico. I mean, 2,000 pounds of white crystals in crocus sacks? Those folks did not have much sense of humour, especially after tasting a bit from each of the hundred-pound sacks. Not only did the salt help to preserve *Mermaid*'s wood, it had the added advantage of being able to dissolve. In those days *Mermaid* did leak a lot and if she had sunk with a load of salt, the hull would probably have popped back to the surface in a few days' time! *Mermaid* never did have much of a fancy interior, but now that most of my ballast is in the form of a huge library, sinking would be a real disaster.

Sending this out to you from aboard the *Panda*, which came in here a few days ago. Many thanks to Mike for the fresh water; in places like this I think that I would prefer a watermaker over an engine — there's plenty of wind and sun for electrical power. In lieu, I guess I will just have to make do as the Aussies and drink beer, but beer sure makes toothpaste taste strange. It might be good for boiling shrimps but is not so good for making pasta.

From here, I will drop back in to Higuerote to re-supply and then sail back out to Los Roques for a few months.

My best to you all.

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MERIDIAN PASSAGE OF THE MOON

MARCH & APRIL 2008

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. Times given are local.

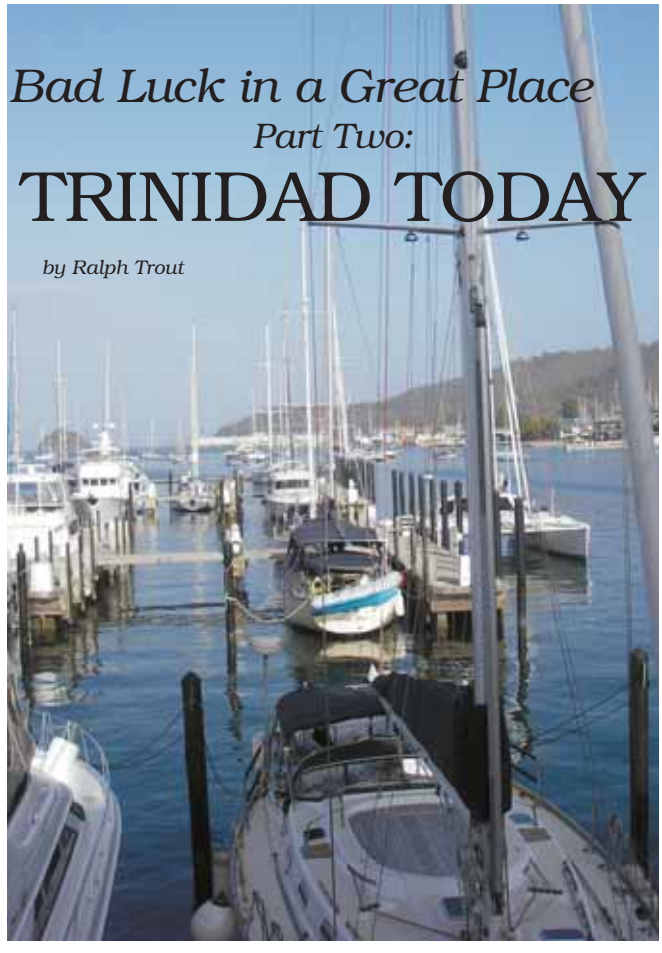
Note: the maximum tide is 3 or 4 days after the new and full moons.

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

March 2008								
DATE	TIME		21	0000	(full)	9	1511	
1	0656		22	0012		10	1615	
2	0748		23	0054		11	1717	
3	0841		24	0136		12	1816	
4	0932		25	0221		13	1910	
5	1022		26	0307		14	2000	
6	1110		27	0356		15	2045	
7	1158	(new)	28	0447		16	2128	
8	1246		29	0539		17	2210	
9	1335		30	0630		18	2251	
10	1426		31	0721		19	2333	
11	1521		**April 2008**			20	0000	(full)
12	1620		DATE	TIME		21	0017	
13	1721		1	0811		22	0103	
14	1823		2	0859		23	0157	
15	1924		3	0946		24	0241	
16	2021		4	1034		25	0332	
17	2123		5	1122	(new)	26	0423	
18	2202		6	1214		27	0514	
19	2247		7	1309		28	0602	
20	2330		8	1408		29	0650	
						30	0736	

Bad Luck in a Great Place
Part Two:
TRINIDAD TODAY

by Ralph Trout



The yachting hub of Chaguaramas is the place to get things done. Although boatyard and marina fees have increased over the years, prices are still a fraction of those in Florida

Through the car crash, hospitalization, and a subsequent protracted legal adventure described in last month's *Compass*, this former cruiser has "accidentally" made Trinidad my home. During the time since, I've watched Trinidad. After eight years, I'd say there is nowhere else in the Caribbean with such a booming economy. Yet it is still a charming island of friendly people who will help you in almost any way possible.

You can get food, hardware, paint, upholstery, tools, and have repairs done on most things, like alternators and pumps — especially reasonably if you travel beyond the yacht basin. Almost anything you need can be had at the various service stores.

In 1999 I wasted a lot of time and quarters searching for a working pay phone to check for boat parts. But now, two companies vie for the cellular business, so you can get one inexpensively. (Get two prepaid phones and use them as walkie-talkies!) There are cell towers everywhere, so reception is good. Almost every Trini is now addicted to cell phones. Banking has progressed with convenient ATMs.

Restaurants like the Kapok, Jenny's, and CrewsInn have all remained great value with excellent ambiance. Oriental, Indian (roti), and barbecue are still the most available cuisines. Trinidad's food is the freshest and healthiest of any Caribbean island, with plenty of veggie dishes. Upscale nightspots like 51 Degrees and Zen have replaced the worldly Pelican Club. Mas Camp Pub is now De Nu Place and still the place to see quality calypso performers at a reasonable cost. Unfortunately, the cost of a beer (Carib) has doubled. Quality live stage dramas and comedies are available.

McDonald's has disappeared, but Subways are everywhere. Kentucky Fried has multiplied. Pizza Boys, Joe's and Mario's offer adequate pizza with Stateside newcomers Domino and Papa John. What is new is coffee. When I first arrived, Nestles' Nescafe was the only game in town, but tasty. Then, Nestles had the finely powdered rocket-fuel caffeine, since evolved to larger particles. Ritual Coffee shops are everywhere. Relaxing in an air-conditioned shop reading the many Trini daily newspapers while sipping a Café Americano is as good as it gets at ten degrees north.

Malls like West and Long Circular have become extravagant. In 2000, I could get a box lunch with a Coke for TT$8 at West Mall. You'd be lucky to get the box for that now. The HiLo grocery stores in Cocorite and West Mall are expansive with excellent selections. For unique food items check out Peppercorns in the mall.

Movietown is another extravagant area where movie fare is as the States. A great bargain still exists at the Globe Theaters. On Tuesdays, usually two first-run movies with Dolby sound only cost TT$5 a person! When we are on island, we do the noon show every Tuesday. Popcorn and drinks are very inexpensive.

Trinidad has the best radio of any island I know. Great vintage calypso and steel drum music can be heard on 94.7. Your TV antenna should pick up five TV stations. Channel Six has an uninterrupted late movie every night. It is also on the radio at 87.8 FM.

—Continued on next page

—Continued from previous page

Boatyards and Marinas

Inflation is rampant in Trinidad, but the cost of labor is still reasonable and the yacht-service workforce is now better trained. Boatyard and marina fees have increased dramatically in eight years, including increases for air-conditioning and dehumidifier units. The biggest change is chocking fees, which used to be a one-time payment. IMS currently charges for the stands on a quarterly basis, Power Boats charges monthly, and Peake's has a daily fee. All offer free electricity and water as long as you don't live aboard.

Despite the increases, a top-shelf marina at Chaguaramas, with all the amenities, charges about half what it would cost to dock in Florida. Today, all yards and marinas have better services and security. Check with each yard for specific regulations and costs before hauling.

Boatyard personnel haven't changed much. Chuck and Joann are still managing IMS and Don Stollmeyer is guiding Power Boats. The Lancers, with right-hand man Wayne, offer good value and friendly assistance at Tropical Marine. Carl is still on the docks at CrewsInn.

Sails restaurant, at Power Boats, is the new sundowner hotspot, The Bight at Peake's remains excellent, and the pool tables at Tropical Marine's Wheelhouse are busy. Hummingbird Marina is completely remodeled and a great place to get fresh seafood.



ROGER WEBB

Once away from the urban areas, Trinidad takes on a different look

Budget Marine and Dynamite Marine Services have expanded, to every sailor's benefit. Marine Warehouse can still get what you need when you need it. Customs and Immigration are still friendly and efficient. TT Post, the postal service, is efficient and all services can be had at Coral Cove Marina. TT Post offers an insured "quick service" that competes reasonably with Federal Express.

Getting Around

When you need a break from the boatyard, first purchase a good map at one of the bookstores.

Like any big city or island, there are sections that are dangerous. Ask people where not to go, and believe them. Tuck in your gold chain and keep a grip on your bag. In 2000, there were areas to be avoided, and they have expanded, as has traffic congestion. I've never felt racial tension in Trinidad, as I have on some other islands, but I don't feel totally safe here anymore. I'm constantly wary of my surroundings and people. I wouldn't walk alone in the parks these days and definitely not walk home late at night, as I did years ago with a slinged arm. Today I'd be easy pickings. (I blame it on Colombia's weapon of mass destruction, cocaine.) But it is still safe enough to travel around and see the sights.

Traveling by taxi or maxi is easy, perhaps the easiest and least expensive of anywhere in the Caribbean. Always make certain it is a legitimate vehicle for hire, noted by the identifying "H" (hire) plate. "P" (private) cars are people trying to earn extra cash. Scrutinize the driver and passengers and ask what the fare will be to your destination. From Chaguaramas there are two main drop-offs in the main city, Port of Spain: Green Corner and City Gate.

Green Corner takes you to the heart of the capital where you can find good and inexpensive dentists, doctors, shopping, and cinemas. City Gate is the main transfer hub and from there you can get a maxi taxi to almost anywhere in Trinidad. If your driver takes chances with your life, have him stop, and get out. Another car for hire will be along in a few minutes. Taxi fares have only marginally increased.

Rental cars have almost doubled in cost from TT$90 (US$14.50) a day to TT$175 (US$28) and upward. Gas is reasonable at TT$9 (US$1.50) a gallon. (We recently rented cars in St. Lucia and Grenada — the gas cost more than the rental!)

Driving in Trinidad has always been thrilling. In eight years the roads have widened by one lane, but the number of auto owners has almost doubled and Trinis are still litterbugs, knowing the roadsides are regularly cleaned. These are commonsense warnings while driving: Keep your jewelry to a minimum and your doors locked. Never even think of picking up a hitch-hiker. Locals know they will seldom see a police officer interested in their speed or maneuvers in traffic, so be cautious and sober on the roads. Buckle up, it's common sense and the law.

Timing is everything, especially in Trinidad's traffic. Start your trips after 9:00AM and try to be away from Port of Spain during rush hour (from 4:00PM till 6:30). The morning traffic is coming into the capital and the evening's is exiting. The road to Chaguaramas is packed in the evening, as there is only one road to the commuter suburb of Diego Martin and it is crammed with cars. Go to the beaches on weekdays and avoid the weekend crowds.

Trinidad has two main expressways. The Churchill Roosevelt Highway runs east to west and the Uriah Butler Highway intersects and heads south. Every corner of the island has a unique personality. From Port of Spain westward to Chaguaramas is urban.

Follow the east-west Churchill Roosevelt Highway to where it intersects with the Butler at a bulging mall, Grand Bazaar. This is an excellent place to provision at Extra Foods.

The first exit on the southbound Butler expressway is for the Caroni Swamp, where flocks of Scarlet Ibis can be viewed every evening. Boat trips to see the birds are worth it.

Farther south along the Butler, at the Medford exit is another Pricemart Plaza that is less pressure and price than Movietown. It has a Friday's and Ruby Tuesday restaurants. For those who still wonder "Where's the beef?", there is also a Burger King. On the other side of the flyover (overpass) is the best deal for lunch in Trinidad, The Foodbasket. This is an excellent place to come to refill both galley and belly. Above the spacious, very reasonable grocery they have a delicious weekday buffet lunch for TT$25. A bit further south is Chaguanas, a great place to reasonably refill your clothes locker.

—Continued on next page



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—Continued from previous page

South, farther along the Butler, is San Fernando ("Sando"), the home of great hardware stores and specialized gasket and hose vendors. The suppliers of the oil and gas companies are there. Driving here is best left to a guide, as no street seems direct. A great restaurant is Uncle Sam's, close to the Butler exit. For a totally stylish lunch or dinner, do Soon's Great Wall. It is "the place" to celebrate an occasion. Jenny's original restaurant is also in Sando.

Southern Getaways

Trinidad's Tourism Department is located in Port of Spain and has excellent information available. They supply a booklet of available "registered" guesthouses all over the island. So if you want to get away from your boat or the yard, take a longer road trip. You won't be sorry.

Pertinent direction signs have been installed. Follow the main road to Pointe-à-Pierre and the Wildlife Trust for sedate birdwatching. Follow the same road through huge coconut estates to Icacos on the island's southwest point. It is a usually quiet village on the Gulf of Paria. If you arrive in the early afternoon you might be able to get a deal on some fresh fish.


CHRIS DOYLE

Just you and the bamboo. Trinidad's interior provides great getaways from boatyard life

Use your map and wind eastward through Erin and Moruga to Rio Claro and to the southeast point of Mayaro. This is on the Atlantic side and Mayaro is a tourist center with plenty of guesthouses. Drive north, since that's the only road, along a palm-lined coast to another tourist center, the beach at Manzanilla. There are inexpensive guesthouses available. On the rise leaving the beach towards Sangre Grande is The Last Stop, an excellent place to get a local favorite snack of "shark and bake". Follow that road and it will take you to the Churchill Roosevelt and back west to Chaguaramas.

Most of the southern and eastern parts of Trinidad are still "old style" rural, with only a few oil and gas pipes visible. Sugarcane fields and the sugar industry have almost vanished. There are a lot of small breakfast and lunch spots along the routes. Fresh fish, shrimp, crab, fruits and vegetables can easily be purchased at roadside vendors. Always try to pull entirely off the road safely or go on to the next vendor.

North Coast Day Trips

The road from Port of Spain to the north coast is another weekday trip.

Maracas Bay, the best known of any Trini beach and home to numerous shark and bake vendors, is packed on weekends. Trinis love to eat and drink while at the beach. Scotch is the beverage of choice. Designated drivers haven't really made it yet, neither has the Breathalyzer or the radar gun. The roads are narrow and the drop-offs steep and deadly.

Beyond Maracas is Las Cuevas Beach, the calmest and clearest. This incredibly scenic road will take you to another great beach at Blanchisseuse where a river enters the ocean. This is a great spot for a picnic, or look for Fred's place for a superb lunch and cocktails.

If you aren't exhausted and the sun is still high, take the road across the mountain to Arima. This route will pass the Asa Wright Nature Centre, famous for birdwatching. Excellent meals and accommodations are available at the Centre.

Once in Arima, the Churchill Roosevelt will bring you west again. Arima also has an excellent horse track for monthly races (especially on Boxing Day).

One of the finest of Trinidad's road trips is to Toco on the northeast point. Follow the Churchill east to Valencia but take a left, rather than following it to Sangre Grande. Sections of this road are under repair, but it is also the main access to the quarries. Expect to see many dump trucks, but the drivers are usually courteous and safe. This road is incredibly scenic. The drive will pass an excellent beach and river intersection at Salybia, and a protected leatherback turtle nesting area at Ballandria.

Gas is available in Cumuna, as is great local food at the Blue Restaurant. The lighthouse at Toco is a definite Kodak moment. Follow the road to Sans Souci and many excellent, relatively deserted beaches. Break Bay in Sans Souci is the only surfing beach in Trinidad. Grande Riviere is another tourist enclave with upscale restaurants and everything associated. This road ends in Matelot, a traditional fishing village, but before is the unbelievably picturesque Shark River, a great place to bathe in fresh water.

The northeast coast is one of the few remaining parts of "antique Caribbean" Trinidad, while the remainder tries to accelerate into the modern first world. In the north, banana farmers still haul bunches off steep hills on their heads or on donkeys. This area is still relatively safe and reminds me of Jamaica in the early Seventies. Everyone is friendly and helpful to tourists. You'll hear soothing reggae rather than pounding hip-hop.

"Forget about governments and world problems, be wary of crime, and be happy" should be Trinidad's 2008 motto. In Trinidad, a true melting pot, everyone, Indian, Chinese, African, Continental and Latino, seems to get along. Sports like cricket and especially soccer are a great common denominator. Carnival every spring is the mainstay of the culture. Petroleum and natural gas are the protectors of the economy. Enjoy the beautiful vistas and the many performing arts, but be careful.

In every perspective, Trinidad has good value for the boating buck, with inexpensive escapes from yard and yacht drudgery.

WHY DO YOU LIKE TO BE A SAILOR?

by Anne Hjælmsø

For many years we cruised the Scandinavian waters during our summer holidays, but 15 years ago, my husband, Jens-Peter, said, "Let's go sailing for three months."

I answered him that it was impossible because of our four grown children, the little one, our parents, my job, and the fact that I often get seasick.

"Is that all?" he said.

A few months later we were on our way from Denmark to Mallorca through the canals and rivers of Germany, Luxembourg, Holland and France. Our grown-up children were happy alone; the youngest was with us. The parents just wished us luck, and my colleagues said they would look forward to seeing me again. And I did not get seasick (until we reached the Mediterranean). Everything was good.

I like being a sailor and sailing on the beautiful blue sea, but in particular I like being a part of the sailing community

When we got back, my husband started to talk about a new dream: the Caribbean islands. I started up with the same old song, but he laughed. I don't know how he managed to get me to believe in his idea.

But one day we had a great good-bye party. The Bay of Biscay was not too friendly, and I was seasick, yes. We saw Europe from the ocean side and visited big and small places on our way. We sailed south until the butter melted, and then turned west. We went from São Antau (one of the Cape Verde islands) to Barbados. In fact, we crossed the Atlantic in only 11 and a half days, a fact that my husband is always happy to discuss when asked.

We did arrive in the Caribbean islands. It was back in 1998.

And we are still here! We love it. We love to sail from island to island, to visit new places and go back to the old. We have met so many beautiful people, and made a lot of friendships. Normally we are in Denmark for nine months and here at the sunny islands for three. What a wonderful life!

But every December, I start up with the old song: What about the children (and now grandchildren), the parents, my job? Anyway, the little one is now more than two metres tall, all of them live in their own homes, our parents are still going strong. And my work? I have changed my work. Now my job is to write: I am an author. I won a short story contest, my first novel is published and sells well, and some Danish magazines like my short stories: they buy them and publish them. This is my new job. And this job, I can do wherever I am in the world.

But still landlubbers ask me: Why do you like to be a sailor? Let me tell you the truth:

Yes, I like being a sailor and sailing on the beautiful blue sea, but in particular I like being a part of the sailing community: people of all ages and colours of skin, every sex and occupation, rich and poor, all nationalities. These people are peacefully helping each other with a big smile and small (and sometimes big) presents. If they catch a fish, they share with the neighbours. When they bake a cake, they cut it in pieces and give to the others around. And everyone knows how nice it is to get to a marina and see hands are ready to help you in and fasten your boat. Do you need a screw or a bolt? You can always get it from the boat next to you.

Last year in Curaçao a competent Spanish lady gave free Spanish lessons to all who were interested. Today my neighbour had classes on his boat, teaching three children plus some grown-up cruisers the best methods of the art of catching fish He (of course) told them stories about the big fish he had caught, and they learned how to make the fishing equipment themselves.

You know, I could continue this list, but you already know: Sailors are friends. Sailors make peace, not war.

So, don't ask me again if I like being a sailor: I love it!

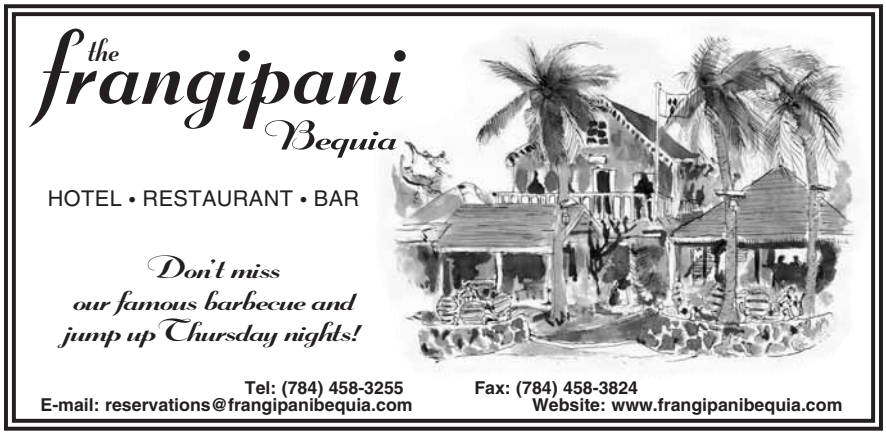
And yes, I still get seasick sometimes, but there will always be snakes in paradise.

Anne Hjælmsø is cruising the Caribbean aboard the yacht Rumkath.











MARCH 2008

♈ **ARIES (21 Mar - 20 Apr)**
Your sense of humor may jump overboard around the 17th, followed by your business plans on the 20th. Don't worry — your love life will come to your rescue.

♉ **TAURUS (21 Apr - 21 May)**
Ease your sheets. This should be a time of relaxation for you; enjoy it!

♊ **GEMINI (22 May - 21 Jun)**
It's a fun month for you, too: a good time to get together with friends and have a picnic at the beach.

CANCER ♋ (22 Jun - 23 Jul)
Your sense of humor is still on vacation around the 17th but business will get a lift from a woman friend or a love interest around the 20th.

♌ **LEO (24 Jul - 23 Aug)**
You, too, will get a break from the stresses of the seafaring life. Invite friends aboard for a party or day sail.

♍ **VIRGO (24 Aug - 23 Sep)**
Be ready to reef the main. There may be squalls with a love affair or female crew from around the 7th through the end of the month.

♎ **LIBRA (24 Sep - 23 Oct)**
Keep things light and have some fun this March. Don't let petty arguments blow you off course.

♏ **SCORPIO (24 Oct - 22 Nov)**
Though your business may be in the doldrums around the 20th, your social life will be on an incoming tide, bringing with it a potential romance.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
While it seems everyone else's social life is under full sail, yours will meet some choppy seas and fluky winds this month.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Business is still a slog to windward and may make you cranky. Try to concentrate on the positive so as not to put a counter-current on the entire month.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Life for you this month will be a pleasure sail. Take some time off to spend with those whom you enjoy and regain strength for the future.

♓ **PISCES (20 Feb - 20 Mar)**
Your love life will dominate your thoughts and energies at this time and will bring a freshening breeze to your business.

Crossword Solution

ACROSS
1) CARDINAL
6) HADDOCK
7) HARE
8) BEE
12) NEST
13) MINNOW
15) A RAT
16) GOOSENECK
18) SHEEPSHANK
21) EATEN
23) GULL
25) BOOBY
27) CROWS
29) DOG
31) MOUSE
33) FISH
37) PARROT
38) EAGLE
39) HORSE

DOWN
2) APE
3) AH
4) LARK
5) TEREDO
6) HEN
9) BEETLE
10) STAG
11) FOX
13) MONKEY
14) PAWS
16) GOAT
17) CATROPE
19) HOUND
20) SWALLOW
22) COW
24) ERNE
26) BIRDS
28) SPIDERS
30) OSPREY
31) BEAR
33) STEER
35) MULE
36) FLY

Island Poets

Fishcakes

We breakfasted on fishcakes
And indescribable coffee.
My roof is open to the rain;
It beats with the aggressiveness
Of freedom.

With feet planted firmly
On the ground, they ask
If I mind the roll? I am
Not particularly attached
To gravity, and marvel
At their concern.

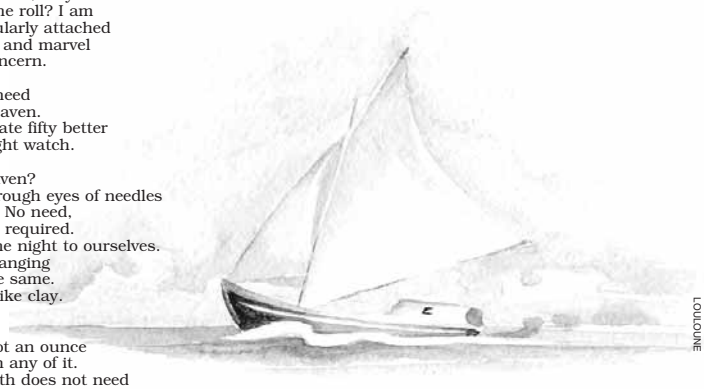
I have no need
Of their heaven.
I could create fifty better
On one night watch.

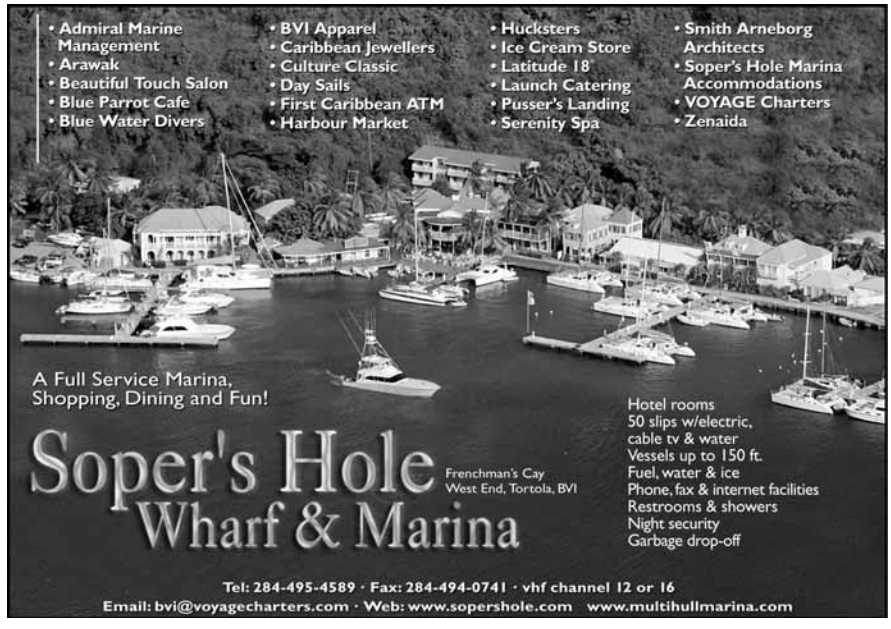
And of heaven?
Camels through eyes of needles
And such? No need,
No miracle required.
We have the night to ourselves.
Forever changing
Forever the same.
Like fire. Like clay.
Like life.

There is not an ounce
Of sense in any of it.
Surely Earth does not need
Our feeble stirrings.

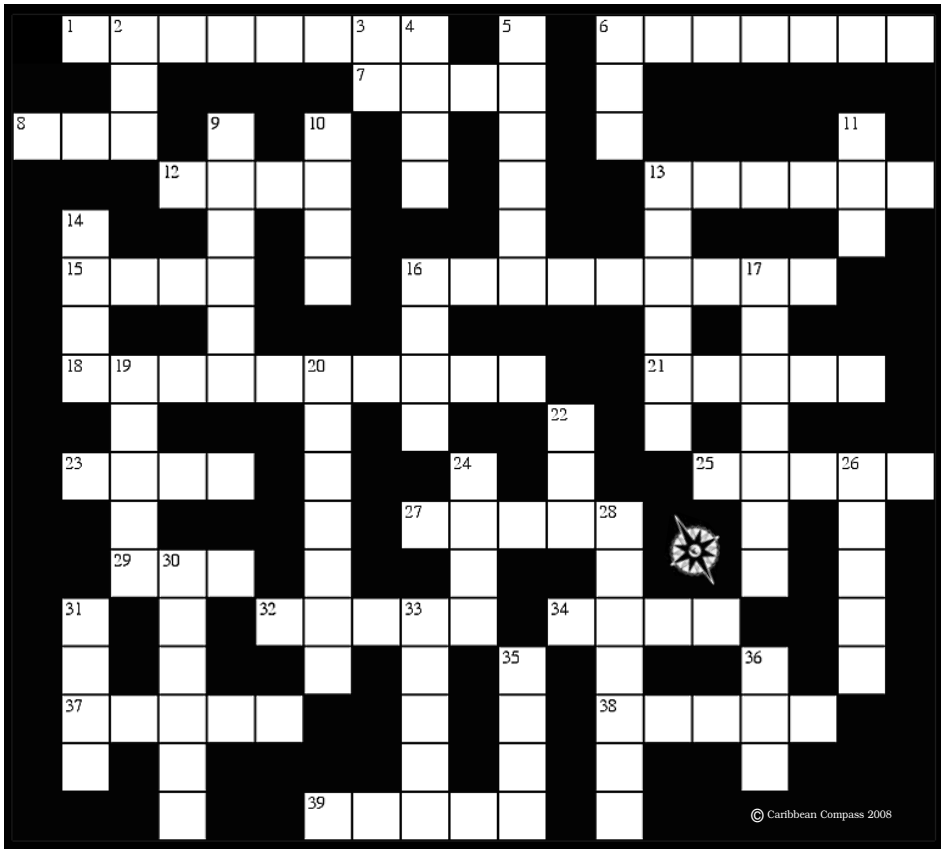
And so, my poem
Is concerned only with
A song about an idiot
And a king.
People were made
To talk to one another.

— *John A. Smith*





Compass Cruising Crossword



'ANIMALS ABOARD'

ACROSS

1) North, south, east and west are _____ points on the compass
6) Species of cod
7) Sea _____: a type of hull-clinging mollusk
8) Piece of wood attached to side of bowsprit
12) 27 Across ____: observation platform
13) Smallest bait fish
15) 'I smell _ ___'
16) Fitting attaching boom to mast
18) Knot to take up slack in a line
21) 33 Across are _____ by 26 Down
23) Noisy sea bird
25) Blue-footed _____
27) Black birds
29) ___-house: small structure on deck
31) Type of fine baggywrinkle
33) To splice a broken spar by placing splints over the break
37) Pirate's pet
38) Sea _____: Manta ray
39) Footrope in the yards of a square rigger

DOWN

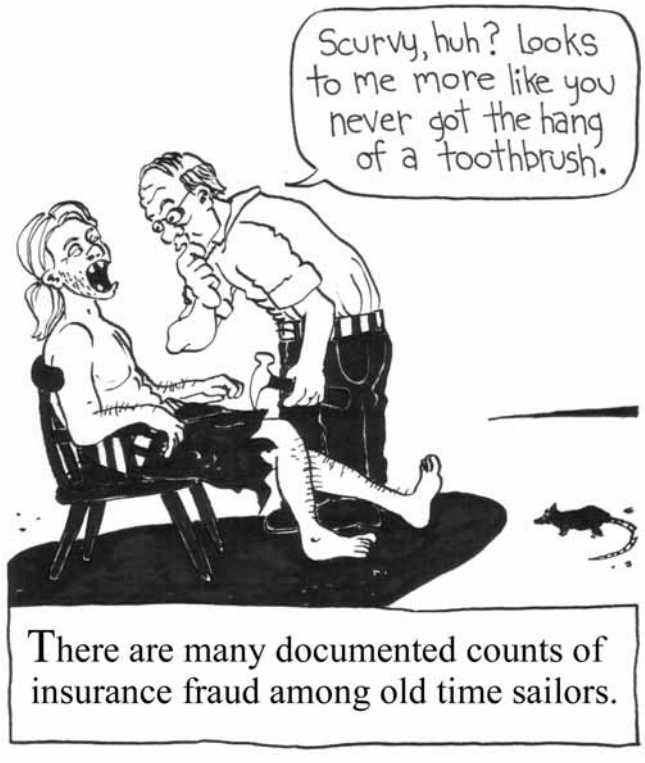
2) Deck hand
3) Sound before "ha!"
4) Small boat
5) Wood-eating sea worm
6) Sea ___: grey gurnard
9) Shipwright's heavy mallet
10) Rock to be watched out for
11) Rope yarn used for seizing
13) _____'s fist: woven knot on end of heaving line
14) Ship's cat's feet
16) An animal of the Zodiac
17) Line for hauling cat hook
19) Trestletree support
20) _____-tail: points of a burgee
22) ___ hitch: slip knot
24) ____ Lee Bradford: nautical author
26) 1 Across, 23 Across, 25 Across, 27 Across, 36 Across, 37 Across, 4 Down, 6 Down, 20 Down and 24 Down are all _____
28) Hoops around mast to attach futtock shrouds
30) Sea hawk
31) To ____ up is to come into the wind
33) Control helm
35) Animal that pulled barges on Erie Canal
36) Compass card

Solution on page 38

parlumps marooned



NAUTICAL FACTOIDS



The Shipwreck and Morry the Moray

by Lee Kessell

All the fish who made their home inside and under the shipwreck on the reef agreed that there was no better place to be. It was safe, it was comfortable, it was beautiful. This particular shipwreck happened to be just off the calm western coast of lush and mountainous St. Lucia. In fact, this wreck hadn't been wrecked on the reef at all, it was an old freighter that had been towed there and sunk especially as a home for fish and an exciting dive for enthusiastic scuba divers. The wreck sat upright on the sand on the edge of the reef and over the years it had attracted all sorts of colourful and fabulous sea creatures. Most people would have said the wreck was covered in plants but those lacy fans glowing deep gold and burnt orange that wave about in the sea currents on the hull are animals. That's right, the gardens of the sea are mostly animals — not the sort with four legs and a tail. No, these animals are tiny, colonies of creatures that catch even tinier creatures that drift by. And the coral structures they live in? Well, they make them with their own "spit".

Deep inside the hull is an enchanting "apple blossom" orchard of soft corals — telesto really — and you would think that you had entered an enchanted garden the moment you saw it. What with all the sponges, from the golden trumpets of the tube sponges to the cobalt blue, red and lavender encrusting star sponges, the green and gold twined finger sponges, and all the gorgeous sea rods, why, no wonder the fish thought that they lived in paradise! And just think, all these fish and sea creatures were the best of friends and helpful neighbours. Morry, our Moray, was a big, strong, olive green eel, one of the largest types of eels you will see on the reefs. Morry had been taught by his mother when he was only a little eel how to hide in the smallest cracks and joins of the wreck during the day and how to slither out at night and find his dinner. But as Morry grew and his teeth grew with him, so he ventured out during the day, too. Sometimes he hung about and let the divers have a good look at him. One of the divers was bold enough to stroke his smooth skin but he opened his wide mouth and looked so menacing that the diver swam off in a fright. Morry laughed to himself and felt very powerful. As time went by, and Morry came out more and more from the home that he had made for himself under the hull of the wreck, so the divers began to look for him. Morry felt himself swell with pride and he became very vain.

Living in her own space under the hull was Gilda, a Scarlet Glassy-Eyed Snapper with silver shadows across her scales and she warned Morry that he was getting too big for his fins. Indeed all the yellow and black banded Sergeant Majors that swam about the wreck, as well as the crimson Soldier Fish with their big, black eyes, warned Morry that pride is all very well, but you know what comes before a fall! Morry knew that with one swish of his powerful body he could knock any interfering fish to kingdom come, so he just tilted his head higher and told them they were jealous.

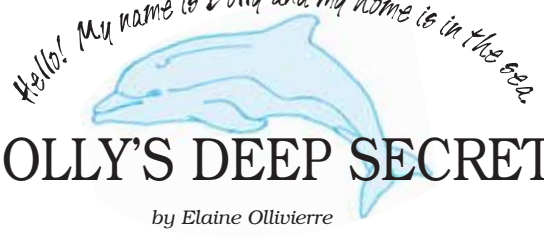
Morry soon began to explore the wreck. He decided that this was great fun and so he went further and further in his daily travels until he knew all of the wreck, the decks, the hold, the engine room so well that he now regarded the entire wreck as his kingdom. He even surprised a small barracuda browsing through the "apple blossom" orchard and chased it away. The fish living so peacefully before began to fear that Morry would evict them. But luckily for everyone, Morry found a particular spot on the wreck that he had overlooked. It was an outside passageway along the same deck as the "apple blossom" orchard. As he had slithered along this passage before he had failed to look up but this particular day he glanced at the ceiling and was immediately spellbound. He could see his own reflection! Yes, the air breathed out by the divers had formed an air pocket up there and the undersurface was as bright and polished as a mirror. Oh, Morry gazed at his magnificent self and fell in love. He could not drag his eyes away! He hung his full five feet down vertically, something that eels never do, so that he didn't have to strain his neck by looking up. Morry hung there until the sun went down over the mountains and the wreck became a dark cavern. Morry pulled himself together then and went off to hunt down his dinner.

Sometimes he hung about and let the divers have a good look at him

The next morning Morry was back underneath his mirror and every day thereafter, that is where you would find him. The divers found him and he became the talk of the diving world, and of course of the fish world, too. The inhabitants of the wreck didn't want such attention as many of the divers were clumsy and broke up their coral and sponge homes. One night after a meeting with all of the residents, Gilda, the Glassy-Eyed Snapper, Charlie the leader of the Soldier Fish and Sid the spokesman for the Sergeant Majors, went to Morry as he lay resting in his sand home under the hull and told him flat out that he was a menace to everyone's peace and comfort and should stop his nonsense and go back to being a proper Moray Eel. It had no effect on Morry at all, in fact he nastily spat at them and bared his fangs. Well, not too long after this, three divers with spear guns swam into the wreck when no one else was about and together they speared poor Morry. One got him in the head, another in the chest and the last in his elegant, long body. Powerful Morry put up a good struggle but he was mortally wounded and the fight was over quickly. The spear fishermen carried off vain Morry in triumph as their trophy.

Well, the moral of this story is as plain as the nose on your face....

THE END



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

If you attempted last month's guessing game to find the names of some of the organizations involved in oceanographic studies, you will know how many different groups there are. A real alphabet soup! But this shows how important scientists think it is to monitor the state of the oceans of the world.

So, what do they use to do the monitoring? Here are some of the methods used.

Satellites moving in orbit around the earth contain instruments that make observations about the ocean surface. They can see whether seas are rough or calm. They can measure the extent of ice cover at the polar regions and they can show surface currents.

Stationary buoys have been moored at various locations, especially in tropical latitudes, to measure the physical and chemical properties of the sea around them. Pressure gauges left on the sea floor can detect changes around them and give warning of possible tsunamis.

Small, drifting robot monitors measure pressure, salinity and temperature in the sea. They can dive down and take measurements below the surface, and then they bob up again and transmit their readings via satellite.

Robotic submersibles can take pictures of the deep ocean where humans cannot reach.

Scientists are experimenting with instruments that can be carried by special balloons into the centres of hurricanes so that the air and sea conditions there can be measured.

Scientists on research ships can take samples of water directly from the sea and study the distribution of marine species. They can even find the DNA sequencing in marine micro-organisms for better identification of each species.

Sonar is used to show the whereabouts of schools of fish. It is also used to map the contours of the sea floor.

The tagging of marine creatures gives information about how those creatures live, how and where they migrate and how far they travel.

What is important now is to make sure that all the information obtained from these monitoring systems is available to everyone who needs to use it. That's why all those scientific groups must come together to coordinate their activities and work towards the goal of an integrated and comprehensive ocean observation system.

Word Puzzle

Unscramble the following to make words you can find in the text above. What do the answers have in common?

1.	TICESSINTS	_ _ _ _ _ _ _ _ _ _
2.	EPISCES	_ _ _ _ _ _ _
3.	YINSTAIL	_ _ _ _ _ _ _ _
4.	FACRUSE	_ _ _ _ _ _ _
5.	RATTYASION	_ _ _ _ _ _ _ _ _ _
6.	LISTETALE	_ _ _ _ _ _ _ _ _
7.	MAPLESS	_ _ _ _ _ _ _
8.	QUINGSCENE	_ _ _ _ _ _ _ _ _
9.	DUSTISE	_ _ _ _ _ _ _
10.	COSHSOL	_ _ _ _ _ _ _

Answers on page 43

ELAINE OLLIVIERRE 2007 ©

ALICE THE BOAT DOG



by Bob Williamson

Alice was a small boat dog of mixed parentage but mostly terrier. She belonged to Vadim Ulianov and they both lived in St. Martin. She had been born on a coastal boat and had spent most of her life aboard various tugs and boats with only human friends. In fact, she was always suspicious of the other dogs she met on various trips ashore in dinghies, much preferring the company of people, specially among Vadim's pals. They all thought highly of Alice and began calling her E.T. because of her seemingly amazing talent for communication .

One day, for example, Vadim's girlfriend, Marisol, telephoned him to say that she was at their apartment about two miles down the coast and had forgotten to bring her key. Vadim was in the middle of a job and couldn't spare the time to bring the key to her, so Marisol said "Give the key to Alice and tell her to bring it to the apartment."

Vadim thought this sounded a bit tricky, so Marisol asked to speak to Alice, whom she called Alisky which she thought to be a more suitable Russian name. The dog was, by the way, fluent in French, English and Russian.

Alice listened intently to Marisol's directions, which included a reminder that the apartment was above Alice's favourite restaurant where she was always given immense quantities of chicken bones. Vadim attached the key to Alice's collar and said "Right. Off you go. Don't wander around — go straight to Marisol, and come straight back."

The dog was back quite quickly, just a minute or two after Marisol had telephoned Vadim to say she now had the key.

Alice was well used to going for rides on Vadim's motorcycle — never by herself, mind you, but balancing between Vadim's arms. Wherever she went, generally to parties ashore, Alice would sit between Marisol and any potential suitor, guarding Marisol as if her life depended on it. And on most return trips to their boat, Alice would steer the dinghy by various clever nudges, in order to visit other boats where there was any possibility of there being a party on board. Once in a while Alice would get a little drunk and you could always tell if there was only one ear sticking up — the other having passed out cold. She was the original party animal.

Sadly, Alice crossed to the other shore when she was only a bit more than five years old. She was sorely missed by all her many friends, who all hoped she had not arrived in Dog Heaven but rather to one inhabited by human beings. She's probably sitting right now at God's feet, waiting for the occasional chicken bone.

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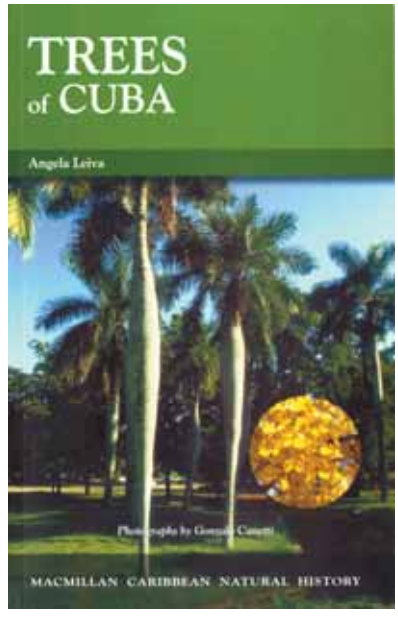
CUBA — AND THE CARIBBEAN — IN BLOOM

Trees of Cuba *by Angela Leiva (translated by Juliet Barclay), photos by Gonzalo Canetti. Macmillan Caribbean Natural History. G2007. Paperback, 106 pages, color photos throughout. ISBN 978-1-4050-2905-6.*
Flowers of Cuba *by Angela Leiva (translated by Juliet Barclay), photos by Gonzalo Canetti. Macmillan Caribbean Natural History. G2007. Paperback, 112 pages, color photos throughout. ISBN 978-1-4050-2904-9. £7.50.*

The largest island in the Caribbean by far, Cuba is also one of the most richly endowed islands in the world when it comes to flora. According to *Trees of Cuba*, there are around 7,000 native plants growing here in a wide diversity of eco-systems, soil types and altitudes. Although Cuba has suffered tremendous loss of habitat in its history, a total of 22 percent of the island is now under the protected areas system. Six Biosphere Reserves, two World Heritage sites and six Ramsar sites (wetlands) are among the most relevant protected areas.

These books, translated into English, provide a clear, concise and comprehensive introduction to Cuba's flowers and trees — many of which bloom impressively. They are written not for specialists but for nature-lovers who are visiting Cuba and are interested in identifying the country's flowering herbaceous plants and trees, whether they be in cities, on the beach, or in the island's woods, savannahs or mountains.





Because Cuba contains just about every type of ecosystem found elsewhere in the Caribbean, ranging from humid mountain rainforest to arid sandy cays, these easily portable field guides will be valuable additions to the libraries of "botanizers" living or traveling throughout the region.

Covering all the most commonly observed species and some lesser-known varieties, these handy guides include high-quality color photos of every species and descriptions of flowers, leaves, seeds and bark as aids to identification. Medical and culinary uses are mentioned where appropriate, in addition to clearly stated warnings about poisonous species.

The author, Angela Leiva, is a Doctor of Biological Sciences and professor at the University of Havana. She is a director of the Cuban National Botanic Garden and is currently working on the conservation of threatened Cuban plants.

These books are available at bookstores or from www.macmillan-caribbean.com.

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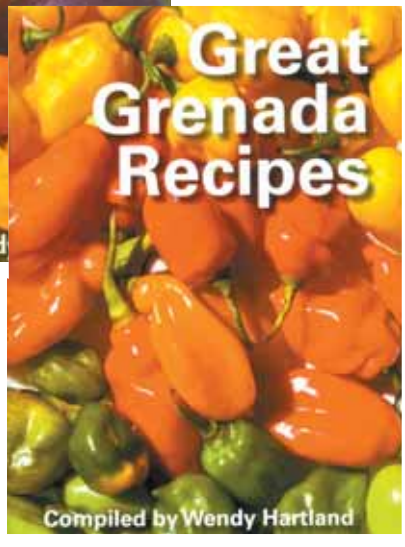
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SPICE ISLAND COOKBOOKS

Great Grenada Recipes, compiled by Wendy Hartland, Island Recipes Unlimited. © 2006, paperback, 80 pages, color photos. ISBN 978-976-8212-04-7.

Great Grenada Fish & Seafood Recipes, Volume One, compiled by Wendy Hartland, Island Recipes Unlimited. © 2007, paperback, 80 pages, color photos. ISBN 978-976-8212-12-2.





Wendy Hartland first came to Grenada in 1966 on holiday from what was then in transition from the colony of British Guiana to the independent nation of Guyana — her husband, Mike, was a major in the British Army. The Hartland family "fell in love with the island", moved there and built their first house in 1968. Wendy, an artist, is now a Grenadian citizen and has her studio and art gallery near St. George's.

As Wendy says in the introduction to *Great Grenada Recipes*, "Most Grenadians are very capable cooks, and enjoy it, and many are also likely to have woken at dawn to spend a couple of hours in the garden tending their crops before going to work. This interest in food, from planting it to cooking it, is reflected in the wholesome and delicious range of recipes gathered here."

Various chefs, restaurateurs and individuals on the Isle of Spice, and its sister isles Carriacou and Petite Martinique, donated the recipes published in both books. This gives a broad range of examples — from the traditional to the trendy — of Grenada's cuisine.

Great Grenada Recipes ranges from old-time Grenadian favorites such as Salt Fish Souse with Fried Bakes, Coo-Coo Pois and Crab Backs to updated ways with island ingredients — Tofu, Mushroom & Avocado Stir-Fry, Fish & Callaloo Lasagne and Passion Fruit Ganache, for example. In between are Caribbean classics including Baked Stuffed Red Snapper, Curried Mutton and Tuna Fish & Avocado Salad, as well as imaginative creations such as Chilled Spicy Watermelon Soup with Shrimp, Carambola Salad and Pumpkin Punch.

After each recipe is the contributor's name and home community — it's fun for anyone who has spent time in Grenada to see who did what ("So that's how Shirley's mother made her Salt Fish Pie!") and note the specialties of different localities. It's no surprise that the recipe for Lambie (Conch) Waters is from the fishing community of Petite Martinique and Provision Pudding hails from the agricultural area around Mount Moritz.

Great Grenada Fish & Seafood Recipes, Volume One demonstrates how many different ways Grenadians have to prepare the bounty of the sea that surrounds them. So many ways, in fact, that Volume Two is already in the works. Hartland could have commented: "Many Grenadians have woken before dawn to spend a couple of hours on the sea, fishing before going to work."

Again, the range of recipes is broad, from heartwarming Ackras like Granny used to make for breakfast (with breadfruit and cocoa tea), to an ambitious Lobster Burger on Plantain Rosti with Ginger Corn Salsa.

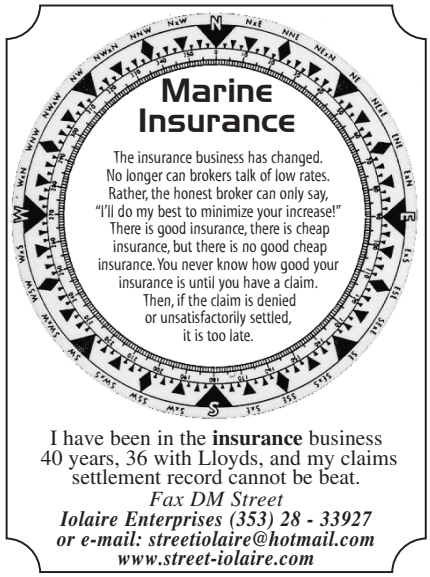
Some non-seafood recipes sneaked into this book, but these salads, vegetables and desserts will go deliciously with the fish dishes.

Tip of the day: Tie sprigs of sage, rosemary and thyme together in a bunch. Dip in olive oil or melted butter. Brush over grilled or broiled fish to season.

Unusually, most of the photos in these books are not of the prepared dishes, or the stages of making them, or even the ingredients. Rather, they are scenic shots intending to give the books souvenir value. These images are a refreshing addition, but we hope that future volumes will include a few more photos of ingredients and finished dishes, for the benefit of those who might not know what a christophene — or a properly done plantain rosti — looks like.

Both books are available at shops in Grenada or from iru@spiceisle.com. A donation to charity will be made from the sale of each copy of both books.







DOLLY'S ANSWERS

1. SCIENTISTS
2. SPECIES
3. SALINITY
4. SURFACE
5. STATIONARY
6. SATELLITE
7. SAMPLES
8. SEQUENCING
9. STUDIES
10. SCHOOLS

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WHACHA GONNA DO WITH ALL THOSE...

BATATAS?

by Mary Heckrotte

In every market and grocery store in the Caribbean, we're sure to encounter vegetables we can only call "other root things" until we learn their local names and experiment to see what we can make of them. It's all just part of the Caribbean adventure!

Depending on where you buy them, *Ipomoea batata* is called white sweet potato, Cuban sweet potato, sweet-sweet, camote, boniato or batata. Just because it fits the Latin name so nicely, I am going to stick with batatas.

This fleshy taproot looks much like the "sweet potato" known in the US. The color is a little different— either dark purplish or lighter reddish — rather than the orange color of North American "sweet potatoes". But they are about the same size and shape. When you cut a batata, you'll discover that the insides are a creamy white and the flesh will cook up drier and fluffier than their orange-fleshed cousins.

Look for batatas that are rock hard and free from bruises, blemishes, wrinkles, and any white or black molds. As with all fruits and vegetables, choose specimens that are heavy for their size: they will be the juiciest. The smaller batatas are apt to be more flavorful and have a better consistency. Once you get them home, store them in a cool, airy place out of direct light and they should last for a week or so. They do not need to be refrigerated. If your recipe calls for you to peel them, submerge the peeled ones in water until you are ready to proceed as this will avoid discoloration.

You can bake, fry, boil, or microwave batatas just as you would any potato. You can use them as a substitute for the more familiar orange sweet potato in pies, casseroles, soups — they are most versatile.

Many Caribbean cooks combine batatas with other vegetables, such as pumpkin or squash, cassava, potatoes and yams. This combination is often listed in recipes as "ground provisions", with the percentage of each varying depending on what's available at market on a given day. And cooks often combine such ground provisions with plantains or green bananas, black or red beans, corn, breadfruit, and various meats or fish and spices to make a full-meal stew. Pepperpot or Sancocho are two of the names given to hodgepodge stews of this sort. Such stews are prepared in households throughout the Caribbean region, each cook advocating a special combination of ingredients. Chefs in Venezuela broke the Guinness World Record by making a sancocho combining 15,300 pounds of vegetables and 11,000 pounds of meat — enough to feed 70,000 people!

Dominican-Style Sancocho

2 pounds chicken, in skinned serving-size pieces
1 pound pork chops
3/4 pound goat meat or beef
6 Tablespoons sour orange juice
1 medium onion, diced
4 cloves garlic, mashed
2 green peppers, diced
1 pound tomatoes, diced
1 Tablespoon Worcestershire sauce
5 teaspoons salt
1/2 pound salt pork, cut in half-inch cubes
2 Tablespoons cooking oil
1/2 pound sausage
2 large plantains
1 pound cassava
1 pound taro
1 pound pumpkin
1 pound batatas
3 ears corn on the cob
1 pound yam
3 liters water
1 Tablespoon oregano
Fresh parsley
Cilantro leaves
1 chicken bouillon cube
1 Tablespoon vinegar



Wipe chicken, pork chops, and goat or beef with sour orange juice. Cook each meat (except for salt pork) separately in the following manner: put meat in skillet with a portion of the onions, garlic, bell peppers, tomatoes, Worcestershire sauce, and salt. Add water as needed to make a sauce in the pan. Cook meats only till just barely tender.

In the meantime, fry salt pork in oil over medium high heat until barely tender. Remove salt pork and set aside. In same skillet, brown sausage. Set aside with all oil.

Peel and cut all vegetables into about two-inch serving size pieces, putting them in a large stockpot of cold water as you work to avoid discoloration. Keep back half of the pumpkin to add later as the first portion will cook down and thicken the sancocho.

Add all the prepared meats and remaining ingredients to the stockpot. Bring stew to boil then lower heat to simmer. Add remainder of pumpkin. Watch that the stew does not get too thick and watch that the vegetables do not overcook. If some vegetables are becoming too tender, remove them temporarily.

Serve sancocho with rice, hot sauce, and slices of avocado. Serves 9.

Beef and Batata Kabobs

1/2 Cup olive oil
1/4 Cup sour orange juice
3 Tablespoons jerk seasoning
2 teaspoons cumin
1 pound lean beef, cut in 1-inch cubes
2 small batatas, boiled, peeled, cut in 1-inch cubes

—Continued on next page

—*Continued from previous page*

1 medium bell pepper, diced
1 medium zucchini, cut in 1-inch cubes
2 shallots, cut in half

In a small bowl, mix oil, juice, jerk, and cumin. Divide mixture into two zipper plastic bags. In one bag, add beef. In the other bag, add batatas, pepper, zucchini, and shallots. Shake each bag gently to coat ingredients. Chill bags 30 minutes or longer. Drain beef and vegetables, discarding marinade. Alternate beef and vegetable cubes on skewers then broil or grill 10 to 12 minutes until lightly browned on all sides.

Mashed Garlic Batatas

4 medium batatas
1 Cup sour cream
1/2 Cup butter
1/4 Cup roasted garlic
Salt and freshly ground black pepper to taste

Peel batatas, putting them immediately into a pot of boiling salted water. Boil 20 to 30 minutes until tender. Drain, add remaining ingredients and use an electric mixer to combine all until smooth. Add more sour cream and/or butter if mixture appears too thick or dry.

Batata Pecan Casserole



6 medium batatas, peeled and boiled until tender
1 Cup raisins
1/2 Cup pecans, chopped
1 teaspoon vanilla
2 Tablespoons lemon juice
2 Tablespoons butter, melted
1/2 Cup corn syrup
1/3 Cup sugar
1/4 teaspoon cinnamon
1/4 teaspoon nutmeg
1/4 teaspoon allspice
1/4 teaspoon salt

Slice batatas and make a layer of half the slices in a baking dish sprayed with non-stick. Sprinkle on half of the raisins and pecans. Layer on remaining batata slices. In a small bowl, mix together the vanilla, lemon juice, butter, and corn syrup, sugar, and spices. Pour mixture over batatas. Bake at 350°F for 45 minutes. Serves 6.

Batata Plantain Mash

3 pounds batatas
2 yellow plantains
1/2 teaspoon vanilla extract
1/4 Cup milk
4 Tablespoons butter
Salt and freshly ground black pepper to taste

Peel batatas and plantains, cut them into small chunks, submerging pieces immediately in a pot of water to avoid discoloration. Bring water to boil and cook 15 to 20 minutes until pieces are tender. Drain. Add remaining ingredients. Using an electric mixer, combine all until smooth.

Batata Pudding

2 eggs, beaten
1/2 Cup milk
1 Cup sugar
1/2 teaspoon cinnamon
1/2 Cup butter
1/2 teaspoon nutmeg
2 Cups grated raw batata
1/2 teaspoon salt
1 can (13 ounces) evaporated milk
1 Cup shredded coconut

In a large mixing bowl, mix together eggs, butter, and sugar. Stir in remaining ingredients. Pour into a 1 and one-half quart casserole pan sprayed with non-stick. Bake at 350°F for 1 hour or until a toothpick inserted in the center comes out clean.

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SERVING AT SEA BY SHIRLEY HALL

A few years ago we were anchored in Secret Harbor, Grenada. It was pre-Ivan, and the Moorings charter base was bustling. I met a taxi driver, Dennis, who had a van called *Blue Angel*. One look at Dennis and you knew he liked to eat. During an island tour he stopped a few times to buy fruit, such as bananas and sapodillas. Then he pulled beside a truck loaded with pea pods. It was my first experience with another Caribbean essential, pigeon peas.

I had eaten the rice-based dish peleau many times, but never gave a thought to the type of beans or peas that were mixed with the rice. Dennis was an expert at choosing pigeon peas. Fresh ones should be bought by the color and condition of the pods. However, pod colors range from green to reddish to deep purple, from brown to black, and even white or striped. Fresh pea pods should be crisp and snap apart if twisted. Supermarkets have canned, dried or frozen pigeon peas. Myself, I have learned to love shelling fresh peas in the cockpit while listening to the BBC. Never dump the pods overboard — they float!

Since that day, I've talked to many islanders who eagerly wait for pigeon-pea season to get the natural nutty, good-earth taste of fresh or "green" peas. Although an important crop of India, pigeon peas originated in Africa. Four-thousand-year-old pigeon peas have been discovered in Egyptian tombs. Africans call these peas Congo beans or Angola peas, while the Indian names are arhar or toor. In parts of the Caribbean the peas are called gungo peas.

PIGEON PEAS

Pigeon peas are a good source of protein, especially for vegetarians. To receive the most benefit from peas or beans, they are best eaten with a complement of rice or wheat. All peas and beans are great sources of B vitamins, which help the body resist diseases. Pigeon peas contain iron, zinc and calcium. These peas also have Vitamin C, but this vitamin is more prevalent if the peas are used as sprouts. Sprouts can be cooked in stir-fry or added to sandwiches. Very young pea pods may also be added to stir fries, soups and stews.

The recipes below call for shelled fresh or "green" peas. Dried pigeon peas, like all dried beans, take a lot longer to cook.

Coconut Milk Peas
1 pound pigeon peas
4 Cups coconut milk*
2 Tablespoons canola oil
1 Tablespoon curry massala powder
2 medium onions, chopped
1 hot pepper, minced
salt and spice to taste
* Coconut milk can be made from scratch, but it's easy to buy it canned or make it from powder. If using canned, don't buy Coco Lopez, which is a sweetened product for making piña coladas!

Add peas to a large pot of boiling water and simmer until tender. (This takes longer than garden peas.) Drain excess water and stir in 2 Cups of the coconut milk. Simmer, adding water if peas get dry.

In a frying pan, add curry powder to oil and heat, stirring, for one minute. Add onions and pepper. Taste peas to be certain they are soft, and add to frying pan. Add remaining coconut milk and heat for five minutes. Season to taste.

Serve hot on a bed of rice.

Three P Soup (Pigeon Peas and Pepper)
4 Cups water
1 Tablespoon olive oil
1 bay leaf
2 Cups pigeon peas
1/2 hot pepper, chopped fine
1 cube vegetable bouillon
Salt and spice to taste
3 stalks celery, chopped
1/4 cup sliced mushrooms
1/4 Cup chopped chadon bene

Add oil and bay leaf to a large pot of boiling water. Add peas and pepper and boil until peas are soft. Add bouillon and salt/spices to taste. Remove from heat and add celery, mushrooms and chadon bene. Let sit for ten minutes before serving. (Diced chicken or beef may be added.)

Pigeon Pea Cakes
1 Cup pigeon peas
2 pounds yams, peeled and cubed
1 Tablespoon butter
2 chives, chopped
1 bunch parsley, chopped
1 onion, chopped
1 clove garlic, minced
3 Tablespoons flour
1/2 cup bread crumbs
Oil for frying



Boil peas and yams until soft. Mash yams and mix in peas.

In a frying pan, heat butter and add chives and parsley. Add these seasonings to the yam-and-pea mix. Add flour and bread crumbs and mix well. Drop by spoonfuls into hot oil. These may also be baked or grilled (if it is a stiff mixture).

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Dear *CC* Editor,
Why did you send my rejection of eAPIS (January Forum) to the Caribbean Marine Association? I want to know what the perpetrators of this fraud, CARICOM, have to say! And what do you mean, "Worry no more!" now that APIS is allegedly finished? No more ambushes by governments playing follow-the-leader into an Orwellian future in the name of the War on Terror? No more razor wire or e-reports? No more pop-up, unreasoned, intrusive, paranoid, useless, and arbitrary intrusions on our freedom? That governments are now going to use balance and logic in the War on Terror?

The Caribbean Marine Association's response makes it clear why you sent it to them. This isn't about a wasteful procedure that is useless. Nor is it about arbitrary restrictions to personal freedoms. This is about inconveniencing people who have financial clout. Yachties are among the most conspicuous consumers. So, yachts are now exempt. Hooray! Another blow for freedom and democracy... rather, for capitalism, consumerism, and the rights of the rich.

Jim Hutchinson
S/Y Ambia
USA

Hi Hutch,
Your letter, along with others on the same topic, as submissions intended for the public domain, were forwarded to the CMA both for their published response and in the interest of the greater good, as the CMA was gathering statistics and public opinion in their effort to stop the application of eAPIS (the electronic Advance Passenger Information System) to yachts traveling in the CARICOM (Caribbean Economic Community) area as quickly as possible.

The CMA is a trade association (it's the regional umbrella body for all the national marine trade associations in the Caribbean), so of course their emphasis in the matter is economic. By drawing attention to its economic repercussions, among other factors such as those you mentioned in your previous letter (e.g. unworkable regulations that make people flout the law), the CMA was successful in having the application of eAPIS to yachts stopped.

I don't know of any human rights or similar association who took up the anti-APIS cause, never mind the wider cause of ensuring unrestricted personal freedom for all. Wouldn't it be great if one did?

As for hearing from CARICOM about the APIS-for-yachts misadventure, as far as we know, no statement was ever made.
All the best,
Sally

Dear *Compass,*
Re: Macareo Meander in the February issue of *Compass*.

Ms. Sharp has written: "Not all bottom paint will remain effective after a prolonged immersion in fresh water. (It would be a shame to ruin that new bottom paint in a few quick weeks on the river.)"

I contacted Jotun, Interlux, Pettit, Sigma and SeaHawk. All of these manufacturers of marine antifouling paint confirmed that immersion in fresh water would not degrade performance of their paints on return to saltwater. Interlux noted that their "66" paint should not be immersed in fresh water for a week following initial application.

It would be a shame if cruisers were put off from exploring this most interesting area by unwarranted concerns over their bottom paint. The *Caribbean Compass* performs a valuable role in encouraging people to see new places and try new things, and in transmitting useful information. Providing more and better data is an important part of that.

For example, the Macareo article might have included more specific suggestions on how to prepare for a trip to the rivers; perhaps including how to check the US State Department fact sheets, visit the Venezuelan consulate in Trinidad, get yellow fever and malaria inoculations and medications, how to provision (food and fuel) and what equipment and techniques may be useful, how to clear Customs and Immigration, and find resources (travel guides, history books, field guides) that might enhance the trip.

We enjoy reading the *Caribbean Compass* and wish you all the best for 2008.
Regards,
John DeLong
S/V Alouette

Dear John,
Thanks for your letter and for the information from Jotun, Interlux, Pettit, Sigma and SeaHawk, which will be of interest to other Compass *readers.*

Your feedback about Compass's *content is appreciated. We would LOVE to supply "more and better data". However, due to the financial constraints of a widely distributed free publication, the* Compass *has a core editorial staff of exactly two people (myself, full-time, and our Assistant Editor, part-time) to put together the* Compass *every month. While we do our best to ensure that we don't publish anything untrue, we simply haven't got the time or resources to do an in-depth research project on every subject that comes across our desk. (It has been brought to our attention, however, that www.yacht-paint.com/superyacht/PDS/Micron_66.htm says, "Not suitable for immersion in fresh water." We'll leave it to Micron 66 users to investigate this further.)*

The Compass *relies on user-generated content — and you guys do a superb job! All your suggested additions to Ms. Sharp's article would certainly be useful to other cruisers, but she was writing an anecdotal story about her own trip, not a comprehensive cruising guide. If anyone would like to offer a follow-up article including more detailed information, it would be most welcome indeed. Along with describing your adventures, we encourage future contributors to include in their articles specific information that will be of use to other cruisers.*
All the best,
Sally

—Continued on next page

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—Continued from previous page

Dear *Compass*,

While I appreciate that Barbados is a beautiful island and the people very friendly, facilities for visiting yachts are worse now than they were when I first visited the island 30 years ago. In addition, I had to pay some US$90 to clear an almanac (approximately US$35 to purchase) through Customs, despite the fact that the goods were clearly marked "In Transit" and I had all of the ship's papers, etcetera, with me. It was either pay the duty or you can't have the goods.

Similarly, while in Grenada, I found that other items had been delivered to Barbados. I arranged for these to be collected by an international courier company and brought to me here. The Post Office, however, refused to release the items until the duty had been paid — even though they were being brought to me in Grenada, again marked "In Transit". The only way I could avoid the duty was if a Barbados Customs official accompanied the packages to the yacht!

Barbados is a natural first stop for many transatlantic yachts, but the cumbersome formalities, lack of facilities and weird Customs regulations, mean that even if yachts go there without realizing the problems, they won't stay for long. After all, there are lots of other beautiful islands where one can spend one's money. In 1980 there were some 125 yachts anchored in Carlisle Bay; in 2007 the number was down to 27, most of whom did not intend to stay more than a few days, given the persistent mega-decibel music played by the nightclubs in Carlisle Bay.

Kind regards,
Linda Lane Thornton
(Currently trying to prise my anchor away from Grenada!)

Dear *Compass*,

Regarding the Port Louis Marina in Grenada and Peter de Savary's operations around the edges of St. George's Lagoon and the surrounding area, to any thinking person the whole operation will be a huge bonus to both yachting in Grenada and to the islands as a whole.

A 350-berth marina with an additional ten berths for mega-yachts will necessitate a major expansion of the yachting infrastructure to fulfill the needs of the expanded yachting community. This will create jobs and put money into the local economy of Grenada — money that stays on the island for a long time, unlike much of the income from cruise ships or foreign-owned resorts.

What has been lost? Thirty, or at the most 40 free anchoring spots for visiting yachts in St. George's Lagoon, which is not that good an anchorage at the best of times. Holding in the lagoon can only be described as bad; you are anchoring in black, gooey SOUP. If you have ever had the misfortune (as I have) to have to dive in the lagoon to untangle anchors, you discover you can shove your arm into the soup up to your shoulder and still not hit any real solid clay or sand. Good holding material is a good five or more feet down.

But free anchorage is not really lost. There is plenty of space for even more than the supposedly lost 30 to 40 spots if yachtsmen are just willing to take a slightly longer dinghy ride. Right outside the entrance to the harbour, on the south side of the entrance on St. Mary's Bay and Ross Point Shoal, one finds good holding, a white sand bottom and clean, clear water. Since today's yachts almost universally have dinghies with decent-sized outboards, this anchorage is no more that a ten-minute ride to town or any of the dinghy landings inside the lagoon.

Admittedly, this anchorage is open to the northwest groundswell, but in an average year it would be a perfect anchorage 300 days a year, uncomfortable 40 days, very uncomfortable 20 days, and five days untenable when boats would have to go into the new marina or the yacht club dock, or head to the south coast.

The lagoon is horribly polluted, pollution that predates the arrival of any yachts. [See my article on marine pollution in last month's *Compass*.] The area around the lagoon is called Springs, and the place where the Grenada Yacht Club is located is called The Spout. Water from the natural springs was once pumped to a huge cistern near the Yacht Club site (now filled in, it is under the parking lot). From the cistern a big pipe led out to the point, where ships could come alongside and pick up water. I believe that pollution of the ground water a century or more ago was the reason the cistern and the spout ceased operation.

When the whole situation is honestly reviewed, it is obvious that Port Louis Marina is a great benefit to both the yachting community and the island of Grenada as a whole.

Don Street
Glandore
Ireland

Dear Compass,

My background is 28 years cruising the Eastern Caribbean and Mexico. I worked on a charter boat out of English Harbor for six months, so I do have some experience with Antigua officials.

During the late 1970s and early '80s, Antigua had the worst reputation for unfriendly officials and the most difficult check-ins. By the turn of the century things had become somewhat better. Because of that we started to visit Antigua again.

Last year, things turned for the worse. Customs has been okay to work with but Immigration officials have almost gone out of their way to discourage visiting Antigua. I was treated so poorly last year, at Jolly Harbour, that I decided not to go back for Race Week and will not go there at all this season.

Until I hear that things have changed for the better, I feel I do not need to support a country that on one hand encourages tourism and the money it brings, and on the other hand allows its officials to be rude and act as if they don't want visitors there. If it weren't for tourism, most of them would not have a job.

Please sign me,
Hoping to be Welcome Again Soon
Yacht Visitor

Dear Hoping,

You don't specify exactly when last year you were treated poorly at Jolly Harbour, although if it was prior to Antigua Sailing Week it was before May. In the early part of 2007, Compass *received a number of complaints about unpleasant experiences at Immigration in Antigua. Then the Antigua & Barbuda Marine Association (ABMA) and the Antigua government tackled the issue, including airing it at a May 16th public yachting symposium at which the Prime Minister and Minister of Tourism were present. Since then (aside from the APIS kafuffle late last year), we have received very few complaints from yachts clearing in at Antigua.*

And, the complaints we have heard from Antigua recently are not about personal treatment, but rather about time-devouring paperwork. Apparently Antigua Immigration requires the arriving skipper to present himself at Immigration, return to the yacht with a form for each person aboard to fill out, then bring all the completed forms back to Immigration to complete the process. In many neighboring countries, the skipper fills out just one form at the Immigration office. The ABMA is currently looking into bringing Antigua's yacht clearance procedures more in line with those of other Caribbean countries.

CC

—Continued on next page



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Dear *Compass*,

We are now in Martinique (mid-February), trying to source parts to replace our rigging. Meantime, here are a few observations at the start of 2008.

There are far fewer "swooshers" (Air Marine wind generators). Those that are here are often considerate enough to anchor in isolated spots. We have only been bothered by one, at a range of over 300 metres, when the wind kicked up and boats started to congregate near the hurricane hole in Marin.

Many more boats are showing some form of anchor light. The bad news is that there were five flashing anchor lights visible when we first anchored here. Where and why do people buy these things?

The really bad news is that of Nevis. The sheer number of moorings boggles the mind. Also, I read in *All at Sea* that one takes a mooring there at one's own risk. So if I am required to take a mooring, it fails and I damage another boat, who is liable? What would be the legal position? Sadly, not so many people go to Nevis, so there is unlikely to be the outcry that there was over APIS.

Sue Simons
S/V Lorensu

Dear Sue,

We spoke with Spencer Hanley, General Manager of the Nevis Air & Sea Ports Authority (NASPA), who assures Compass *readers that NASPA stands behind the strength of the moorings per se and if a yacht should be damaged as a result of a mooring that is proven faulty, NASPA will of course take responsibility.*

He explained, however, that the need for the "at your own risk" clause is due to the operator-error type factors which NASPA does not control — such as how crews tie up to a mooring, what they use to tie up with, etcetera — but could cause a boat to go adrift and/or damage another. (He gave as an example a crew who chose to let out an excessive length of mooring line, allowing their boat to swing into another moored boat when the wind shifted.)

Mr. Hanley adds that the Port Authority welcomes suggestions from the boating public. He can be contacted at shanley_naspa@sisterisles.kn or tel (869) 469-2001.

CC

Dear *Compass*,

I would like to inform the boating public sailing in the Southern Grenadines around Tobago Cays, Mayreau and Union Island, that food prepared by the boatboys on the beaches is not always hygienic for visitors. The same is true of food cooked in private homes and delivered to yachts. These informal enterprises do not carry a health license, but their business is getting bigger and cheaper day by day.

People must be aware of the risk of food poisoning and the right hygiene for food handlers. The restaurants, which are regularly inspected and licensed, have been losing business by 50 percent or more for the last two years, despite an increase in the number of yachts sailing in our waters.

Please, I'm asking the boating public to be aware of this because when someone is poisoned again — as in the incident last year with food poisoning by the boatboys — who will they blame it on? This presents a danger to tourism in general. Much of the informal food vending I observe is done by school drop-outs, young boys and ex-convicts who look for an easy way to survive. Will they be looking out for people's health?

I also observe when a boat enters Mayreau or the Tobago Cays, they cannot have their privacy or even have time to put their anchor down peacefully, before hearing cries of "Do you like me to cook you lobster?" or "Do you like me to provide dinner for you and deliver to the boat?" It is becoming a hustle.

If the yachting companies, especially the Switch yachts, will advise their captains and the people who charter their boats about this matter, it will help us to make a better and cleaner tourism product — welcoming, hygienic and successful.

One more point I want to mention is taking up moorings in the Southern Grenadines. It will be at your own risk. Many yachts have been cast adrift from moorings and many more have reported to me that moorings are not fully maintained. Be careful when taking moorings; it will be safer if you use the anchor also.

The people of St. Vincent & the Grenadines in general are very hospitable, loving and kind, and we would like to maintain that standard with the help of the yachting public.

Please sign me,
Concerned Citizen
St. Vincent & the Grenadines

Hi, *Compass* Readers,

We have just sailed to Panama via Colombia. We have been doing a website for friends back home, but with other sailors in mind have put in a lot more details of the Colombian coast because not many people go that way.

We have included lots of waypoints for tricky anchorages and there are descriptions and some pictures.

Our website address is www.sailalga.net.

Erik and Foss
Alga

Dear* Compass *Readers,

We want to hear from YOU!

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

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request.

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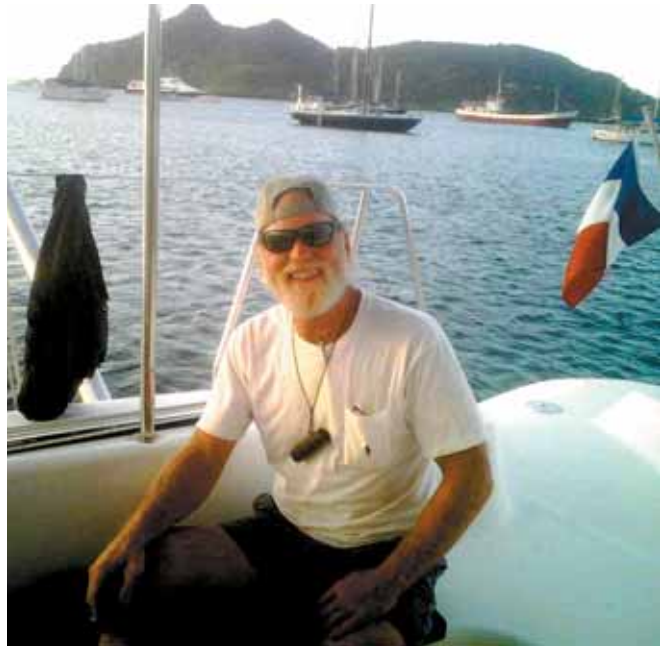
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WHAT'S ON MY MIND

So I gets this call from a friend-of-a-friend, y'see, to come out of retirement as a charter skipper, and take these friends of hers on a three-week cruise through the Windward Islands. Well, I was kinda bored sittin' here in Southern California, the money looked pretty good, and it'd been a good few years since I'd cruised 'em myself, so I says, "Why not? Hell, that's my old pond. It'll be good to get updated on what's happenin' nowadays in some of these places."

Done In by Dr. D and Squeaky

by William Pringle



So I e-mailed the prospective charterer and got back a list of the places he wanted to go, a list that was quite ridiculous. It included unprotected bays on the windward sides of St. Lucia and St. Vincent, Industry Bay on Bequia, and Sauteurs in Grenada. Since I knew that he'd never been to the Windwards before, I asked where he had obtained his list of anchorages. He replied that it wasn't a list of anchorages, but just interesting places that he wanted to visit, and he thought that he might as well do it by boat as by car, and that he had gotten it from *Fodor's Guide to the Caribbean*.

That's when I made my big mistake. I called him, and opened my big mouth, and I sure lived to regret it (not for the first time, I might add). I said, God help me, "Well Fodor's is mighty fine if you're hitch-hiking across Europe, but for sailing in the Caribbean, go buy Chris Doyle's *Sailors' Guide to the Windward Islands*, and get a set of Don Street's Imray-Iolaire charts that cover the area, and you can study where you want to go that's feasible at this time o' year." Pretty innocent stuff, you'd think. You'd be wrong.

Well, he bought that book and those charts, and he studied 'em, and he came up with a most sensible plan. So I flew down to Le Marin in Martinique a few days early and checked out the boat (it was one o' these fancy catamarans that are all the rage right now), then met the folks, and off we went, bound for Rodney Bay, St. Lucia. Now I'll say one thing for these catamarans: they will scoot off the wind, so even though we left well after 1:30, we were anchored behind Pigeon Point by 4:30. I did a double-take; who was anchored next to us but the man who wrote the book — "Dr. Demento" hisself, in his new cat, *Ti Kanot*. Some of my guests swam by and met him. It was the beginning of the end.

—Continued on next page

Read in Next Month's *Compass*:

Guadeloupe to Montserrat... by Paddleboard!

Sailing Directions: Leaving the Caribbean

Cruisers' Angel Falls Adventure

... and more!

—Continued from previous page

So I dinghied over, and Chris and I talked "old talk" for awhile, and then my charter was on its way south to Soufriere, where our batteries went dead, but that's another story. It was when we left for St. Vincent that the real trouble started. Because Chateaubelair was experiencing boat-attack problems, I suggested that we anchor in Wallilabou instead. "No, no," my by-now-informed charterer said, "Doyle says that Cumberland Bay is more like 'the real St. Vincent,' so let's go there instead."

Hey, I think, no probs, mon; they're both good anchorages. Whatever he wants: he's the program director.

It just got worse from there. I couldn't go ANYWHERE without some well-intentioned but misguided member of the charter party reading aloud to me from the sailing directions, or worse — descriptions of the lovely boutiques soon to be seen in our port of destination. These were of paramount importance to my guests, and apparently of some interest to Chris as well, since he goes to great lengths describing their manifest delights. Nonetheless, they diminish in my personal interest when I'm trying to see the damn red buoy in the fading light coming into an anchorage where half the idiots are without anchor lights, a few of them probably dragging anchor, and mebbe drunk to boot.

"Doyle says you're supposed to be steering 145 degrees," they would declare. "Are you steering 145 degrees?" It was useless to tell them that we're coming into the anchorage from the other direction, or that I've anchored in this very place scores of times.

"Oh, yes," I tell 'em, "I'm steering 145 all right." For all they know, I'm steering 500 degrees; I could tell 'em that, and they'd believe me.

But they had to read to me OUT LOUD all about the Young Island Cut, and the many amenities ashore, despite my assurances that I knew the place well, my eldest son having been BORN there, for the love o' Ned. And about the entrance to Admiralty Bay, "Steer clear of Devil's Table!" they'd shout. And the Montezuma Shoal west of Mustique, where I had the horror of seeing *Lord Jim* go aground so long ago.

Then they started in with Squeaky. "Hey, that bay where you want to anchor tonight," (Glossy Bay, Canouan) "the Imray-Iolaire chart shows only half an anchor!" they'd declaim. "Jeeze Louise," I thought, "If I'da known that ol' Don only gave this place a half an anchor, I wouldn'ta anchored here for the last 36 years!" It was a beautiful calm night, with the moon, a few days short of full, shinin' on the water, and not another boat in sight. They hated it. Squeaky had only given it half an anchor. Hell, knowing him, he was just tryin' to save money on ink.

And so it went. They read to me, in a high nasal pitch, about the approaches to the Tobago Cays; the entrance to Clifton Harbour in Union Island; Windward, Carriacou (where I help sponsor a regatta); and Tyrrel Bay (where I lived for four years). "Take a bearing on the Sister Rocks, and come straight into the harbour! Are you taking a bearing on the Sister Rocks?!?"

By then, I could have strangled Chris, and Squeaky as well. Is this any way to treat an old friend and shipmate, to torture him with prose and half-anchors? I contemplated throwing both book and charts overboard, but it would have done no good; my guests were hooked, addicted, and would only have bought others to replace them, further enriching those very individuals that I wished to keelhaul.

Useless to show them that the RayMarine GPS plot shows us anchored 200 meters inland — indeed, part way up one of the Pitons — when we're demonstrably still floating nicely to an offshore mooring. The map is never wrong, the book is always right, and we need TO READ IT TO YOU IN A LOUD VOICE.

Now I remember why I retired from the charter biz.

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YEAR	TYPE		PRICE
1992	29	Dix Caribbea Sloop (REDUCED!!!!)	US$ 18,000.00
1999	30	Henderson 30 (Racing Yacht)	US$ 60,000.00
1978	34'	Steel Sloop: ROB	US$ 45,000.00
1986	36'	Lavranos Tosca	US$ 53,000.00
1989	36'	Reinke Super 10 Steel Sloop	US$ 45,000.00
1977	36'	Roberts (Home built)	US$ 40,000.00
1977	37'	Gin Fizz (Reduced for quick sale!!)	EU 30,800.00
1987	38'	Warrior 38	US$ 120,000.00
1968	39'	Cheoy Lee Off Shore 40	US$ 95,000.00
1978	40'	Atlantic 40	US$ 70,000.00
1986	42'	Endeavour	US$ 110,000.00
1999	43'	Wauquiez Pilot Saloon	EU 247,500.00
1985	43'	Gitana	US$ 115,000.00
1999	44'	Finngulf (Reduced!!)	US$ 190,000.00
1988	44'	Hylas	US$ 250,000.00
1992	45'	Fortuna	US$ 150,000.00
1991	50'	Celestial Pilothouse	US$ 268,000.00
1987	51'	Beneteau Idylle 15.5	US$ 160,000.00
1986	51'	Beneteau	US$ 225,000.00
1988	52'	Grand Soleil	SOLD!!!
1995	53'	Super Maramu (Reduced!!)	US$ 329,000.00
1982	53'	Hatteras Luxury Cruiser	US$ 254,000.00
1994	55'	Oyster 55	US$ 776,000.00
1998	55'	Zerft Motor Sailer	US$ 89,000.00
1973	56'	Visch Motor Yacht	US$ 150,000.00**

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1993	36.5'	Dean Catamaran (Reduced for quick sale)	US$ 99,500.00
2002	37'	Fountaine Pajot	US$ 325,000.00
2001	43'	Lagoon Catamaran (Reduced for quick sale!!)	US$ 334,000.00
1998	47'	Gancel Catamaran	US$ 168,000.00
1980	54'	Norman Cross Trimaran	US$ 295,000.00
1995	55'	Custom Built Trimaran	US$ 350,000.00
1991	55'	Lagoon Catamaran	US$ 559,000.00
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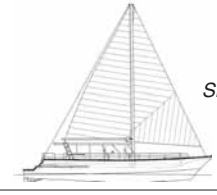
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TORTOLA - ARAGORNS STUDIO looking for 2 employees.Welder/Workshop manager and shop assistant required at our busy Art Studio in Trellis Bay, BVI.Ideal candidates are a couple with artistic inclination living on their own boat and looking for shore side employment in a US$ economy. Still interested to hear from a lone welder! Info contact Aragorn Tel (284) 495-1849 E-mail dreadeye@surfbvi.com

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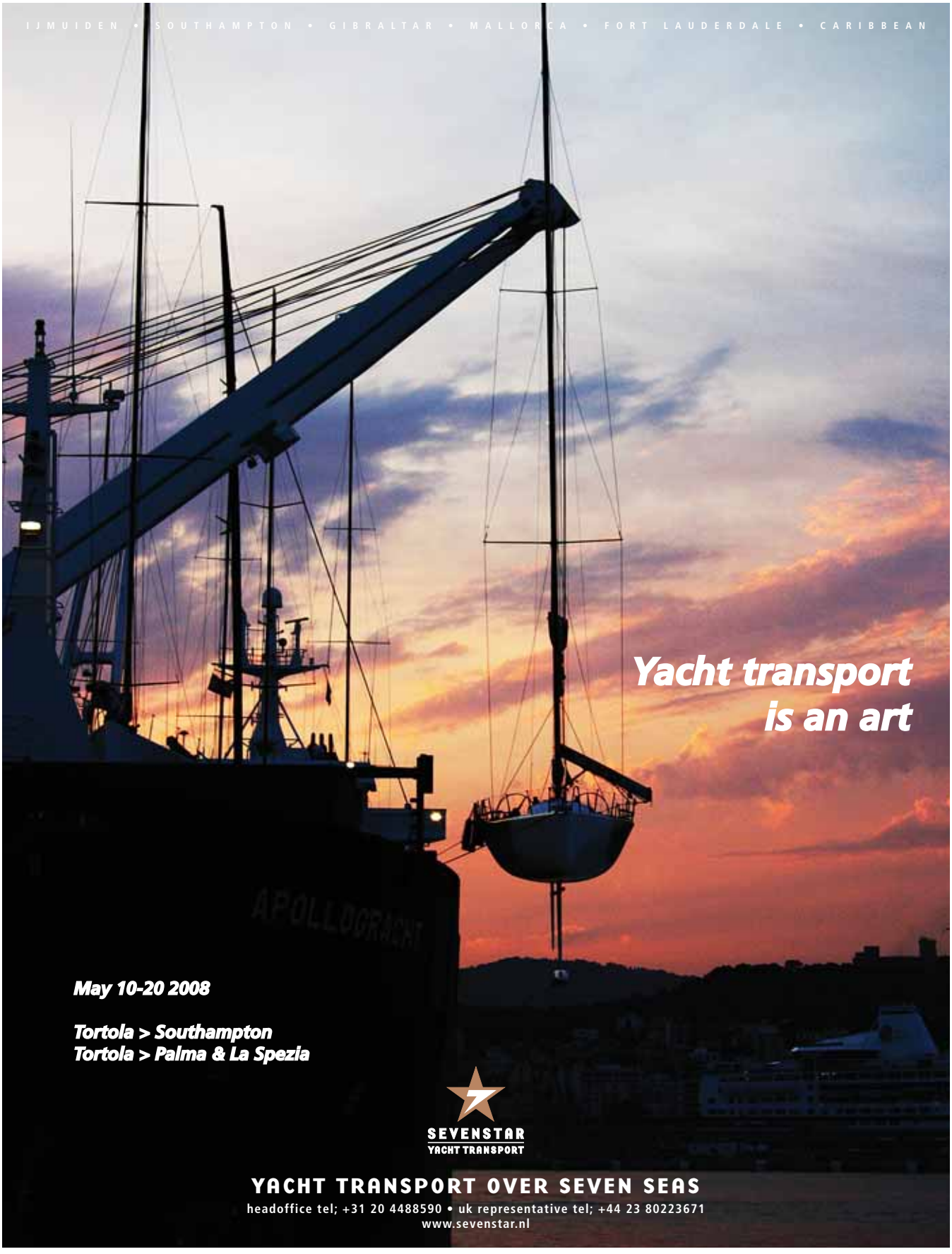
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March

FLEXBOAT INFLATABLE BOATS:

Flexboat


Mini-SR


SR-9.5

NEW Hypalon Flex boats from Brazil. The company's research over a 17 year period in several countries has resulted in the use of modern equipment; specialized labor; the mastering of cold vulcanization processes. The outstanding ability to produce rigid hulls has qualified Flexboat as the leading inflatable boat manufacturer in South America. Now available in ribs from 7.5 ft. to 20 ft. visit our store to see these exciting new models.

NEW


SR-15 LX


SR-12 SLX


SR-10

PETTIT PROP-KOAT 6005 KIT:

NEW

A two-part clear primer and topcoat antifouling system:

- For use on all underwater metal parts including stainless steel, bronze and aluminum. Can be used on props, shafts, rudder, struts, outdrive units and outboards.
- Excellent flexibility for use on inflatable fabric boats.
- Hard soft fouling easily wipes away.
- Cures to a tough, non-toxic, elastic finish.



PE60065

PETTIT marine paint

SPORTSSTUFF TOWABLES:

Sportsstuff is the industry leader in the design and manufacture of inflatable towable tubes. Innovative styles, bright graphics, and top quality combine to offer the industry's most extensive line of fun. Offering tubes for family fun or the most extreme rider, Sportsstuff is Leading the Way into Uncharted Waters!



What you need

HELIX ANCHOR SCREWS:

Hot dip galvanized welded helix. These anchors can be installed manually (except the double helix) or with power driven equipment. Manual installation is accomplished by inserting a bar through the eye and screwing the anchor down.

HX65283 - Single / 5.5 ft. / 8" Helix / 1" Rod
HX65301 - Single / 5.5 ft. / 10" Helix / 1 1/4" Rod
HX65501 - Single / 8 ft. / 10" Helix / 1 1/4" Rod
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30%* OFF selected lures



WILLIAMSON

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- Tough, Weather Resistant Finish
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PETTIT marine paint

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RARITAN



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MAGMA



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Grilling Area: 420 sq. in.
Primary: 12" x 24"
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"Marine Kettle" Charcoal Grill
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