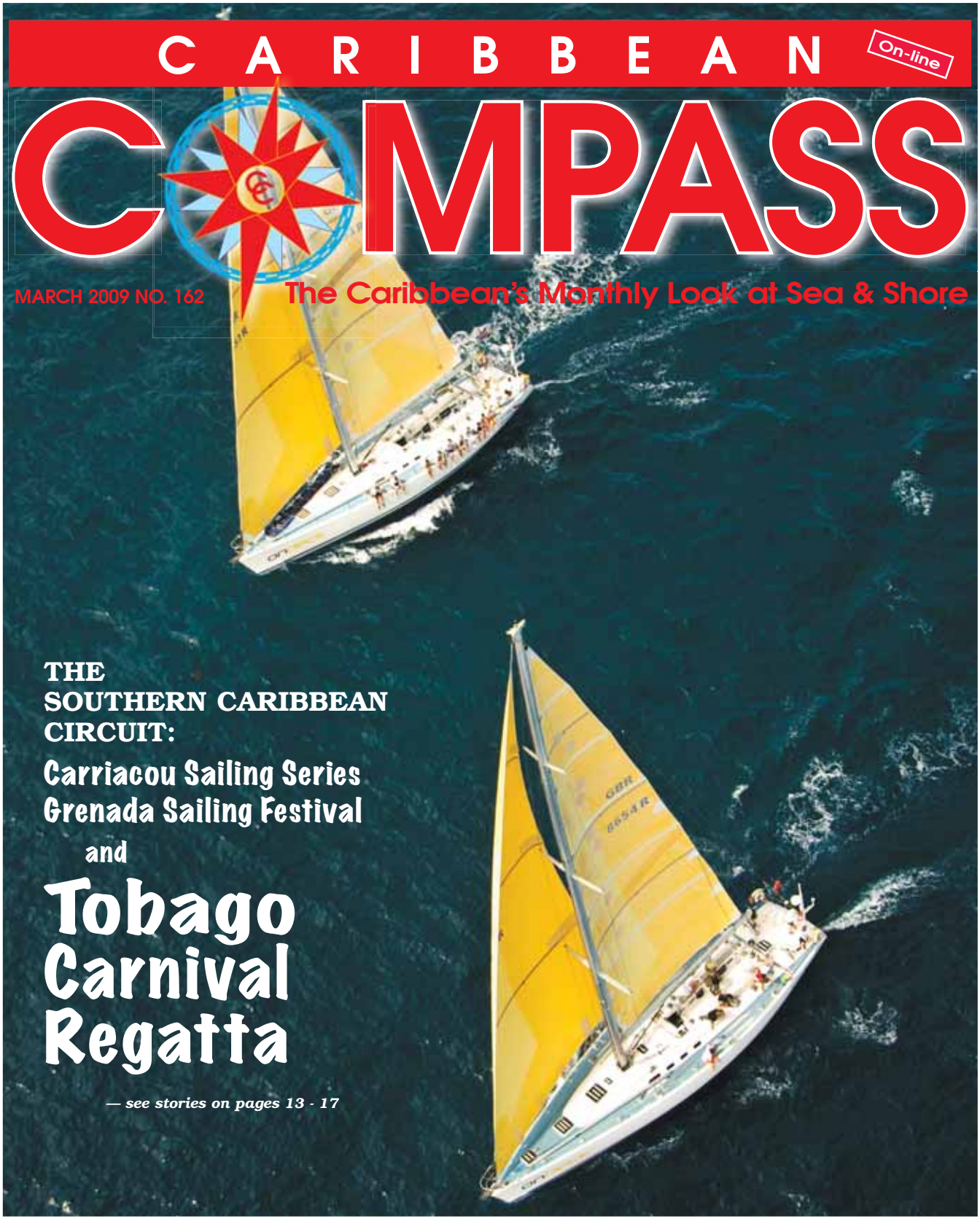
CARIBBEAN On-line
COMPASS
MARCH 2009 NO. 162
The Caribbean's Monthly Look at Sea & Shore



THE SOUTHERN CARIBBEAN CIRCUIT:

Carriacou Sailing Series
Grenada Sailing Festival
and
Tobago Carnival Regatta

— see stories on pages 13 - 17



GEAR UP

for the race

Marlow

DYNEEMA RACING SPECTRA
MRL/DR



This rope is designed to give excellent abrasion resistance and combine lightweight, high strength and very low stretch. By replacing wire a 70% weight saving may be obtained. Ideal for halyards, sheets, guys, runners, control lines, kicking straps and anywhere else where weight and strength are important.

RONSTAN

RONSTAN CLEARSTART SAILING WATCH
RON/RF4030



The Must for every tactician from Ronstan.

This watch is great. Not only is it easy to see but has some great functions. It can be set for almost any starting sequence you have ever heard of, including the new ISAF sequences.

- Large, clear digital display
- Water resistant

McLube

MCLUBE SAILKOTE
MGE/SAILKOTE-SP



High Performance Dry Lubricant for everything that slides.

- Coat full battens for easier installation and faster flipping from side to side during tacks and jibes.
- Apply to sail slides for quicker hoisting and dropping of sails.
- Use on your fishing reel for longer smoother casts.

LEWMAR

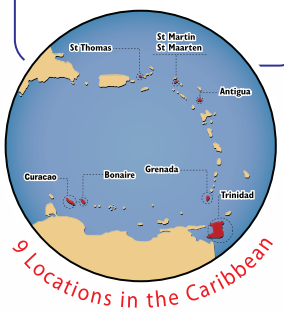
LEWMAR ONE TOUCH AWARD WINNING WINCH HANDLES
LWM/29140044 & LWM/29140046



Handle insertion or removal is achieved in one quick, single-handed operation.

Enables quick engagement of the handle, paramount when racing.

Secure lock prevents handle from being inadvertently knocked out of winch.



CARIBBEAN CHANDLERIES

BUDGET MARINE

ANTIGUA · BONAIRE · CURACAO · GRENADA · ST. MAARTEN · ST. MARTIN · ST. THOMAS · TRINIDAD

The Caribbean's Leading Chandlery

www.budgetmarine.com

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

DOYLE CARIBBEAN

DOYLE CARIBBEAN

fights recession and

ROLLS BACK PRICES

to 2006 on our

5 years - 50,000 miles

GUARANTEED

Dacron and Hydra-Net Products

photo: www.yachtshotsbvi.com

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Bequia
Withfield Sails and Model Boats
Port Elizabeth

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boat Works

Panama
Regency Marine
Pedro Miguel Boat Club

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

DOYLE

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

St. Martin
Rounte De Sandy Ground
Chantier JMC Marine

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas

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

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

MARCH 2009 • NUMBER 162

Around St. Croix
Fine time for local racers 12

The unexpected haven 22


ONNE VAN DER WAL

Sail Fest 2009
Grenada event had it *all* 14


JOHN GIDEONSE


RUTH LUND

A jungle river cruise 20

It's Nice in Nevis

Sea-Bath Shocker
Tina's stingray shampoo! 35

DEPARTMENTS

Business Briefs	9	Dolly's Deep Secrets	34
Regatta News	18	Book Reviews	36
Different Boats	26	Cooking with Cruisers	38
Cruising Crossword	32	Readers' Forum	40
Word Search Puzzle	32	Meridian Passage	42
Island Poets	33	Breaking News	43
Sailors' Horoscope	33	Caribbean Marketplace	44
Cartoons	33	Classified Ads	47
Cruising Kids' Corner	34	Advertisers' Index	47

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

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

Compass Agents by Island:

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

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

Curaçao: Distribution - Cees de Jong
Tel: (5999) 767-9042, Fax: (5999) 767-9003,
stbarba@attglobal.net

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

Grenada/Carriacou/Petite Martinique:
Ad Sales & Distribution - Alan Hooper
Tel: (473) 409-9451, sark@spiceisle.com

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

St. Lucia: Distribution - Lisa Kessell
Tel: (758) 484-0555,
kesselle@candw.lc

St. Maarten/St. Barths/Guadeloupe:
Ad Sales - Stéphane Legendre
Mob: + 590 (0) 6 90 49 45 90
stellegendre@wanadoo.fr
Distribution - Eric Bendahan
Tel: (599) 553 3850, cirexpress@gmail.com

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

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

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

Trinidad: Ad Sales & Distribution - Jack Dausend
Tel: 868) 634-2622 Mob: (868) 620-0978
jackd@boatersenterprise.com

Venezuela: Ad Sales & Distribution - Patty Tomasik
Tel: (58-281) 265-3844 Tel/Fax: (58-281) 265-2448,
xanadumarine@cantv.net

Caribbean Compass welcomes submissions of short articles, news items, photos and drawings. See Writers' Guidelines at www.caribbeancompass.com. Send submissions to sally@caribbeancompass.com.

We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. Compass Publishing Ltd. accepts no liability for delayed distribution or printing quality as these services are supplied by other companies.
©2009 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

CALENDAR

MARCH

3 Budget Marine Match Racing, St. Maarten. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
5 - 8 29th St. Maarten Heineken Regatta. www.heinekenregatta.com
6 - 9 12th Annual Dark and Stormy Regatta, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
6 – 11 Caribbean Arts & Crafts Festival, BVI. www.caribbeanartisan.net
8 International Women's Day
8 J/24 Regatta, Barbados. Barbados Yacht Club (BYC), byc@sunbeach.net
9 Commonwealth Day. Public holiday in some places
9 Baron Bliss Day, Public holiday in Belize
11 FULL MOON, Public holiday in Suriname (Phagwa)
13 – 15 Grenada Round-the-Island Race. *See ad on page 12*
14 National Heroes Day. Public holiday in St. Vincent & the Grenadines
14 – 15 Bananas Cup Regatta, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr
14 – 15 J/24 Invitational, Barbados. BYC
14 – 15 Around St. Lucia Race (to be confirmed). St. Lucia Yacht Club (SLYC), (758) 452-8350, slycsailing@gmail.com
17 St. Patrick's Day. Public holiday in Montserrat; Festival in St. Patrick's, Grenada
18 Flag Day. Public holiday in Aruba
18 - 22 7th Annual St. John Blues Festival, USVI. www.stjohnbluesfestival.com
19 - 22 13th Annual Tobago Game Fishing Tournament. www.tgft.com
20 International Earth Day
20 - 22 Culebra Heineken International Regatta and Culebra International Dinghy Regatta, Puerto Rico. www.culebrainternationalregatta.com
21 – 22 Gardel Trophy Race, Guadeloupe. www.triskellcup.com
Emancipation Day. Public holiday in Puerto Rico
22 Cruiser/Racer Offshore Regatta, Barbados. BYC
26 - 29 International Rolex Regatta, St. Thomas, USVI. www.rolexcupregatta.com
26 - 29 St. Barths Bucket Race. www.newportbucket.com/StBarthsIndex.htm
28 Parade of Sail, St. Lucia. Honoring World ARC 2008 arrivals. SLYC
28 J/24 Regatta, Barbados. BYC
30 Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago
30 - Apr 5 BVI Spring Regatta & Sailing Festival. www.bvispringregatta.org

APRIL

4 - 28 10th Transcaraibes Rally, Guadeloupe to Cuba. www.transcaraibes.com
9 FULL MOON**,** Holy Thursday. Public holiday in USVI
9 - 13 Bequia Easter Regatta. www.begos.com/easterregatta *(see ad on page 13)*
9 - 13 Easterval, Union Island, St. Vincent Grenadines. melissaj@vincysurf.com
10 Good Friday. Public holiday in many places
12 Easter Sunday
13 Easter Monday. Public holiday in many places
14 Pan-American Day. Public holiday in Haiti
15 – 19 St. Croix Food and Wine Experience. www.ATasteofStCroix.com
16 - 21 Antigua Classic Yacht Regatta. www.antiguaclassics.com *(see ad on page 11)*
16 - 3 May St. Maarten Carnival. www.stmaartencarnival.com
18 – 19 Celebrations Trophy Regatta, Guadeloupe. www.triskellcup.com
Declaration of Independence Day. Public holiday in Venezuela
20 José de Diego Day. Public holiday in Puerto Rico
21 – 30 Marlin Madness Tournament, Trinidad & Tobago. TTGFA
22 Earth Day
24 Guadeloupe to Antigua Race. www.sailingweek.com
24 – 26 Plymouth Jazz Festival, Tobago
25 - 30 14th St. Barth Film Festival. www.st-barths.com/film-festival
26 - May 2 42nd Antigua Sailing Week. www.sailingweek.com
28 National Heroes Day. Public holiday in Barbados
30 Queen's Birthday. Public holiday in Dutch islands
TBA Curaçao International Kite Festival. www.curacaokites.com

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

Cover Photo: Wilfred Dederer, Tobago Carnival Regatta

Info & Updates

New Clearance Spot in Martinique

Isabelle Prado reports: Good news for yachties — it is possible now to clear into Martinique at the pretty anchorage of Grande Anse d'Arlet. Since January 1st, the restaurant P'tit Bateau (previously Chez Gaby) has had permission from the French Customs department to do yacht clearances. This restaurant is situated just on the beach in front of the wharf. It also offers fresh water and WiFi connection.



CHRIS DOYLE

Grande Anse d'Arlet has long been a popular yacht anchorage in Martinique. Now you can clear in there, too

St. Lucia's Marine Park Fees Restructured

The user-fee system for the Canaries Anse la Raye Marine Management Area (CAMMA) and the Soufriere Marine Management Area (SMMA), which has remained constant since January 1st, 2004, has now been slightly increased. The new fees, effective March 1st, are as follows:

- Yachts up to 40 feet: up to two days, EC$50; three days to one week, EC$120
- Yachts more than 40 up to 70 feet: up to two days, EC$70; three days to one week, EC$160
- Yachts more than 70 feet: up to two days, EC$200; three days to one week, N/A
- Foreign-flagged crewed charter boats: EC$945 annually (or you can pay by the visit)

There are also special arrangements for licensed local vessels — ask at the SMMA office for more information.

The daily dive permit will now cost EC$21 (which includes a contribution toward operation of the island's new hyperbaric chamber). An annual dive permit is available at EC$60. A daily snorkeling permit now costs EC$5.50.

For more information contact the SMMA at (758) 459-5500 or smma@candw.lc, or stop by the office at 3 Bay Street, Soufriere, St. Lucia.

Barbecue Nights in Dominica

Helen Hepp reports: The Portsmouth Association of Yacht Security (PAYS) has begun hosting weekly Sunday night barbecues. Tickets are US$20 per person for dinner, including a free rum punch and of course, lots of music and dancing. All proceeds benefit PAYS and especially the night-security operations that we manage in the bay. The barbecue venue changes each week but anyone interested can contact their yacht services provider for help.

For more information contact Helen at cabritsdive@cwdom.dm.

Guadeloupe on Strike

A general strike that began on January 20th continues to cripple the island of Guadeloupe as this issue of *Compass* goes to press. The strike was organized by the Komité kont pwofitasyon (Anti-profiteering Committee), an umbrella group that brings together trade unions, political groups and several Creole cultural groups. The group demands that the price of essential goods be reduced. Living costs are high on the French islands, which depend heavily on imports and use the euro.

—Continued on next page



—*Continued from previous page*

The strike is also exposing racial and class tensions on an island where a largely white elite that makes up a small percentage of the population controls most businesses.

Roads and the airport have been blocked, cruise ships have turned away from the island, and public events have been cancelled. Most shops, restaurants, banks, schools and government offices have been shut in Guadeloupe since the start of the strike. An observer tells *Compass*, "The absence of food, water and power has created a politically charged and dangerous social situation, and the situation is deteriorating."

Martinique began its own general strike in mid-February. However, the Martinique Promotion Bureau has told journalists that this island has been less affected by the strike.

New Venezuela-US Rule NOT for Yachts!

Effective January 23, the US Coast Guard imposed the following conditions of entry into the United States on "vessels" that have visited ports in Venezuela during their last five port calls. According to the new conditions, vessels must:

- Implement measures per the ship's security plan equivalent to MARSEC Security Level 2 (see www.uscg.mil/safetylevels) while in a port in the above country;
- Ensure that each access point to the ship is guarded and that the guards have total visibility of the exterior (both landside and waterside) of the vessel while the vessel is in ports in the above country. Guards may be provided by the ship's crew, however, additional crewmembers should be placed on the ship if necessary to ensure that limits on maximum hours of work are not exceeded and/or minimum hours of rest are met, or provided by outside security forces approved by the ship's master and Company Security Officer;
- Attempt to execute a Declaration of Security while in a port in the above country;
- Log all security actions in the ship's log;
- Report actions taken to the cognizant US Coast Guard Captain of the Port prior to arrival into US waters; and
- Based on the findings of the Coast Guard boarding or examination, vessels may be required to ensure that each access point to the ship is guarded by armed private security guards and that they have total visibility of the exterior (both landside and waterside) of the vessel while in U.S. ports. The number and position of the guards has to be acceptable to the cognizant Coast Guard Captain of the Port prior to the vessel's arrival.

Realizing that this ruling would be confusing — to say the least — for yacht skippers entering US waters after having visited Venezuela, *Compass* phoned Michael Brown, International Port Security Evaluation Division, US Coast Guard. Much to our relief, he has informed us that this ruling does NOT apply to private recreational vessels. Thank goodness for small favors.

SSB Weather Report Changes

Please note the following changes (time and frequency) to the Selected Caribbean Shortwave Weather Reports listings published in the January issue of *Compass*: George (KP2G) transmits weather at 0710 hours at 7250 LSB, and then he changes to 7086 LSB.

Antiguan Held in Mega-Yacht Skipper's Death

Antiguan police have arrested and charged 21-year-old Sylvester Lindsey, a resident of Antigua, for the murder of 38-year-old Drew Gollan, captain of the 163-foot Perini Navi ketch *Perseus*. The Australian captain was shot and killed during an apparent mugging attempt while walking home from a restaurant near English Harbour with his girlfriend and their young child on January 22nd. His girlfriend, Alena Sitkova, was reportedly shot in the foot during a struggle over her handbag, and Drew was then shot while chasing the attacker.

Police have found a .32-caliber handgun that they believe was used in the crime. Three other people are also in custody. Police credit the involvement of the public and numerous tips in the arrest. Lindsey appeared in court on February 2nd, and was denied bail.

The killing resulted in Antigua police boosting patrols in the dockyards but some yachts left the island following the incident. High-level government officials spoke with about 350 members of the yachting and tourism industries at a promptly held meeting chaired by the Antigua & Barbuda Marine Association, and Police Commissioner Thomas Bennett promised to step up security in the English Harbour area. "There is now full 24-hour policing, which wasn't necessarily in place before," he said. "Not just police officers being at the police station but they will be on patrol both on foot as well as vehicle patrol in the areas." Improvement to street lighting is also being carried out.

Meanwhile, reports that Gollan was in possession of an illegal drug at the time of his death have led to calls within the mega-yacht industry for captains and crews to "clean up their own act." The Government and Police have reportedly recognized the need to enforce a "no drugs" policy for both users and dealers.

In related news, according to reports received by the Caribbean Safety & Security Net, four days before Gollan was shot, four men armed with guns stole two kayaks and paddled out to a yacht anchored at Antigua's Jolly Harbour. They held the captain and two crewmembers at gunpoint and demanded money.

Barbados Schooner-Build Update

Remember that Bluenose-type schooner being built in Barbados and reported upon in *Compass* last year? Our man Norman Faria in Bridgetown reports that the hull is now fully plated. Sandblasting to get rust off and the spraying on of several coats of paint will begin



NORMAN F. FARIA

This Bajan-built schooner is one step closer to launching

shortly. According to the builder, the 30-metre-long gaff-rigged two-master, designed by Thomas Colvin, should be completed next year. He describes it as an auxiliary packet (carrying both cargo and passengers) and fishing schooner plying Caribbean waters.

Eight Bells

Mildred Newhall O'Laughlin, born March 24, 1920 in Rochester, New York, passed away on January 31st after a short illness. After retiring in 1975, she and her husband, Earl, moved onto their sailboat, *Sequin*, and spent 25 years cruising the US East Coast and Caribbean, from Maine to Venezuela, including Bermuda, Florida, The Bahamas, Puerto Rico, the Virgin Islands, Grenada, Curaçao, and Trinidad. A happy and warm-hearted Caribbean cruiser, Millie will be missed by all who knew her.

—*Continued on next page*

The Marina at Marigot Bay St. Lucia











The Most Exclusive Yachting Destination in the Caribbean

Guests, Captains, and Crew – Enjoy High-end Amenities

- Five Star Luxury Resort and Spa – Discovery at Marigot Bay
- Seven local restaurants and bars
- Water sports
- Rainforest tours, sky rides, bike tours, and more
- Shop high-end retail at The Marina Village

First-Class Facilities, Services, and Staff

- Yacht capacity: 250 feet LOA; 44 feet beam; 16 feet draft
- WiFi and high speed internet connection
- Single and three phase electricity (50 and 60 Hz)
- High-speed fueling
- Floral arrangements
- Liquor and food provisioning
- Business Center: FedEx, car rental, travel agency
- Spare part ordering and delivery
- Chandlery Shop
- Airport transfers

Marigot Bay - Nature's Hurricane Hole

DISCOVERY

Have you made plans for the summer yet? Then come to Marigot Bay – we guarantee:

- Best wind and sea shelter between Puerto Rico and Venezuela
- Excellent captain and crew accommodations, services, and relaxation.
- Mega yacht berthing in hurricane conditions
- Security patrols and surveillance at all times
- Competitive low-season berthing rates

The Marina at Marigot Bay

Contact Us for Details: **www.marigotbay.com** • marina@marigotbay.com • (758) 451-4275 • VHF Channel 12

—Continued from previous page

Yacht Chef's Abductor Confesses

Sara Kuszak, a yacht chef from Savannah, Georgia, was murdered on February 4th while in Puerto Rico to help deliver a yacht with her fiancé, Captain Cheshire McIntosh. Kuszak, who was five months pregnant, was kidnapped during a morning jog at Ceiba on the island's east coast. She made a cell phone call from the trunk of her kidnapper's car, and her body was found in a field an hour after making the call. Eliezer Marquez Navedo was arrested after the FBI traced the signal from Kuszak's cell phone. Navedo, age 36, confessed to the random killing. Navedo's mother had reportedly been previously convicted of an unrelated murder.

***Marigold* Mystery Solved**

During January, vessels were on the lookout for the yacht *Marigold*, reported overdue on passage from the Canary Islands to Barbados. On January 15th, the yacht's 65-year-old solo skipper, Terry Green, from London, England, radioed a weatherman and complained of suffering a mild heart attack. Coast Guard personnel from several Caribbean countries including Trinidad & Tobago searched a wide area in the Eastern Caribbean without sighting the yacht.

On February 4th, the yacht was seen drifting off a beach in Blanchisseuse, Trinidad. It was later discovered washed ashore, with Green's body aboard. He is assumed to have died of natural causes.

St. Patrick's Celebrations in Montserrat

Ishwar Persad reports: Montserrat is the only Caribbean island to boast a noticeable Irish heritage. The island was a haven for indentured Irish Catholic servants in the British West Indies and the influence of their culture is still felt today.

In honor of the island's rich culture and dynamic mix of Irish and African heritage, Montserrat commemorates St. Patrick's Day in true Caribbean style. With the distinction of being the only country in the world outside of Ireland to recognize St. Patrick's Day as a national holiday, the Emerald Isle of the Caribbean will celebrate this annual event with festivities held March 14th through 21st.

Activities will begin with a Kite Festival at Festival Village on March 14, followed by the annual St. Patrick's Day Dinner. The celebration continues on March 15 with a church service held at St. Martin de Porres Church in Salem, followed by a performance by the Junior Steel Orchestra at the Cultural Centre. On the eve of St. Patrick's Day, the Cultural Centre presents the Emerald Community Singers Irish Cabaret. For some, however, the highlight of the day's happenings will be the rum shop tour: local bars and restaurants will be decorated with shamrocks and serve plenty of Guinness.



The highlight of the week takes place on March 17th with festivities that include a Freedom Run/Walk and Heritage Day where traditional local food will be on sale, along with a revival of traditional games, storytelling and performances by masked street dancers in traditional costumes. The Penny Concert for Senior Citizens and the annual St. Patrick's Day lecture will be held on March 18th and the School Heritage Day, Karate Tournament and String Band Night on March 20th. The events will culminate with a Freedom Hike and Creole Breakfast at the Montserrat National Trust on March 21st.

Cruisers' Site-ings

Check out the slideshow of images from Alexis Andrews: Carriacou Sloops Volumes I and II at www.youtube.com/watch?v=vCR9iVxRup4.

The German SiebenMeere TV-team has crossed the Atlantic with the ARC aboard the yacht *Fortuna*. Impressions from the 20-day crossing are shown in Episode 11 on the homepage www.siebenmeere.tv. Rolf and Joe are now cruising the Caribbean, visiting many islands and checking out local events. They chat with musicians and artists and love to get down to serious cooking with a local chef. All this is shared on their website.

Compass Writers' Brunch Next Month

Calling all *Compass* contributors! If you've had an article, photo or poem published in the *Compass* during the past 12 months, you are cordially invited to bring a guest and join us at this year's *Compass* Writers' Brunch at 10:00AM, Thursday, April 9th at the ever-popular Mac's Pizzeria in Bequia. The annual *Compass* Writers' Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole weekend of fun. The Writers' Brunch is absolutely free — it's our way of saying a special thank-you to everyone who helps make the *Compass* special!

By reservation only. Please RSVP by April 1st (no fooling!) to sally@caribbeancompass.com or phone Sally at (784) 457-3409.

St. Croix Food Festival

The St. Croix Foundation and the committee for the St. Croix Food & Wine Experience and A Taste of St. Croix have announced their 2009 schedule of fundraising events. The week of culinary events will take place April 15th through 19th on St. Croix, US Virgin Islands, to celebrate the restaurant industry and raise funds for the St. Croix Foundation.

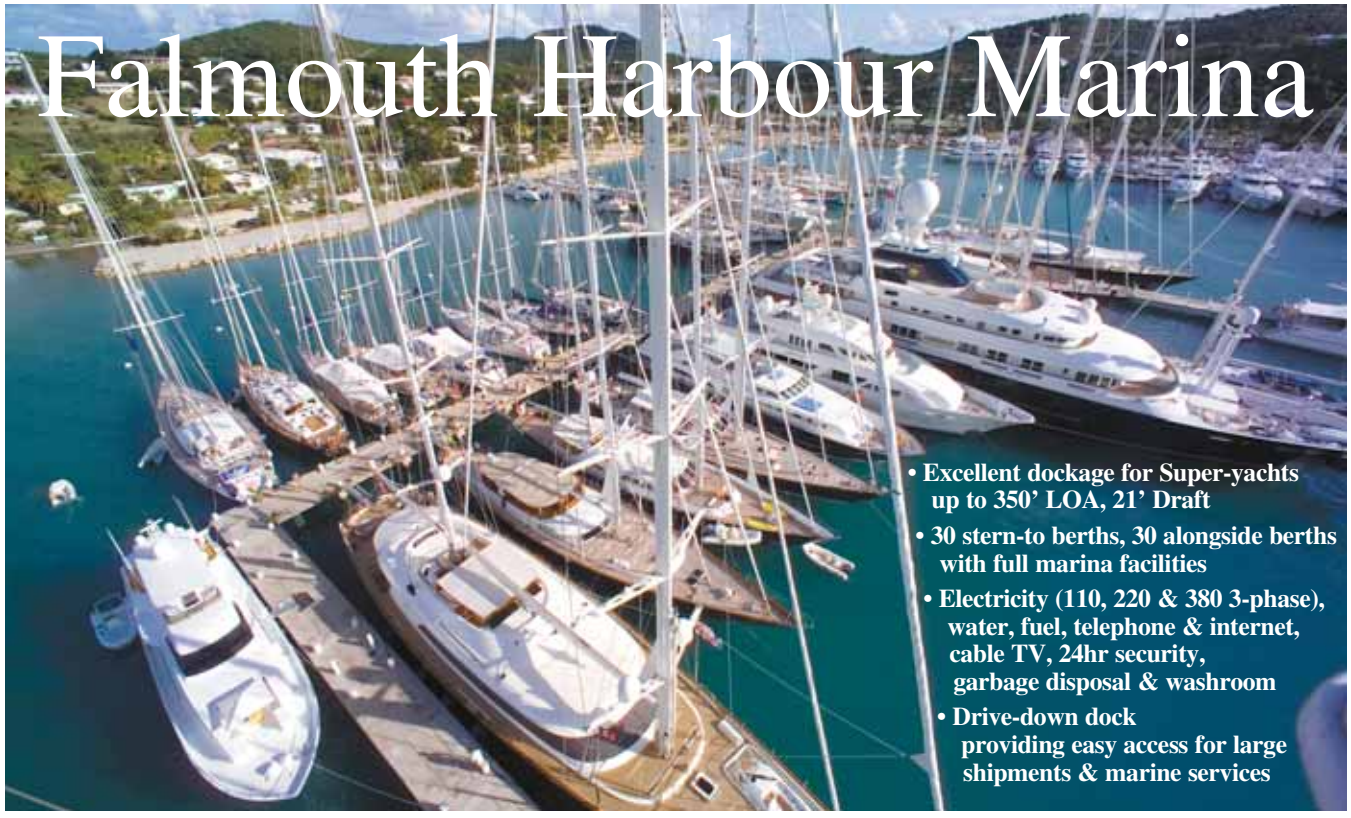
The St. Croix Food & Wine Experience showcases the diverse cuisine and wine available on St. Croix. The multi-day event includes gourmet dinners, wine seminars, wine auctions, and the annual island-wide culinary competition, A Taste of St. Croix.

The event benefits the St. Croix Foundation (www.stxfoundation.org), a non-profit community foundation that administers a number of local programs. The event was started in 2001 by restaurant owners Katherine Pugliese, original owner of Bacchus and now an on-premise wine consultant with Premier Wines & Spirits, and Kelly Odom of Tutto Bene, and is recognized as the pre-eminent food and wine event in the Caribbean.

For more information visit www.ATasteofStCroix.com

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Ciao Pizza of Union Island, page 37; Canash Beach Apartments of St. Vincent and Atlantic Yacht Deliveries of the UK, in the Market Place.
Good to have you with us!



www.antigua-marina.com falmar@candw.ag Tel: +1 268 460 6054 Fax: +1 268 460 6055

endorsed by
the Antigua Hotels & Tourist Association
and Ministry of Tourism

Behanzin Entertainment presents

SweetCry Festival
Antigua

Rock & Roll, Surf, Reggae, Reggae Rock, Blues, Soca & Zouk as well as DJ music to include: House, Caribbean House Fusion, Dancehall & SocaCalypso.

www.sweetcryfestivalantigua.com

May 1st & 2nd '09

The Climax to the Caribbean Sailing Race Circuit

Friday from 10 pm to 5 am
Happy hour from 3 am to 4 am
Saturday from 7 pm to 2 am

Venue: Dow Hill Entertainment Park, Interpretation Center

The world's greatest Reggae Ambassadors
THIRD WORLD

The beautiful and exciting Jamaican song bird
TESSANNE CHIN

doing a new style of Reggae Rock
CALVIN "FUZZY" SAMUEL
formerly of CSNY and Stephen Stills & Manassas

plus other top artists



CO-SPONSORS

Red Stripe · Smirnoff Ice · Ponche de Crème Diva · Guinness · Red Bull · Hennessy Cognac

Antigua and Barbuda
The beach is just the beginning...

US$2.00 from the ticket price will be donated to CRIME STOPPERS

Design by Kanoussi Company Ltd, Antigua; 268.464.3892 © 2009 Behanzin Entertainment. All rights reserved.

BUSINESS BRIEFS

Port Louis Invites Charter Yachts to 'C'mon Down!'

Camper & Nicholsons Port Louis Marina has been receiving excellent feedback from its presence at the 47th Antigua Charter Yacht Meeting, held in December 2008. Camper & Nicholsons attended the show to promote Grenada and the Port Louis Marina to some of the world's top yacht brokers, international press, yacht builders and mega-yacht captains.



Grenada's public and private sectors have extended a warm invitation for yachts to visit Port Louis Marina and the Spice Island

The company's Marketing Manager, Danny Donelan, was joined by Grenada's Minister of Tourism, Hon. Peter David. Donelan noted, "His presence at the show signalled how serious Grenada is about developing the yachting industry. We met some of the most influential persons in the industry and they were impressed to see Grenada's government and the private sector working together for the benefit of the industry."

Minister David remarked on the importance of yachting in Grenada. "Government intends to place tremendous emphasis on the yachting sector. We have recognized it as one of our most important niches and we intend to work with Camper & Nicholsons and others in the industry to develop a vibrant and viable industry. Government knows that yachting will not only bring more tourists to Grenada but will also create many high-value jobs and businesses which our people can take advantage of."

For more information on Port Louis see ad on page 23.

St. Lucia's Marigot Bay Welcomes its Largest Yacht to Date

On January 12th, a 241-foot private yacht — so private its name was not released — glided into The Marina at Marigot Bay. The yacht tops the length-list of luxury vessels that have berthed in Marigot Bay, the second longest being *Sherakhan*, a 229-foot mega-yacht. "We not only handle the big cruisers," says marina manager, Bob Hathaway, "but we handle their need for privacy and the ability to maintain a low profile."

Since opening in October 2006, The Marina at Marigot Bay has become the premier mega- and super-yacht berthing marina in St. Lucia, offering a full range of amenities and services to its guests, captains and crews. The marina can berth yachts up to 250 feet with a depth of 16 feet and fronts the five-star Discovery at Marigot Bay luxury resort and spa where the guests, captains and crew can dine, relax around the pool and arrange an overnight stay.



Super size! This 241-footer has dwarfed all other yachts arriving in St. Lucia's 'Marina at Marigot Bay' to date

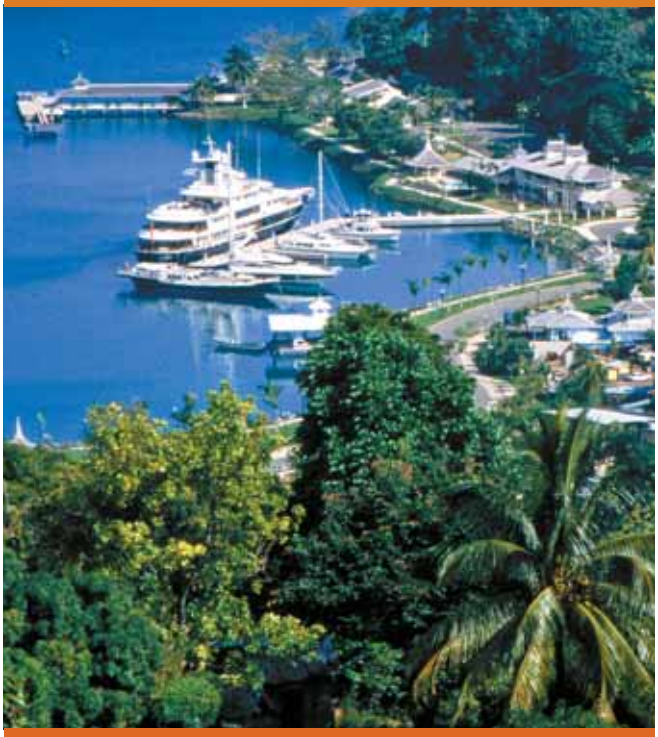
—Continued on next page

ERROL FLYNN MARINA & BOATYARD

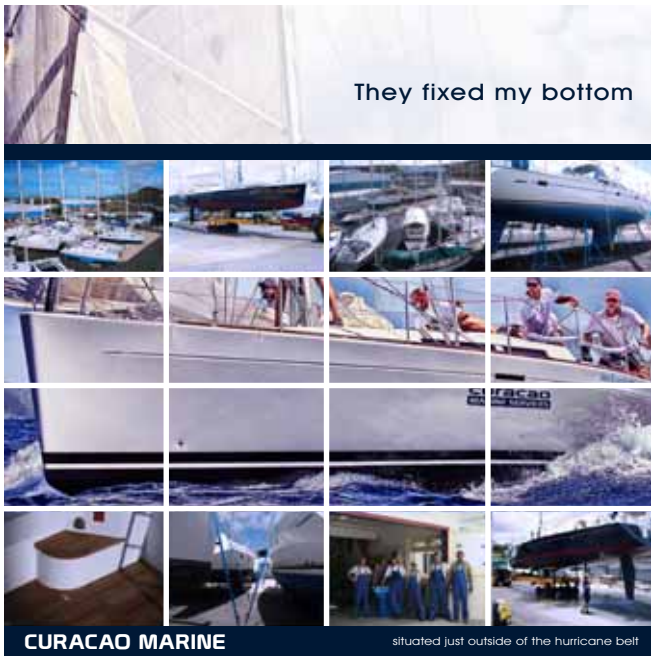
PORT ANTONIO, JAMAICA

Out of the Water Storage up to 95 feet

Full Service Marina
100 Ton Travel-lift
24 Hour Fuel
Paint Sheds
Engine and Parts Specialists
Duty Free Zone in Marina
Protected Harbor
Depth up to 25 Feet at Face Dock
Open Air Market 1 Min. by Foot
Downtown Nightlife
24 Hour Security
Gated Marina
Restaurant, Beach Bar & Grille
Free Wi-Fi Always
Mega-Yacht Docking to 600' Alongside



CONTACT DALE WESTIN
876-715-6044 or 876-993-3209
INFO@ERROLFLYNNMARINA.COM
VHF CHANNEL 16/9
WWW.ERROLFLYNNMARINA.COM



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

curacao MARINE

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

JOTUN

FOR THE BEST IN VESSEL PROTECTION ABOVE AND BELOW WATER

HIGH PERFORMANCE ANTIFOULINGS FOR TROPICAL WATERS:

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

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

Technical Information and Dealer Inquiries:
ECHO-MARINE - QUALITY COATINGS,
TRINIDAD
Tel.:+1 868 634 4144 or 1072
email: jotun@echo-marine.com

JOTUN is also available at all Trinidadian shipyards as well as all branches of
ISLAND WATER WORLD

—Continued from previous page

The Marina Village supports the activities of the marina with units that cater to the tourism sector. The colourful Caribbean-style wooden village built around an attractive courtyard garden is a great place to relax and watch the yachts and boats come into the harbor. Visitors and locals are encouraged to visit the village and browse through high-end boutiques, enjoy a freshly baked croissant at the bakery or an ice-cold drink at the new Rowley's Caribbean café.

The Marina at Marigot Bay is also a great place to berth yachts during the hurricane season. To sign up for a monthly newsletter visit www.marigotbay.com.

For more information on The Marina at Marigot Bay see ad on page 6.

Northern Lights Introduces New Lugger Engine

Northern Lights, a globally recognized manufacturer of marine diesel generator sets and Lugger diesel engines, has introduced its newest propulsion solution — the L6125H diesel engine, featuring an electronically controlled high-pressure common-rail (HPCR) fuel system.

The L6125H is based on the time-tested reliability of the heavy-duty Komatsu industrial engine block, and is custom-marinized by the Northern Lights engineering team, whose five decades of experience are well known to mariners across the globe. The L6125H reaches a high output rating of 470 horsepower at a modest 2300rpm.

"The Lugger L6125H combines state-of-the-art diesel engine technology with legendary Lugger durability," said Colin Puckett, Northern Lights manager of marketing and sales administration. "It's an ideal solution for anyone in need of an engine that is able to run all day, every day.

"Luggers are legendary for their toughness and adaptability to a variety of applications," said Puckett. "The L6125H is fully customizable with options including front mount PTOs, a full range of panels, transmissions and much more. We thoroughly test all of our propulsion products and stand behind them with unparalleled factory support and a strong warranty. We have a global servicing dealer network and all Northern Lights products are designed for ease of installation, service and routine maintenance."

For more information on Northern Lights in the Caribbean see ad on page 21.

Parts & Power Wins Outstanding Service Award

Dometic Corporation, a leader in marine air conditioning and sanitation systems and equipment, has announced the winners of its Environmental Awards for International Distributors. Parts & Power Ltd of Tortola received an Outstanding Service Award.

The award categories are Sales Platinum, Sales Gold and Sales Silver, Sales Growth and Outstanding Service. The Environmental Award is for sales of Dometic Corporation, Environmental Division's Cruisair and Marine Air brands. This year a total of seven Platinum, seven Gold and eleven Silver Sales Awards were handed out; six companies were presented with a Sales Growth Award and 15 recognized with an Outstanding Service Award.

Parts & Power Ltd is the Dometic Environmental Distributor for the British Virgin Islands, St. Croix, St. Maarten, and Grenada. They distribute the Cruisair, Marine Air, Waeco/Adler Barber, Grunert and Sentry brands.

For more information on Parts and Power see ad on page 22.

Dockwise Yacht Transport Loves Rosebud Racing

The partnership between Rosebud Racing, the STP65 team that has been making headlines since its launch in 2007, and Dockwise Yacht Transport (DYT), the world's leading yacht logistics company with its own fleet of semi-submersible ships, transformed Roger Sturgeon's (Ft. Lauderdale, Fla.) Farr-designed STP65 *Rosebud* into *Rosebud/Team DYT*, replete with a re-branded hull and sails. Winning the New York Yacht Club's (NYYC) Race Week at Newport presented by Rolex and the Storm Trysail Club's Block Island Race, *Rosebud/Team DYT* also took 2008 trophies in the



Powerful sponsorship — the good ship Rosebud *raises the profile of Dockwise Yacht Transport as she stars on the international racing circuit*

Newport Bermuda Race, the NYYC Annual Regatta Sponsored by Rolex, the Royal Malta Yacht Club's Rolex Middle Sea Race and the Yacht Club Costa Smeralda's Maxi Yacht Rolex Cup. It then rang in the New Year by winning the Ft. Lauderdale to Key West Race and taking second at Acura Key West Race Week. It recently renewed its relationship with DYT for another year. A Spring/Summer schedule on the East Coast has *Rosebud/Team DYT* competing in the Fort Lauderdale to Charleston Race, the NYYC Annual Regatta and the Storm Trysail Club's Block Island Race Week presented by Rolex. The boat will then go to the United Kingdom with the goal of topping off its season with victory at Skandia Cowes Week and the Royal Ocean Racing Club's Rolex Fastnet Race in August.

"*Rosebud/Team DYT*, while it travels the world, creates a buzz on the docks at some of the sport's most notable events," said DYT President and CEO Clemens van der Werf. "The buzz is not only about the team's performance but also about how the team transports its precious cargo safely and efficiently to each venue, especially over long distances when the boat is best not delivered on its own bottom. We couldn't be happier with the representation they give us and the enthusiasm they show for Dockwise Yacht Transport's services."

For more information on Dockwise Yacht Transport see ad on page 18.

Has Errol Flynn Got a Deal for You!

Say "anchorage fees" and boatowners will say, "What am I paying for when I'm using my own anchor?" Well, Errol Flynn Marina in Port Antonio, Jamaica, has a good answer. For an anchorage fee of US$12 a day, you get use of the marina's showers and toilets, the swimming pool, a Blue Flag sand beach, a WiFi hot spot that reaches your boat, garbage disposal, 24-hour security, and the most friendly, helpful staff you'll find anywhere. Add a backdrop of the Blue and John Crow Mountains, set it in the parish with the lowest crime rate in Jamaica, and you've got an ambience unequalled anywhere else in the Caribbean.

For more information on Errol Flynn Marina see ad on page 9.

—Continued on next page

—Continued from previous page

Much Music — Sweet Cry Festival Antigua

Donald Charles reports: March and April feature some of the hottest regatta action in the Caribbean. As all sailors would agree, the chance of their yacht becoming a winner will depend to a large extent on planning, preparation and execution.

It is these same tenets that the producers of Sweet Cry Festival Antigua 09 have embraced as they work assiduously toward staging on May 1st and 2nd what will certainly be the climax to an exciting two months of racing.

And what a two-day music festival SCF Antigua is shaping up to be. A more perfect venue than the Dow's Hill Entertainment Park, English Harbour, could not have been selected to stage an event that will showcase some of the world's foremost artists in their respective genres of music. As a result of the diverse mix of visitors who will be in Antigua for the Antigua Sailing Week 2009, the producers have put together a music mix that will include live rock 'n roll, surf, reggae, reggae rock, blues, soca and zouk, as well as DJ music to include house, Caribbean house fusion, dancehall and soca.



Remember this album? Band member Fuzzy Samuel will be rocking his homeland of Antigua at the Sweet Cry Festival, May 1st and 2nd, during the apex of Antigua Sailing Week 2009

A star-studded line-up has been contracted to perform to include the world's greatest reggae ambassadors, Third World; the beautiful and exciting Jamaican songbird Tessanne Chin doing a new style of reggae rock; Calvin "Fuzzy" Samuel formerly of CSNY and Stephen Stills & Manassas who, along with his friends that include a number of Grammy winners, will take the audience through a musical journey from South Africa to the Caribbean to the UK and then on to the USA and South America and then right back to Antigua, the birthplace of Fuzzy.

The safety of the visitors to the shores of Antigua & Barbuda is of paramount importance and the production company, Behanzin Entertainment, will be donating US$2 from the price of each ticket to Crime Stoppers to assist this organization to secure the English Harbour and Falmouth areas so that everyone will have a safe and enjoyable time.

—Continued on page 29









Ten Local Boats, Two Fine Days

by Ellen Sanpere

THE weather was perfect for ten Crucian sailboats to race around their island in two legs, January 24th and 25th. Two powerboats also did the trip in a just-for-fun powerboat rally. Although several local racers were away at Key West Race Week helping *Good Girl* win the PHRF-2 Class, there were enough regulars and casual cruisers to make for some fine CSA racing. With a 12- to 16-knot east-northeasterly breeze, skies remained mostly sunny and fair-weather clouds over the island provided an idyllic Caribbean backdrop.

From the starting line off of Pull Point, a fleet of two racer/cruisers, seven heavy cruisers and one small trimaran beat to the easternmost point of the United States and hung a right, leaving Point Udall to starboard, then bore off on a 27-mile run along the south shore of St. Croix. Sailing instructions simply had all navigational marks left to starboard, but an announcement at the pre-race meeting suggested honoring a three-mile security exclusion zone off the HOVENSA oil refinery. Not all skippers followed the suggestion, leading to some confusion and controversy.

From beautiful Sandy Point, where one boat's crew reported seeing a large leatherback turtle, the course ran north past the Frederiksted pier to a finish line off Coconuts Bar. Tender and shuttle services were provided to the fleet after anchoring, enabling hungry and thirsty sailors to enjoy appetizers, sunset and festivities at Coconuts. Joe San Martin's Newick 23 Teegull trimaran, *Piglet*, was first to finish, followed by Jeff Fangmann's Thomas 35, *El Presidente*; my husband Tony's and my new-to-us J/36 *Cayennita Grande*; and Jim and Gail Nealon's former live-aboard Petersen 44, *Endymion*.

On Sunday, the upwind starting line had the fleet heading to shore only long enough to cross it, then bearing off sharply toward Ham's Bluff. The distance from shore makes a difference here: being too close to the bluff may result in finding light fluky air and slow speed. Avoiding *Juliet*, a large three-masted dive-boat anchored in the critical area, added a degree of difficulty. Some crews reported seeing whales at this northwest corner of St. Croix.



Once past the bluff, it's a long beat back to the East End. The trimaran and the heavy cruisers tended to sail about halfway to St. Thomas before tacking (or so it seemed), while the lighter racer/cruisers short-tacked in and out of the current along the north shore, avoiding the reefs off Salt River and Christiansted, to the finish line at Pull Point. The finish order was the same as Saturday's, except *Endymion* arrived about 90 seconds after Dave and Shannon Altom's Morgan 45 live-aboard (with seven-month old twins), *Serenity*. Sadly, Bob Ferris's Sun Odyssey 37, *Guneagal*, was forced to retire when her headstay broke in the choppy seas.

The winning Cayennita Grande crew. From left: Heather Rippl, Scott Johnston, Geoff Rivinius, Tony Sanpere, Ellen Sanpere and Dave Flaherty. Tony is holding the perpetual trophy; Ellen's got the "keeper"

Once the CSA correction factors were applied, the winners were:

1) *Cayennita Grande*, J/36, Tony and Ellen Sanpere
2) *El Presidente*, Thomas 35, Jeff Fangmann
3) *Barbaric Yawp*, Tartan 30, Taylor Babb



Event One: 'Fantastic' Carriacou Series 2009



J.J. SLATER (2)

by Jerome McQuilkin

The new Southern Caribbean Circuit — including the Carriacou Sailing Series, the Grenada Sailing Festival and the Tobago Carnival Regatta — got off to a fine start in Carriacou

THE 2009 Carriacou Sailing Series, held January 10th through 14th, saw some of the tightest racing ever, despite numbers being lower than usual (seven boats raced), mainly owing to sailors having planned to have time off for the well-established event's former November dates.

For Race One, the winds were in the 15- to 18-knot range at the start. The course for this race is a short one to ensure an early finish so racers can get to nearby Sandy Island for the Carriacou Series' now-famous lobster barbecue. As usual, this was a blast, and as usual the most difficult part of the day was persuading sailors high on the spirit of sailing to leave the uninhabited islet.

Race One was very competitive with Darcy Carr's Beneteau 10 Metre, *Wajang*, out of Trinidad, winning. She was closely followed by my own Beneteau Oceanis 430, *Wayward*, and then Robert Yearwood's J/24, *Die Hard*, from Grenada in third place.

After that relatively gentle introduction to the new sailing season, we went into full regatta mode for Race Two, a course distance about 20 miles which took us from the start in Tyrell Bay out past The Sisters rocks, followed by a beat into Hillsborough, then back away from the capital for a reach to a point between Carriacou and Union Island. This was followed by a beat to Myers mark (the most windward mark of the course), a run back down to The Sisters and a final beat into the finish at Tyrell Bay.

This race saw the lead change several times. The beat into Hillsborough can be brutal. *Wayward* was first out of Hillsborough Bay and started the reach to the middle mark, then the beat. However, *Wajang* caught her on the run and *Wajang* defended that lead to the end. *Die Hard* and Jerry Stewart's Carriacou-based Hughes 38, *Bloody Mary*, also caught *Wayward*. This was truly a great day's racing.

With two wins from two starts, *Wajang* went into the final day in a strong position. Race Three was the most challenging of the series. The start was from Tyrell Bay, as usual, then the course went to a windward mark in the bay, a run to The Sisters, a beat into Hillsborough with Mabouya and Sandy Island to starboard, another run to The Sisters, a beat again into Hillsborough, a third run to The Sisters, then farther west to the leeward mark, culminating in a last beat to finish. This is one of the best courses I have ever sailed, with challenges and tests on every point of sailing.



Carriacou-based Bloody Mary *(above) sailed 'brilliantly', but couldn't defeat Trinidadian invader* Wajang

The start was in unusually light wind — in the five- to eight-knot range. *Bloody Mary* took the windward mark first with an excellent tactical leg. The run to The Sisters had many wind-holes in it and the lead changed many times. *Hugo* from Antigua, the Beneteau First skippered by the legendary Sir Hugh Bailey, showed her power by taking the pole position and rounding The Sisters first. From then on the race could only be described as fantastic. The boats that went inshore first took early advantage over the boats that stayed out looking for heavier wind, and then the roles were reversed with the outside boats taking profit over the inside. A tacking duel ensued between *Wayward* and *Hugo* that saw *Wayward* barely clear *Hugo* with an inside overlap at a mark rounding. *Wajang* and *Bloody Mary* sailed brilliantly, staying out of trouble. *Hugo* unfortunately damaged a sail and dropped back, making the day's final result — and the overall winners — *Wajang* first, *Bloody Mary* second, and *Wayward* third.

The party after prizegiving was great and went on too late! (Sailors will overdo it whenever they get the chance.) With the first leg of the new Southern Circuit over, it was on to Grenada Sailing Festival for the second leg, then to Tobago for the final. If Carriacou was anything to go by, the next two would be great.

BEQUIA EASTER REGATTA 2009



April 9th - April 13th

- *Yacht Races*
- *J/24 Races*
- *Local Double-Ender Races*
- *Coconut Boat Races*
- *Crazy Craft Race*
- *Sandcastle Competition*

Notice of Race & Yacht Pre-Registration:
www.begos.com/easterregatta
Tel: (784) 457-3649 e-mail: bsc@vincysurf.com

BEQUIA SAILING CLUB

Heineken PEPSI MOUNT GAY RUM BARBADOS ST. VINCENT & THE GRENADINES The Caribbean you're looking for MOUNTAIN TOP frangipani TRADEWINDS

Event Two: Live at Port Louis Grenada Sailing Festival!

by Jeff Fisher

Almost everything that could happen on the race-course happened to us during this year's Grenada Sailing Festival, held from January 30th through February 3rd. Spinnaker broaches, false starts, man aloft, men overboard, bucket in the cockpit, blood in the cockpit, premature roundings, 360 penalties, and turtle sightings.

It all started in lovely Grand Anse Bay. Sparkling clear waters, verdant green mountain profiles to the east dissolving slowly into the sky as rain showers marched as if on stepping stones down the mountains towards us. A fellow crewmember, Roger, in hopes of taking the edge off it called them blessings. We were blessed 14 times that first day. The blessings followed us throughout the racing days. My personal means of taking the edge off was to bring my foul-weather jacket, but that only worked between races. The jacket did not allow the agility required to race from rail to rail in synchronized movements with one crewmember on each side of the boat.

The rail: where six bodies hung suspended over the water by a literal lifeline. I was at the aft end, next to a stanchion. The lifeline went suddenly slack, both bodies forward of me went headlong overboard, I held onto my stanchion. Roger was able to hang on to the lifeline, dragging in the water. Nicola was not so lucky — he surfaced ten feet astern. We dropped the jib and, with a body dragging in the water, were able to slow down enough for him to swim to the boat. His expensive wristwatch though, did not survive, as it was wrested from his arm by one of the many hands pulling him back on board. This happened on the day the races were on the south side of Grenada, with winds gusting to 30 and large seas. Blue-green water washed over the deck of *Category 5*, a modified Hobie 33, and into the cockpit, at times necessitating some bucket action performed by the smallest crewmember, Kenzo, our skipper Richard Szyjan's 14-year-old son.

We saw turtles on the south side that day. We also had some amazing downhill rides, faster than any other boat out there that day. But like any wild horse, the movements of *Category 5* are temperamental. We did broach, the cockpit took in water, we did get the boat back up and we all skipped ankle deep to the back end and watched all the water drain out.

We started this day with the pursuit race from Grand Anse to True Blue — a good way to spot-check the rating system as all boats are started according to their rating and expected to finish close together. We were a bit early for our spinnaker start so had to drop the chute, round up and re-start.

During an unexpected jerky movement my middle finger made contact with some metal on the mainsheet block, gouging a neat little hole in my finger and coloring the cockpit with red splotches. Fortunately we had some rigger's tape on board which I used to mummify the whole finger and stop the bleeding. This stuff works really well; I could feel it continually squeezing, as it is designed to do. Though, at the end of the day it did take a while for the circulation to return.

In one race we rounded up early just before the reaching mark, creating a possible infringement with another boat. We did a quick 360 to exonerate ourselves. After two boisterous races on the south coast we still had to sail back to St. George's with more blessings pursuing us all the way back.

The last day of the regatta saw us back on the waters off Grand Anse Beach in calmer conditions, where one last forced exercise was thrust upon us. After rounding the weather mark, on the spinnaker hoist, the head of the chute got pinned between the lower spreader and the eased-out mainsail. Something was able to also grip the release on the halyard shackle, dropping the spinnaker on deck and sending the spinnaker halyard flying skyward to its little nest at the top of the mast. Romain, Richard's older son, donned a harness and was sent up to retrieve the halyard. He re-attached, hoisted and we were on our way.

In analyzing all that we were forced to execute, we concluded that we actually lost very little time on these potentially catastrophic shenanigans. In spite of these over-the-call-of-duty antics, we still managed to come in second in racing class. Kudos to the kids on the foredeck, who easily controlled the pointy end of the boat.

Thirty-two yachts and 23 work boats took part in the 2009 Port Louis Grenada Sailing Festival, based at Camper & Nicholsons Port Louis Marina. The yachts competed in four classes: Racing, Cruising, Charter and J/24. The Saturday featured the Mount Gay Race Series, and Sunday saw the True Blue Race. The Monday morning saw another change in the Festival schedule: for the first time, the Moët & Chandon Pursuit Race started the day. The Pursuit Race was followed by the ever-popular South Coast Triangle courses in the Heineken Race Series. The Camper & Nicholsons Port Louis Race Series made the final day of racing.

The event for 2009 was run with presentation partners Port Louis and Camper & Nicholsons, in association with the Grenada Board of Tourism. The organizers also thank Work Boat Regatta title sponsor Digicel, as well as True Blue Bay, plus Captains' Club Members for 2009: British Airways, Colombian Emeralds, Mount Gay Rum, Heineken, North South Wines with Moet & Chandon and Beringer Wines, ScotiaBank and United Insurance; and Crew Club Members: Budget Marine, Boval, Island Dreams Yacht Services, TSL Grenada Ltd., 809 Design and COT Caribbean Graphics. Thanks also go to new 2009 party venues Le Phare Bleu and The Aquarium, as well as long-term supporters Coca Cola, Glenelg Spring Water, SOL EC Ltd., Steele's Autos Ltd., Horizon Yacht Charters and to Deyna's and Grenada Electrical Contractors for their great support at the Digicel Work Boat Regatta on Grand Anse Beach.



ONNE VAN DER WAL

'Almost everything' happened aboard Richard Szyjan's Category 5 *during the exciting Grenada Sailing Festival 2009*

The overall yacht class winners were:

Racing
1) *Lost Horizon*, J/122, James Dobbs, UK
2) *Category 5*, Hobie 33, Richard Szyjan, Grenada
3) *Storm*, Reichel Pugh 44, Peter Peake, Trinidad

Cruising
1) *Wayward*, Beneteau Oceanis 430, Jerome McQuilkin, Trinidad
2) *Bloody Mary*, Hughes 38, Jerry Stewart, UK
3) *Jaguar*, Frers 43, Peter Morris, Trinidad

Charter
1) *My Mistress*, Bavaria 46, John Couper, UK
2) *Second Chance*, Moorings 44.3, Jaap Eringa, Netherlands
3) *Sacajawea IV*, Moorings 44.3, Hans Schrederhof, Netherlands

J/24
1) *Ambushe*, Stephen Bushe, Trinidad
2) *Jabulani*, Charlie Gloumeau & Russell Carrie, Barbados
3) *Die Hard*, Robert Yearwood, Grenada

For full results visit www.grenadasailingfestival.com. We'll have a report on the Digicel Work Boat Regatta 2009 in next month's Compass.

FORTRESS MARINE LTD.
"BOAT BUILDERS" - ST. KITTS
Specializing in Day Charter Catamarans - Designed and Built by Doug Brookes.
Looking for a day charter vessel as a business investment? See our website for details:
www.fortressmarineltd.com
** FOR SALE ** Day Charter Catamarans 54Ft Cat / 65Ft Cat (New) / 70Ft Cat (New)
FORTRESS MARINE LTD. HEAD OFFICE & MANUFACTURING FACILITY
New Guinea Estate, Brimstone Hill • PO Box 43, Basseterre • St. Kitts, West Indies
Tel (869) 663-4307 St. Kitts • Tel (268) 480-1296 Antigua • Fax (268) 462-0320
email: prbryson@candw.ag
www.fortressmarineltd.com www.1906-TwelveMetre.com



"140 TON Travel Lift - 35Ft Beam"
(St. Kitts Marine Works)

ALL PHOTOS: WILFRED DEDERER

Event Three:

The Inaugural Tobago Carnival Regatta

by Sally Erdle





Wind lovers united! The 'Festival of Wind' was windy indeed, creating thrilling conditions for yacht crews, kiteboarders, windsurfers and 'bumboat' sailors alike at Tobago's spectacular Pigeon Point Heritage Park



THERE'S nothing else quite like it in the Caribbean. True, a few miles northwest, both the Grenada Sailing Festival and the Bequia Easter Regatta famously race yachts and indigenous sailboats. And farther to the west, the Heineken Regatta Curaçao includes kiteboards, yachts and more. But at what other regional regatta do you have events for yachts, indigenous sailing craft, windsurfers and kiteboarders, plus two afternoons of beach games for the kids and any crew with energy to spare? What other venue offers offshore courses for the keelboats and a reef-protected "lake" for the board sailors, set off by a preposterous sweep of white sand beach backed by soaring palms, with beach bars, shops, picnic tables and clean public toilets and showers? Not to mention a top-notch race committee including elegant ladies dressed in different matching swimsuits and wraps every day. Only in Tobago, the farthest southeastern island of the Lesser Antilles chain.

Tobago has hosted a well-respected annual international yacht regatta since 1982, first known as the Angostura Yachting World Regatta, then Angostura Tobago Sailing Week. But the organizers, the Trinidad & Tobago Sailing Association and Regatta Promoters Ltd., definitely got the "27 year itch" and February 10th through 14th, 2009, saw the event broadened in scope, rescheduled, relocated and rebranded as the Tobago Carnival Regatta, the final regatta of the new Southern Caribbean Circuit.

The wind gods were listening when the event's motto was changed from "The Friendliest Regatta in the Caribbean" to "A Festival of Wind". Typically in Tobago the wind starts light in the morning, picks up to a good breeze during the day, and eases back by dark. During the former May dates, racers could usually expect some 15 to 20 knots. But on February 12th, it was a solid 20 to 25 knots with higher gusts in squalls, forcing cancellation of that afternoon's "bumboat" race in deteriorating conditions. (The next morning, rough seas disrupted the fast ferry service from Trinidad.) But the show went on.

The Yacht Races 2009

A fleet of 23 yachts raced in the event under the CSA rating rule in five classes: Maxis, Racer/Cruiser, Cruiser, J/24 and Melges.

—Continued on next page



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

18.25.50N 69.36.67W

MARINA ZAR-PAR

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

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

—Continued from previous page

The fleet would no doubt have been larger but for this winter's ongoing blustery weather, which had taken its toll on some of the boats and crews that raced in Grenada not long before, and deterred others from leaving snug havens. The proposed Racing and Cruiser/Racer Classes were combined as Racer/Cruiser Class.

There were four race days, with the Cruising and Maxi Classes sailing five races in all and the Racer/Cruisers and one-designs a total of eight. The J/24s and "Melgii" (four of each) started together and were scored separately. There was a menu of numbered courses for the Race Committee to choose from. For some races the course was posted in advance, and for others the number of the course was displayed from the committee boat just prior to the start.

According to TTSA official and long-time racer Jerome McQuilkin, "The courses have evolved over the last five years, but we found they were becoming a bit predictable. We have moved the new course further north, where the shifts of wind are out of this world, where there will be winds on either side of the course and it makes the racing much more balanced, in a much more competitive and keen atmosphere."

Officiating over the races were Dave Brennan, a veteran racer and Florida Sailing Association judge who has served as a race officer in the Caribbean at the Rolex in St. Thomas and the BVI Spring Regatta, as well as top-notch events in the US; and James Benoit of the Grenada Yacht Club, who is Vice Chairman of the Grenada Yachting Association and has served as a race officer at the Bequia Easter Regatta and the Carriacou Regatta Festival, as well as at numerous events in Grenada. They were ably assisted aboard the start boat by Karen, Pauline, Ruth, Megan and Indra.

The racing was as hotly contested as ever, with high winds and current (full moon had been on the 9th) adding to the challenges posed by other keen competitors, many previous veterans of Tobago regattas.

Rawle Barrow, one of the originators of the event back in 1982, was asked one day how the racing was going. "I think we're doing okay," he said with a twinkle in his eye. He captured a first in Cruising Class with five bullets aboard the indomitable *Petit Careme*. Another long-time participant, Paul Solomon, also aced his class, Racer/Cruiser, with eight firsts on *bMobile Enzyme*. And in the Maxis, *Spirit of Isis* won every race.

In the one-designs, results were more mixed.

—Continued on next page





Above left: Some of the most courageous yacht racing was aboard the smallest classes — the 24-foot one-designs. Stephen Bushe's Ambushe *ended up at the top of the J/24s, as it had also done in Grenada*
Above right: The mighty Rawle Barrow does it again! He raced in the first Tobago Regatta 27 years ago, and his Petite Careme *handily placed first in Cruising Class this year*
Below: Paul Solomon's bMobile Enzyme *sailed from Trinidad to conquer the Racer/Cruiser Class with eight wins in eight starts*



WILFRED DIEDERER (3)



—*Continued from previous page*

In the Melges Class, *Synergy* won her first and last races, but the rest were swept up by *Drunken Monkey*. And among the four J/24s, every boat won at least one race, with *Ambushe* and *Jabulani* both ending up with 14 points.

A sad note was struck when a guest crewmember, Jim McLean, died of a heart attack aboard the coincidentally named J/24 *Die Hard*, despite the heroic efforts of CPR-trained crew aboard and EMTs who responded swiftly ashore.

On the subject of having some races' courses only made known by showing a number from the committee boat immediately prior to the start of the race, one experienced skipper said, "I don't like it. It doesn't give you time to prepare properly". And on the ultra-windy Thursday, a weary one-design racer said, "They should have chosen the shorter courses, but instead we were out there wet and cold from morning until afternoon." And despite the excellent efforts of Captain Ellis at the throttles, holding it in place as well as possible, nobody was very pleased about the start boat dragging. (Remedies, such as a better mooring, are already being considered.)

But CSA judge and racer Jeffrey Chen noted with a grin, "When it was billed as 'The Friendliest Regatta in the Caribbean' there were protests, but this year, with a new motto, there were none."

The Other Craft

The races for the open local sailing boats that are called bumboats in Tobago and two-bows or double-enders in the Grenadines are a whole story in themselves — we'll bring that to you in next month's *Compass*.

The windsurfers and kiteboards enjoyed the big breezes. In the windsurfing races, Stefan Oest from Germany won Fun Race Class and Overall First Place. Masters Class winner was Skeene Howle and Veterans Class victor was Ulrich Seidl. The Ladies' Class top place winner was Jackie Kempson.

Pigeon Point offers excellent conditions for kiteboarding — relatively flat water and lots of wind — and the kite guys not only enjoyed themselves but also put on a great "air show" for everyone else. (As one local boat sailor expressed it, "Watch man fly!")

The Changes

Why were such drastic changes made to the old Tobago Regatta formula, and how did they pan out this first time around? Mainly, the changes were made to reverse the trend of dwindling numbers of entries — in its heyday this was one of the largest regattas in the area, and as recently as ten years ago there were 57 entries.

First, the date change. Jerome McQuilkin says, "A Southern Caribbean Circuit has been a long-held dream. The Southern Caribbean has something unique to offer." Bringing the date forward, right after the annual Grenada Sailing Festival, not only made the Tobago event part of a circuit but was also intended to address the fact that by May, many visiting yachts are headed back to North America or Europe, or bound for hurricane season destinations. The date change didn't work for a few racers, notably those who work in tourism or (ironically) yachting businesses, for whom February is the busy season. But for most it was fine. The possibility is being looked at of a feeder race from St. Lucia to the Grenadines to lead ARC participants into the SoCa Circuit next year.

By the way, only two boats finished the entire Southern Caribbean Circuit in its inaugural year, due to a conspiracy no doubt between the weather and the economy. The circuit's first prize went to Jerome McQuilkin's Beneteau Oceanis 430, *Wayward*, of Trinidad & Tobago, and a well-deserved second to Robbie Yearwood's J/24, *Die Hard*, of Grenada.

Tobago Regatta regulars Phyllis Serrao and Nancy Yen Chong still run the Race Office. About the broadened scope of the event, Nancy says, "This regatta has been a new experience for somebody who's been doing it for eleven years. The combination of the yachts with the bumboats, windsurfers and kitesurfers puts everything on a larger scale — but I'm having a ball!" Where some saw "distractions", most found the additions interesting. Niki Borde of Regatta Promoters says, "The yacht races are a given, but we hope that the kites and windsurfers will bring a new energy and attract younger people who might then become interested in yacht racing. We saw that relationship blooming when the yachties and kitesurfers got together at the beach games. And holding the regatta at Pigeon Point, a national park, is a natural for getting more Tobagonians involved."

And what about the new venue? Phyllis says, "Just being on the beach is a different experience." Previously, the regatta's shore base was always the Crown Point Hotel, a couple of miles down the coast. The more enclosed atmosphere there made for great camaraderie among the racers, but was by definition — being on private hotel grounds — somewhat exclusive. Of the move to Pigeon Point Heritage Park, a national park, Niki says, "We want to make sure Tobago Regatta doesn't ever become like some of the 'elitist' events farther north — it's not for millionaires only; everybody belongs. It's not about champagne on air-conditioned boats; it's about beer on the beach. And it's more than just a yacht regatta; it's for all wind lovers, young and old, visitors and locals."

The Tobago House of Assembly's Secretary of Tourism and Transportation, Oswald Williams, endorses this spirit. "I am pleased at the renewed vigor shown for sailing in Tobago," he said at the Carnival Regatta's prizegiving, "and pleased at the widened scope of this event. We would like to see a greater level of local participation and see more of our young people embrace their maritime heritage." The Tobago House of Assembly is now the "title" sponsor of the event, joining the Tourism Development Company of Trinidad & Tobago, bMobile, Carib, Peakes, Tobago Water, Dynamite Yacht management, OnDeck, Budget Marine and many other local and international businesses in supporting the event.

Getting a "new" regatta is like getting a new boat. You might have had everything precisely the way you wanted it on the old one, but eventually you knew it was time for a change. So you get something you hope will perform even better. Then the shakedown cruise: "Dang! Who led the halyard this way?!? Why aren't the sheet blocks over here? Where the heck are the extra snapshackles?" Frustrating at first, but then you work the bugs out and grow to love the new boat as you make it your own.

The Tobago Carnival Regatta — and the Southern Caribbean Circuit — have been well and truly launched. Well done all!

For full results visit www.sailweek.com.

Many thanks to the TDC, THA, Regatta Promoters Ltd., Le Grand Courlan Resort, Sherma McDougall-Williams, Hugh Brown, Andrew Llanos & Intrepid, Harris "Jungleman" McDonald, David Fogley, the Arnos Vale Hotel, Gabriele de Gaetano and all the other Trinbagonians and regatta-goers who made Compass's attendance at the Tobago Carnival Regatta 2009 possible — and lots of fun!

Tobago Carnival Regatta 2009 Winners

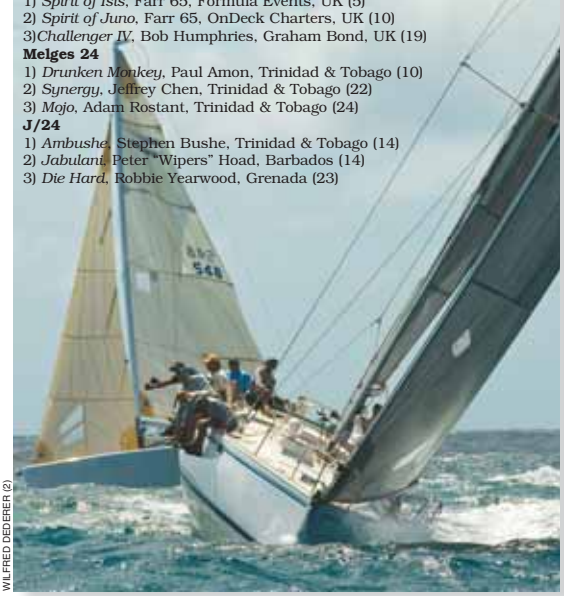
Racer/Cruiser Class
1) *bMobile Enzyme*, Henderson 35, Paul Solomon, Trinidad & Tobago (8)
2) *Bruggadung II*, Beneteau First Class 10, Ralph Johnson, Barbados (26)
3) *Jaguar*, Frers 43, Peter Morris, Trinidad & Tobago (29)

Cruising Class
1) *Petit Careme*, Beneteau First 38, Rawle Barrow, Trinidad & Tobago (5)
2) *Carnival*, Frers 38, Phillipe Agostini, Trinidad & Tobago (10)
3)*Beex*, Beneteau Oceanis 440, Paul Hatch, Trinidad & Tobago (15)

Maxis
1) *Spirit of Isis*, Farr 65, Formula Events, UK (5)
2) *Spirit of Juno*, Farr 65, OnDeck Charters, UK (10)
3)*Challenger IV*, Bob Humphries, Graham Bond, UK (19)

Melges 24
1) *Drunken Monkey*, Paul Amon, Trinidad & Tobago (10)
2) *Synergy*, Jeffrey Chen, Trinidad & Tobago (22)
3) *Mojo*, Adam Rostant, Trinidad & Tobago (24)

J/24
1) *Ambushe*, Stephen Bushe, Trinidad & Tobago (14)
2) *Jabulani*, Peter "Wipers" Hoad, Barbados (14)
3) *Die Hard*, Robbie Yearwood, Grenada (23)



WILFRED DEDERER (2)

With rip-roaring racing, this is definitely a not-to-miss regatta!
Above: Wayward, *in Racer/Cruiser Class, crosses tacks with one of the 'Melgii'*
Below: The crew of Drunken Monkey *accept first prize in the Melges Class from Neil Wilson of the Tobago House of Assembly*





FRED MARINE Guadeloupe F.W.I.

MARINE MECHANICS (ALL MAKES) - HAUL OUT
24h BREAKDOWN SERVICE • SALES • REPAIRS • MAINTENANCE
Marina Pointe-à-Pitre 97110
Phone: +590 590 907 137 Fax: +590 590 908 651
E-mail: fredmarine@wanadoo.fr

YANMAR marine
TOHATSU

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

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

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

LEAVE YOUR BOAT IN SKILLED HANDS

REGATTA NEWS

104 Released at Spice Island Billfish Tournament

Gary Clifford reports: One hundred and four billfish were released at the 40th Spice Island Billfish Tournament (SIBT), held from January 20th through 23rd.

Grenada Yacht Club was host to 45 boats carrying 206 anglers, with more than half the anglers coming from Trinidad & Tobago. Anglers from St Lucia, Barbados, Martinique, Jamaica, the United Kingdom, Germany and Grenada fished as well. Official results show 104 billfish released and one blue marlin landed, as it died during the fight. Many more billfish escaped and additional catches of yellowfin tuna weighing up to 163 pounds, wahoo to 56 pounds and dorado to 42 pounds kept anglers busy all through the three-day tournament.



Captain Andrew Llanos of Hard Play II *receives the prize for First Place Boat at Grenada's premier fishing event*

The boats paraded out through the Carenage, St George's for a Bimini start across the harbour mouth on the Tuesday morning. Totals for the first day were 21 sailfish, nine blue marlin, and eight white marlin released, plus the blue marlin landed by Trinidad's *Pair a Dice* — 39 billfish in total.

The second day started with a double hook-up for *Blue Magic*, but they lost both fish. *Grey Ghost* continued from the previous day releasing a Blue Marlin. *Miss Abbie* had a long fight with a 163-pound yellowfin tuna. To show the quality of the fishing, *De Reel Viking* completed a Grand Slam (Blue Marlin, White Marlin and Sailfish in one day). Exactly two minutes later, *Equity* achieved their Grand Slam — great action! Junior angler Matthew Roach fishing on *Legacy* added a blue marlin release to his sailfish of yesterday — definitely a master angler in the making! The water was very green in most areas for the day but the catch rate was still good with nine blue marlin, six white marlin and 22 sailfish released for a total of 37 releases, including two Grand Slams.

Day Three was an early start as usual and the stage was set for a very close fight for both Top Boat and Top Angler. The 26 sailfish and three blue marlin released contributed to the final figures for the tournament which were: 69 sailfish, 14 white marlin and 21 blue marlin released and one blue marlin landed, for a total of 105 billfish caught.

The awards ceremony and closing dinner was held at the Grenada Yacht Club and attended by anglers, sponsors and the Minister of Tourism and Civil Aviation, the Hon. Peter David (who also experienced the fishing on one of the boats).

The First Place Boat (and back-to-back winner of this tournament) was *Hard Play II* of Trinidad & Tobago, with *De Reel Viking* of Barbados second, and *Legacy* of Barbados third.

Joint First Place Anglers were Ryan Agar of *Why Worry,* Trinidad & Tobago, and Andrew Llanos of *Hard Play II,* also out of T&T. Second was Adrien Johnson of *Legacy,* Barbados, and third was Edward Aboud of *Reel Finatic,* T&T. The Top Female Angler was Jeanne Aleong of *Ega Beaver,* T&T. The Top Junior Angler was Matthew Roach of *Legacy*, Barbados, and the Top Grenadian Boat was *Crazy Horse Again.*

SIBT is the first tournament of the Southern Caribbean Billfish Circuit, which also includes tournaments in Trinidad, Tobago, Barbados, St. Lucia and Martinique. The SIBT committee would like to thank all the participating boats and anglers for supporting the event, and to thank all their sponsors and especially Camper & Nicholsons Port Louis Marina, Island Water World and Carib Beer for making this competition possible.

For more information visit www.sibtgrenada.com.

St.Maarten-St.Martin Classic 2009 "Stunning"

Although there was a low turnout for this year's event, held January 22nd through 25th, the yachts that did make an appearance were stunning. The weather was perfect, the water clear and blue, and the racing truly low-key, with just four yachts competing on the course. But this race is not about the competition, or high-speed boats, it is simply a great excuse for these classics to dust off the sails, have some fun in the gorgeous Caribbean waters, and of course, get some attention for the type of yachts that make a traditional sailor's heart soar.

In the end, it was last year's winner *Lone Fox*, a classic 65-foot (20-metre) wooden yacht built in Scotland in 1957 for Col. Whitbread, sponsor of the Whitbread Around the World Race, which scored a bullet each day, and won the regatta overall. The 12 Metre classic yacht *Kate* made a good showing as well, winning second overall, while *Infanta* and *RainDancer* had to settle for third and fourth respectively.

For more information visit www.ClassicRegatta.com.

Venue Change for St. Maarten Heineken Regatta

The St Maarten Yacht Club has announced a change to the event schedule for the 2009 St. Maarten Heineken Regatta, to take place March 5th through 8th. Upon careful review of the financial costs for the organization of the upcoming 29th St. Maarten Heineken Regatta, and in consideration of the worldwide recession, projections strongly predict a loss for the St. Maarten Heineken Regatta Organization. In order to avoid any threat to the long-term continuity of the event, the organizers have decided to consolidate more of the sailing control centers and regatta parties on the Simpson Bay Beach. While the party on the Marigot waterfront will remain, the normal party on the Great Bay Promenade will be moved to Simpson Bay for the 2009 edition.

It is important to note that the racecourses will remain the same.

The Sint Maarten Heineken Regatta is operated by the nonprofit organization, the Sint Maarten Yacht Club, and as a nonprofit organization they cannot project nor absorb losses. The high chance of a reduction in the number of participating boats and entry fees, as well as heavy expenses already made in the purchasing of promotional media, make it essential that the club reduce its expenses. Although they anticipate a healthy event in March, the Yacht Club has already observed a drop in the number of smaller vessels visiting the island this season, as a result of the recession and the increased costs on the island.

As a side effect, some of the many Yacht Club volunteers and sponsors may benefit from temporary relief in stress and finances, owing to the fact that the complex logistics of moving base so often will be reduced for this one year.

Heather Tackling, the Director of the St. Maarten Heineken Regatta adds, "This move is necessary in light of the many uncertainties we face, and we hope everyone understands that this move, although perhaps temporary, can help protect the long-term health of our island's regatta. At this time, we do not anticipate this particular change being permanent, and we certainly hope the financial conditions improve for the island, the government and our many sponsors. We want to thank the businesses and patrons in the boardwalk area for the great cooperation they have shown over the past few years, and we hope they can continue to benefit from the large number of tourists that will still visit our island during this year's St Maarten Heineken Regatta."

For more information visit www.heinekenregatta.com.

—Continued on next page



—*Continued from previous page*

2009 BVI Spring Regatta Welcomes Beach Cats

Linda Phillips reports: With the economy being in the toilet and race enthusiasts wanting to compete as much as possible, the BVI Spring Regatta organizing committee expects that sailors Caribbean-wide are going to be looking for welcoming venues. BVI Spring Regatta has always looked for ways to be inclusive rather than exclusive, and this year beach cat sailors should take note because all-night security for beach cats has been added.

Judy Petz, Regatta Director, explained the initiative: "In looking at who has been coming to BVI Spring Regatta, we have seen an increase in almost every fleet with the exception of the beach cats. Tomas Dadet, from PR Links in Puerto Rico, suggested that beach cat sailors want to make sure that their boats are safe while they are enjoying the parties in the Nanny Cay Regatta Village or getting a good night's sleep. With that in mind, we decided that hiring all-night security for the boats on the beach was well worth it. The bottom line is that we want the beach cat sailors to be part of our event."

The beach cats race on the LIME One Design course with the IC24s and Lasers. This course is set closest to Nanny Cay's shoreline for great spectating. This course also hosts the on-the-water umpires.

The BVI Spring Regatta & Sailing Festival is celebrating its 38th anniversary from March 30th through April 5th. It is now a seven-day event with two events back-to-back attracting an average of 150 yachts per year, with 80 percent of the competitors from overseas.

For more information visit www.bvispringregatta.org.

Upcoming Events Not To Miss!

Planning your sailing itinerary? Make these iconic Caribbean regattas a must:

- Grenada Round-the-Island Race, March 13th through 15th. A quintessential around-the-island race, and much more — *see ad on page 12.*
- Bequia Easter Regatta, April 9th through 13th. Races for yachts, local double-enders, J/24s, coconut boats and crazy craft — *see ad on page 13.*
- Antigua Classic Yacht Regatta, April 16th through 21st. See the grande dames of sail on parade — *see ad on page 11.*

Tortola-to-Bermuda Rally to Depart May 3rd

The Atlantic Cup Rally will depart from Nanny Cay Marina, Tortola on May 3rd, and finish in Bermuda four or five days later. The Atlantic Cup is the companion rally to November's Caribbean 1500 and offers the opportunity for returning cruisers to enjoy the camaraderie, competition, and adventure of an 850-mile rally. Pre-start festivities and skippers' briefings will begin on May 1st.

"Over the years, we have found it best to split the return trip from the BVI to the States into two legs. In the spring, two short weather windows seem to be more frequent than a single longer one," said Steve Black, founder and president of the Cruising Rally Association. "The Atlantic Cup is an organized rally from Tortola to Bermuda, complete with radio call schedules, professional weather routing, transponders, social events, and awards. The passage often takes advantage of the easterly tradewinds. And then, we wait for the next weather window to leave for the second leg. At that point, smaller groups of boats head off for different destinations and informally continue the radio call-ins as they go."

The 2009 Caribbean 1500 Rally will be the 20th annual running of this event, making it the largest and longest-running offshore cruising event in The Americas. Black anticipates a record entry of returning Ralliers for the anniversary activities. The 2009 Caribbean 1500 is slated to start November 2nd.

The Cruising Rally Association is widely supported by leading companies in the marine, tourism, and financial industries. These include Davenport & Company LLC, Nanny Cay Hotel, Marina, and Boatyard, West Marine, Blue Water Sailing, World Cruising Ltd., Switlik, ICOM, Quantum Sail Design, Gill, Hydrovane, OCENS, Bluewater Yachting Center, Hampton's Towne Bank and Towne Mortgage, Hampton Roads Convention and Visitors Bureau, Mount Gay Rum, and Reed's Almanac.

For full information on future rallies and Ocean Sailing Seminars visit www.carib1500.com.

Barbados Ready for Early Mount Gay/Boatyard Regatta

Renata Goodridge reports: From the Boatyard at one end of Carlisle Bay, to the Barbados Yacht Club at the other, the waters and beach along the bay will once again be home to sailors, spectators, family and friends participating in the Mount Gay/Boatyard Regatta, May 14th through 17th. Normally the regatta runs two weeks later, at the end of May, so heads up to all those sailors from overseas who want not only the challenge of great coastal racing, but also the challenge of sailing to windward to reach Barbados!

The Skippers' Briefing will be held on Thursday, May 14th at the Barbados Yacht Club, and racing will take place Friday through Sunday. There will be racing both in the bay and along the south coast of the island. Veterans of this regatta know the winds usually blow pretty hard, adding to the challenge of the courses. There will be racing and cruising classes, along with a J/24 one-design class. The Friday night festivities take place at the Barbados Yacht Club, with the Saturday night and Sunday Awards parties taking place at the Boatyard — all events to take part in.

This regatta is not only home to the Mount Gay hat and the infamous rum, it is also the home of the Mount Gay skippers' bags, full of event information and many other goodies which the sponsors Mount Gay Rum, the Boatyard, and the Barbados Yacht Club find. We hope to see you there!

For more information visit www.sailbarbados.com.

Barbados to Host World Championships for Radio Boats

Renata Goodridge reports: The 2009 International One Meter World Championships are to be held from June 20th through 27th, with racing taking place in the beautiful Caribbean waters of Carlisle Bay, Barbados. Up to 76 skippers from all corners of the globe will compete to find the new World Champion. It will be the first time the IOM class has staged an event of this stature in this part of the world, and it was only made possible by the efforts of the Organizing Committee in Barbados — the Barbados Sailing



Association, under the direction of IOMICA, the controlling body for the class. Daily results can be followed at www.sailbarbados.com, where we will have live video streaming of all the sailing.

The reigning champion from Marseille in 2007 is Brad Gibson from Australia, who will be sailing to retain his title. Strong competition is expected from skippers from the UK, France, Italy, Portugal, Denmark, Norway, Spain, USA, Canada, South Africa, New Zealand and Australia, with the local Bajan skippers also in the mix. There will be five fleets of up to 20 boats, competing under the HMS system, where either four or six boats are promoted or demoted after an opening round of seeding races. It is theoretically possible for a boat to progress from E Fleet to A Fleet in the one race by being promoted from one heat to the next. Hopefully 25 to 30 races will be completed in the prevailing 12- to 18-knot breezes predicted for the regatta.

The IOM class was formed in the late 1980s, in order to provide a low-cost, uncomplicated, box rule concept, radio-control yacht. The rule was worked out by a group of yacht designers, which included big-boat lateral thinker John Spencer of New Zealand, and radio control guru Graham Bantock of the UK, who set out to promote a class where amateur designers/builders could compete with the professionals. The concept seems to have worked, as it has the strongest worldwide representation of any radio-control yacht class. Basically, the rule restricts hulls to one metre in length, 420mm draft, minimum weight of four kilos, and having a #1 rig, with a main luff length of 1.6 metres, and either wooden or aluminium spars. The only areas where carbon fibre can be used (apart from some fittings) are in the fin and rudder; the hull must be timber or fibreglass. Only two function radios are allowed to control the sail winch and rudder servo. Three rigs (jib and mainsail), are allowed, #1 used in winds of zero to ten knots approximately, #2 in ten to 17 knots, and the #3 in winds 17 knots and up to "blow-the-boats-off-the-water" strength. During the 2005 Worlds held in Moloolaba, Australia, the first day was sailed in winds of 35 to 45 knots!

For more information visit www.iomclass.org.





TIME OUT IN THE MÁNAMO

by Ruth Lund

Baraka, *a South African-built ferrocement ketch, nestles alongside the forest on the South American Rio Mánamo*

It was still dark as my husband Neils and I left Chaguaramas, Trinidad, aboard our liveaboard sailboat, *Baraka,* bound for the port of Pedernales, Venezuela. Following waypoints shared by previous yachts, we skirted the oil fields and sailed wing-and-wing with a little help from the iron horse, an easy 55 nautical miles southwest to the Mánamo River's mouth. This was our second foray into this northern part of the Orinoco delta, both times taking a break from the end-of-year boatyard work frenzy and festive season parties.

The previous year we had rendezvoused with experienced "river travelers" — Tom, Johness, Alex and Dom on *S/V Sparrow* — who had already spent a month exploring the Mánamo, somehow managing without a fridge on board. By arrangement, our boat arrived loaded with enough Christmas ham, turkey and other fresh stuff to feed both boats for another week, so we were welcomed enthusiastically and spent an idyllic time following their lead up the Mánamo River, across a narrow, but deep, *caño* and down the Pedernales River.

This year our congenial sailing companions were the couple aboard the Swiss ketch *Aenea.* Having "cleared in" in the afternoon, which simply meant going to the Pedernales Police Station where they wrote our details in their register (no charge), we spent Christmas Eve together on *Baraka* enjoying the cruisers' usual international mix of Christmas traditions under mosquito netting hastily erected over the cockpit.

Next morning we eased our way over tidal shallows into the Mánamo, soon leaving all signs of development behind and entering the mysterious world of tropical forest and big, big river. If not exactly Conrad's "Heart of Darkness", this amazing eco-destination is still relatively pristine and unspoiled, vastly different from the Caribbean's tourist-dominated islands. The only reminder of Chaguaramas was the whine of an occasional outboard (supplied by Chavez, I believe) on a people-packed canoe with minimal freeboard, flying up or downstream.

Meandering slowly along, we were sometimes close enough to the branches of tall trees to touch them, as the river edge is often much deeper than the middle. Swatting the odd horsefly, looking through the binoculars for butterflies, birds and monkeys, enjoying the varied plants and strangely shaped river dolphin, and totally relaxing in an environment cut off from all stressful influences, was heaven. Niels turned to me in an uncharacteristic outburst and said, "I feel so happy!" I knew exactly what he meant.

We took our fat *Baraka* down a narrow caño to see where it led, dodging branches with our spreaders and water lilies with our hull. Later we touched bottom twice, but were able to reverse off. However *Aenea's* crew was not so lucky and ended up stranded for hours, eventually kedging the boat off. The result of *Baraka's* adventuresome detour and *Aenea's* unfortunate grounding was that the two boats totally lost touch with each other and we spent the rest of the day calling on the radio and searching up and down the vast river.

—Continued on next page



CLEAN. QUIET. POWERFUL.

The D-series sailboat engines from 12 to 180 hp are specifically developed for sailors. Available for every engine is a comprehensive range of propellers and accessories – including the brand-new 2-blade folding propeller. Plus service from the broadest dealer network in the market.

D-series for sailors: Clean. Quiet. Powerful.

- High torque at low revs for easy manoeuvring.
- Powerful charging with 115 A alternator and built-in charging sensor.
- Low emissions and low noise for great comfort.
- Possibility to show engine data in chart plotter.
- Smart and flexible instrumentation.
- Proven reliability from robust design.

LOW EMISSION IST EU



D-SERIES FOR SAILBOATS 12 TO 180 HP.

Inboard Diesel Service
Port of Case-Pilote
F-97 222 CASE-PILOTE
Martinique
Business: +596 596 78 71 96
Mobile: +596 696 45 95 93
Fax: +596 596 78 80 75
E-mail: frank.agren@wanadoo.fr
Web: www.inboarddiesel.com

Grenada Marine
St David's
Grenada
Business: +1 473 443 1667
E-mail: info@grenadamarine.com

Marintek
Rodney Bay Boatyard
Saint Lucia
Business: +1 758 484 6031
E-mail: marintek@gmail.com

A1 Marine Services
Jolly Harbour Marina
Antigua
Business: +1 268 462 77 55
E-mail: a1marine@candw.ag

VOLVO PENTA
www.volvopenta.com



Shy but friendly, the Warao people navigate their long, narrow dugout canoes with perfect accuracy

—Continued from previous page

Baraka's faulty VHF could not be heard and we kept passing each other on different sides of the islands in the middle of the river, divided by walls of tall foliage. After spending the night anchored separately, we eventually found each other in the morning, hearing Ronaldo's distinctive radio call "South Africa, South Africa — this is Switzerland". We decided it would be wise to keep each other in sight from then on.

At night, with little moon, the stars were truly magnificent. During the day we saw howler monkeys, macaws, toucans, parrots, hawks, herons, hoatzins, woodpeckers and small mud-waders that looked like confetti when they rose in flight. A highlight of the trip was Ibis Island, where we spent two awesome sunsets watching thousands upon thousands of scarlet ibises fly in to roost in their chosen spots, until the trees looked as if they were dripping with glowing red paint. At one point the river was so broad that we put up our spinnaker for a short time, eyes glued to the depth sounder in case we needed to drop it rapidly.

Bartering with the shy, but friendly Warao people en route was a pleasure. We exchanged cloth, sewing kits, T-shirts, toiletries, fishhooks, rigging rope and wire for a variety of baskets, beadwork and a carved wooden paddle. How they navigate their long, narrow canoes with perfect balance and accurate direction, paddling, bailing, standing and moving about without tipping over, I do not know. Most houses are constructed as they have been for centuries — a wooden pole platform with a roof of leaves, furnished with sleeping hammocks and hanging storage baskets. But corrugated iron, bricks and plastic tarpaulins were more evident than they had been the previous year. There were also more electric generators, outboard engines and factory-made boats.

Throughout the entire journey, we never felt threatened in any way, but were keenly aware that this unique natural environment is under increasing threat.

The trip back up to Trinidad was bouncy, but could not diminish what was essentially a perfect "time out" from our busy lives.

River Trip Essentials

- reliable depth sounder and VHF radio
- mosquito nets, insect repellent, bat and fly swatter
- river cruising notes with waypoints from other yachts (copies are available in Trinidad from Boaters Enterprise or Members Only Taxi Service)
- canoe, kayak or rowing dinghy for silent nature watching
- camera, binoculars and bird identification book
- useful goods to barter (nothing requiring batteries)
- sweets or snacks to give to the children
- provisions, fuel and water for entire trip
- good company of another yacht
- ability to relax into slow mode

Ruth Lund lives aboard S/V Baraka *in Trinidad.*

Simplicity.
Reliability.
Long life.

NORTHERN LIGHTS

Marine Generators | www.northern-lights.com

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

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

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

Grenada
Enza Marine
Grand Anse
Ph: 473-439-2049
Fx: 473-439-2049
enzamarine@spiceisle.com

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

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

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

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

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

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

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

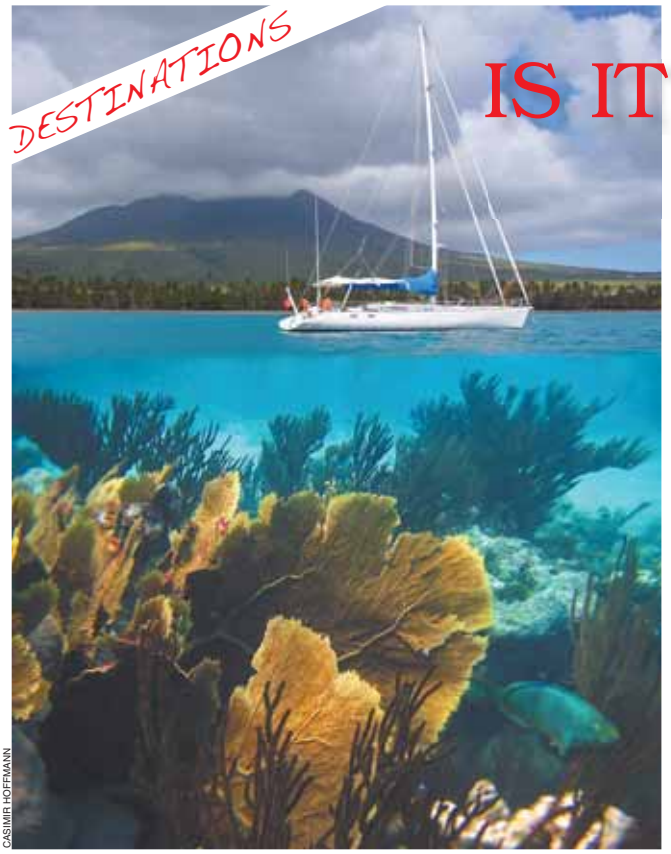
Trinidad
Diesel Technology Services
Siparta
Ph: 868-649-2487
Fx: 868-649-9091
dieseltec@hotmail.com

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

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

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

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



CASIMIR HOFFMANN

NEVIS: IS IT HOT OR WHAT?

by Kevin Gray

Getting blown into Nevis can be all too common if you are sailing the Leeward Islands in January. It turns out to be a good option, as my schooner *Amanda* and I found out when we were getting the bejesus kicked out of us going from St. Barths to Antigua.

Falling off and setting a new course bound for Nevis was the only real option that night. Let's head for the barn! A quick study of the chart of The Narrows and off we went. What a beautiful sail through that area of so-called danger. Not much to it, really, although you could see where a north swell could make it a little hair-raising at times. Our mid-morning sail though this area was nothing short of perfect.

Then came the good stuff. As I sailed along the lee of the island there was the best sight I'd seen in a few weeks: a mooring field built by none other than the masters of moorings — Moor Seacure from Tortola. A couple hundred well-planned buoys along the open roadstead were well spread for cruising boats. Next, the inbound clearance procedure was a pleasure, as the people here are very appreciative of visiting boats and the money they bring in. Nevis is not a hub, like the big yachting islands, so officials are still glad to see you and your boat. The Customs guys were formal but very welcoming.

After that, it was time to stroll through one of the West Indies' prettiest little towns. Charlestown is an Old Caribbean treat of architecture and island culture. Next stop was the local Immigration Office, which is also the Police Station, where in a matter of minutes you are stamped in for the time you request.

Now about those moorings: they are owned by the Port Authority and managed by the Port Captain. He's in a little office at the main dock and will take a few dollars from you after some minor paperwork and a big smile. Oh, for the days of being welcome somewhere as a cruiser! What a treat this place is, when it comes to first impressions.

So now comes the really good stuff: a West Indian market full of the most beautiful veggies you will see on any island. It turns out that local farmers are into organic gardening, which is a spin-off from the tourist restaurants here. They produce some amazing crops of green beans and carrots, a leafy lettuce, tomatoes that are just incredible — and the list goes on and on. Prices will astound you after the ones in the British Virgin Islands and it's hard to imagine how this produce doesn't get up there.

The mountainous interior of the island, by all accounts, is well worth the visit, although I was not able to hike because of a foot injury. Every hiker I spoke with just loved it.

For several days the weather was still not in my favor to continue on to Antigua — so close but yet so far. Only 50 miles to the east, but days and days away as the wind howled through at up to 35 knots with a few higher gusts, blowing relentlessly out of the east. An extra line back to a vacant mooring behind me took the roll out and made the anchorage quite pleasant.

As the wind was not going to ease any time soon, a visa extension was needed in my passport and boat papers. Another visit to the officials was in order — and it was a breeze. I wasn't unhappy to stay.

Left: As a planned stop or a pit stop, Nevis can be delightful

Right: The author's schooner, Amanda, cruising along the coast



KEVIN GRAY

QUIET CLEAN POWER

Generating 135 hp at a modest 2600 rpm in a 6 liter engine ensures a long life in a bullet proof package.

This naturally aspirated engine boasts premium engine features for reliability, minimal down time and service costs. It's operator and environment friendly with low noise and low emissions achieved with the new 'QUADRAM' combustion system and fully closed breather system.

The M135 is an excellent repower choice. One of the most compact packages in its class, it has been designed to permit a wide range of operating angles and also offers easy access to all routine servicing points in either single or twin installations.

High capacity heat exchange equipment with cupro-nickel tube stacks ensure low component operating temperatures for exceptionally reliable and durable performance. Leak-free operation is ensured by an integral plate oil cooler and special crankshaft seals giving protection in the toughest conditions.

Competitive engine and parts pricing, extended service intervals and exceptionally low fuel consumption make the M135 a cost effective choice with significant owner savings over alternative engines.



Call us on (284) 494 2830 for a dealer near you.

M65 M92B M115T M135 M225Ti M265Ti M300Ti

Perkins POWERING A BETTER FUTURE

Sabre M135

PARTS & POWER

LINGERING IN THE LAND OF THE MAYA

by Suzanne Longacre

WHEN we were cruising north to Mexico from the Rio Dulce and Belize, we were conscious that our catamaran, *Zeelander*, with its two canoe hulls was sailing the *Ruta Maya*, the pre-Columbian trading route of the Mayan civilization. Canoes played a major role in the life and affairs of the ancient Maya, and the few that remain, along with written accounts, bear witness to the Mayans' navigational ingenuity and commercial prowess in building wealth by bartering produce and specialties indigenous to each region.

While we had visited the ancient temple ruins at Xunantinich in Belize, and Tulum in Guatemala many years ago, we were looking forward to learning more about this civilization and its descendants in the Mexican states of Quintana Roo and Yucatan.

We were previously unaware that, unlike in Mexico City where the dominant Aztec civilization and its peoples were essentially destroyed or assimilated during the Spanish Conquest, the Mayan periods of civilization and prominence rose and declined a few hundred years before the Conquest. So the Mayans posed no threat or resistance to the Spanish. What this translates into is that the locals with whom cruisers come in contact are usually Mayans.

We were shocked when the shipyard manager at Puerto Isla Mujeres, where we stored our boat on the hard during hurricane season, told us that the local population learns virtually nothing of their Mayan history or heritage in the mostly Catholic schools. As a small compensation, we gave him our *Time-Life* video, *The Mayans*, to share with his family and friends, for which he was most grateful. The Mexican government is taking broad steps to make up for this historical deficiency, to the benefit of locals and foreign tourists alike.

One of the first trips we took when our family came to visit over the holidays was to Xcaret, an excellent eco-archeological theme park 75 miles south of Cancun and reachable by ferry from Isla Mujeres. Xcaret allows visitors to experience and appreciate the local cultures and heritage through reenactments of sacred rituals, authentic architecture and sculptures, exhibits, a Mayan Village and musical performances throughout the park, using primitive instruments from the ancient Mayan civilization copied from stelae, books and artifacts in museums.

—Continued on next page



ALL PHOTOS: JOHN GIDEONSE

No cruise to the Yucatan peninsula is complete without a trip inland to view the astounding Grand Pyramid at Chichén Itzá

A warm welcome awaits you and your yacht at Port Louis

port louis GRENADA WEST INDIES






Port Louis, Grenada

Nowhere extends a warmer welcome than Port Louis, Grenada. Visitors can expect powder-white beaches, rainforests, spice plantations and a calendar packed with regattas and festivals. Grenada is also the gateway to the Grenadines, one of the world's most beautiful and unspoilt cruising areas.

Now there's another good reason to visit. There are 50 new fully serviced slips for yachts of all sizes up to 90m available right now for sale or rental.

Sitting alongside the marina, the forthcoming Port Louis Maritime Village will include luxury hotels, villas, restaurants and bars, plus some of the finest boutiques and shops in the region.

Limited availability

Slips are available for sale or rental. For a private consultation to discuss the advantages of slip ownership, please contact our International Sales Manager, Anna Tabone, on +356 2248 0000 or email anna.tabone@cnmarinas.com

To fully appreciate this rare opportunity, we highly recommend a visit. To arrange an on-site meeting please contact our Sales and Marketing Co-ordinator, Danny Donelan on +1(473) 435 7432 or email danny.donelan@cnportlouismarina.com

Grenada Sailing Festival 30 Jan - 5 Feb 2009 • Ace Sails, Ace Spice

Camper & Nicholsons YACHTING SINCE 1782 MARINAS

ITALY | MALTA | TURKEY | WEST INDIES



Seeing the sacred ritual of the Papantla Flyers at Xcaret was the author's personal favorite experience

—Continued from previous page

Don't miss being welcomed by Mayan warriors to the extravaganza "Xcaret At Night", a colorful three-hour performance of Mexican folklore, which features the world-famous Folkloric Ballet presenting the history of the country from the Mayans and Toltecs through the Spanish Conquest, Independence to modern Mexico. It is breathtaking, especially the recreated Mayan Ball Game — my grandson's favorite. My personal favorite was the thrilling sacred ritual of the Papantla Flyers, a forerunner of the now-secular bungee jumping.

Visitors also see firsthand the ecological systems which sustain the beauty of the Yucatan Peninsula, including the Underground River through which you can snorkel-float, and the jungle through which you can walk for encounters with jaguars, wild boar, pumas, parrots and howler monkeys. There is a raft trip through the newly discovered Rio Paradiso and its tunnel, a well-done Coral Reef Aquarium, and even beaches and dolphins. Five restaurants offer buffets of diverse cuisine.

We also enjoyed a day's boat tour to Isla Contoy, 14 miles north of Isla Mujeres. This is an uninhabited sanctuary and migration stop for a multitude of birds, with remnants of ruins and superb snorkeling.

On Isla Mujeres, swimming with the dolphins and snorkeling are easily accessible. This is a laid-back island with a charming and somewhat funky town, which has not yet succumbed to the five-star over-development of its big neighbors Cancun, Cozumel and the burgeoning Riviera Maya. There are even Mayan ruins along the southern ocean road.

As it was only an hour and a half away from the Yucatan capital of Mérida, we decided to visit the major Mayan site of Chichén Itzá on a day trip from there. This ancient city, one of the best known and most extensively restored sites, was recently named one of the New Seven Wonders of the World. Our comfortable air-conditioned tour bus picked us up at our downtown Casa del Balam hotel (an exquisite former General's mansion on the main drag, Calle 60), at 9:00AM and returned us at 5:30PM, in time to enjoy the traditional Mérida Saturday Night Mexican Fiesta.

We had an excellent tour guide and were immersed in the cultures of the ancient Maya, dating back to 432AD, and the later Mayan-Toltec city, combined after the Toltecs invaded in the tenth century. The Sacred Well was the scene of human sacrifice for centuries, even after the Spanish came. You can see clearly the differences between the earlier "pure" Mayan with its round observatory and nunnery and the later Toltec influence, the latter being more war-like, and featuring many jaguars, feathered serpents, warriors and of course the famous Ball Court — the largest in Mexico.

The pyramid is awesome, with its elements carefully constructed to correspond to the Mayan calendar. The Mayans discovered the abstract concept of zero and perfected the Mayan calendar as early as 200BC. This is humbling when you realized that our modern time-measuring techniques have told us that the solar year spans 365.2422 days. The Mayans, who discovered place numeration long before Europeans learned it from the Arabs, computed a figure of precisely 365.2420 days!

We stopped at a *cenote* en route back to Mérida — one of many sinkholes that served as water reservoirs for centuries in this parched land. It is popular to swim in *cenotes*, which are "bottomless". The water temperature is bracing.

Back in Mérida, we enjoyed the weekend festivities, rotating between the upscale Paseo de Montejo and the Gran Plaza for dancing, singing, outdoor cafés, mobile stands featuring Mexican food, street performers and people watching. Mérida is a Spanish colonial city, yet quite cosmopolitan with theaters, many museums, art galleries, major medical centers, universities, libraries, great shopping and superb restaurants featuring both delicious Yucatan cuisine and also continental favorites.

—Continued on next page



CLEAR SKIES FORECASTED FOR THIS SAFE HARBOR

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

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

Seru Boca MARINA

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

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

Santa Barbara Plantation
AT SPANISH WATER





Above: Isla Contoy is an uninhabited sanctuary and migration stop for a multitude of birds, with remnants of ruins and superb snorkeling
Left: One of many sinkholes that served as water reservoirs for centuries in this parched land. It is now popular to swim in these cenotes

—Continued from previous page

Our favorites were La Casa de Frida and Café Amorro, both off the Gran Plaza.

The best and most impressive museum is the Anthropology and History Museum, which is chock-full of Mayan artifacts from the ruin sites around the peninsula. The explanatory signs are in Spanish and English and extremely well presented. Although Mérida is a safe walking city, we took a double-decker "hop on and off" sightseeing *Turibus* that toured the entire city and its environs.

Before we left Mérida for Cancun via express deluxe *ADO* bus (four hours and US$20 round trip), we took the free Historic District English-speaking guided walking tour, which leaves daily on weekdays from City Hall in the Gran Plaza at 9:30AM.

Mérida was founded by Spanish Francisco de Montejo in 1542. When the Spaniards arrived, Mérida was a large Mayan city known as Tho, situated on what is now the Gran Plaza. The Spaniards dismantled all the pyramids and used the huge stones as the foundation of the Cathedral of San Idelfonso — the oldest cathedral on the American continent — across the plaza from City Hall. On the opposite sides of the plaza are the mansion of the founder and the Governor's Palace, which features 27 huge murals depicting the history of the Yucatan — well worth the visit.

Our liveaboard stay at Villa Vera Puerto Isla Mujeres Marina has been enriched by our greater understanding of and deep respect for the Mayan civilization that thrived for centuries on this peninsula. We are glad that the Mayan contribution to the history of human development is being recognized now and interpreted for everyone to learn from. While Isla Mujeres is often just a way station for many cruisers traveling between Florida or the Gulf States and the Western Caribbean delights of Belize, the Rio Dulce and Panama, we are happy we lingered long enough to absorb some of the local history and culture.

Suzanne Longacre and Captain John Gideonse are currently cruising the mid-Caribbean aboard Zeelander, *a 39-foot Privilege catamaran.*







DIFFERENT BOATS FOR DIFFERENT FOLKS

A Good, Functional Boat from the 1970s

by Norman Faria

Despite the coming on stream of many new (some say "improved") cruising boat designs from a variety of enterprising businesspeople on both sides of the Atlantic, there are those who still believe in a 1970s boat designed and built by tested-and-tried British firms.

One of them is Britisher Peter Needham. He recently sailed his 38-foot ketch, *Solara*, to Barbados as part of a Caribbean cruise. It was made by the long-established Halmatic company in the UK in 1970 from the design by the equally well-known designing and building company, Camper and Nicholson.

Needham said he bought the Nicholson 38 in 1998 and "did a lot of work" on it to get it into bluewater cruising condition. Among the improvements were upgrading navigational equipment and replacing a Perkins 4107 engine with a 44 horsepower BETA.

The fiberglass classic has a centre cockpit version with a traditional doghouse. Was this one of the features he was looking for following a 15-year hiatus without a boat after he sold another Nicholson?



NORMAN FARIA

Peter Needham says that the old faithful Nicholson 38 design has all the features he was looking for

Needham answered, "Because I live aboard even in the UK, I was looking for some comfort, relaxing in ports and also at sea, with both room in the main cabin and in the cockpit area. Also, I wanted a reasonably priced boat with good resale value, a ketch rig that I could handle alone and a good seaboat — in short, a good functional boat. The Nicholson 38 satisfied me in all these areas."

The *Solara* (ex-*Blue Mink*), which is hull number 54 of the over 100 made by Halmatic, is equipped with a Hydrovane self-steering gear, though Needham also has Autohelm as back-up.

Needham, whose home port is Lymington, the port out of which the *Seawitch* sailed in Hammond Innes' still-engrossing book and equally memorable 1959 film, *Wreck of the Mary Deare*, planned to visit some of the Eastern Caribbean island chain before heading back home. It's his first trip to the Caribbean. He took the traditional route down the coast of Spain to Madeira, then to the Cape Verdes from where he made a leisurely 17-day crossing to Barbados. Plans include a stop in Grenada to replace a broken backstay.

PICK UP!

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

HODGES BAY
Colonna Sunsail Resort

ST JOHN'S
Epicurean, Woods Mall, Customer Service desk
Island Motors Gas Station, Queen Elizabeth Highway

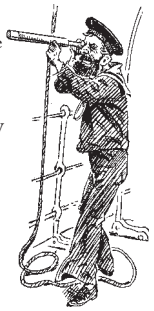
JOLLY HARBOUR
Anjo Insurance
Budget Marine
Epicurean
Marina Office

FALMOUTH
Antigua Yacht Services
Bailey's Supermarket
Cat Club Marina Office
Falmouth Harbour Marina
Jane's Yacht Services

AYC
Antigua Yacht Club

AYC Marina Office
Last Lemming & Mad Mongoose
Lord Jim's Locker
Skullduggery & Sea Breeze
Slipway Chandlery

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



A Hard Delivery Job

by Norman Faria

When a German veterinarian, her husband and their three-year-old child arrived in the Canary Islands from the Netherlands recently on board a small steel boat, they were so seasick they said "Not a mile more!" They headed for the travel agent to buy tickets to continue on the trip to Venezuela where she worked. But what about the boat, a 3.8-metre German-built cutter?

Enter Jan Liehmann, an Austrian sailing school operator and part time delivery skipper. He took over the boat in the Canaries and sailed it with a friend as crew to Barbados on his way to reunite it with its owners in Venezuela. Speaking with *Compass* in the island's Carlisle Bay yacht anchorage on board the *Hummel*, Jan said he first met the family in Gibraltar when he was on another delivery job. "I guess at the time they were already thinking of having somebody take it across for them. Anyhow, I went to the Canaries and took it over from them — and here I am with my friend Marcus Semowoniuk helping me as crew."



NORMAN FARIA

Jan holds the compass while Marcus looks like he wants to keep the flexible solar panel in his hands as a souvenir!

They had a rough trip. First the batteries went dead soon after leaving Gran Canaria and the engine wouldn't start for charging purposes. Then they met up with a couple of gales, in one case making them heave-to for three days and at one time "doing 12 knots on a storm jib". Their so-called self-steering gear worked "when it felt like it". They traded watches, six hours on, six hours off, at the tiller. They had to use a hand-held compass, as the main one was "way off". They ran short of food. They had a long passage — 30 days — to Barbados. It was hard.

What made things easier for them was a little roll-out solar panel. Swiss-made, it helped keep the GPS batteries up, for example. Jan cups his hand to his mouth, leans over and whispers, "Can you give them a little publicity? It is really a useful product for boaters. Their website is www.offgridsystems.ch."

While in Barbados they were trying to get the 20-horsepower Volvo engines and batteries looked at. The *Hummel*, built in the German Democratic Republic in 1978, still appears in good shape, despite a few rust streaks on the hull.

"How is the delivery business going these days in Europe?" I asked. Jan: "There is business. I do it mainly in winter when my school is closed. Mainly charter boats. Aside from my contacts with the charter boat firms, I go around to the bars and yacht clubs asking a few questions."

Marcus, an insurance coordinator, said it was his first ocean cruise. He was seasick at first but "got used to it". Did they contact the vet in Venezuela to tell them they are on their way? Jan: "Yep. We told them of the troubles but they said they understood."

Hey fellows, drop us a line and let us know how the good ship *Hummel* finally reached Venezuela!

Dear Compass,



We enjoy your articles always — keep them coming!

Linda and Roger Hutchinson
S/V Sandcastle

Join our growing list of on-line subscribers!
12 issues US$29.95, 24 issues US$53.95

See how to subscribe at:
www.caribbeancompass.com





What Do Yachtspeople Really Want?

All too often, it seems, actions are taken by both the public and private sector which impact the yachting industry — without much in-depth understanding of who the "customers" of that industry are and what their wants are.

The Caribbean Marine Association — the umbrella body for national recreational marine trades associations in the region — has designed a survey form to try to collect data from which governments, the business community and ultimately the yachties themselves can all benefit. We share a copy here. We'll also post a copy on our website, www.caribbeancompass.com, which you can download, print out and mail in.

Please fill out the form and mail hard copies to:

Compass Publishing Ltd
PO Box 175BQ
Bequia
St. Vincent & the Grenadines

We'll forward them to the CMA (yes, they know about this!)

Please note that this is not the Caribbean Compass Readers' Survey, which we conduct every two or three years to get to know our readers better. The CMA survey is designed to collect data for use by the regional yacht-trades community. Thanks for your help!

Caribbean Marine Association
Yachting Industry Customer Satisfaction Survey

Yachtsmen and women cruising the Caribbean and visiting our islands are invited to comment on their experience and the level of service they have received. Please complete one form for each island visited.

Name of country _____
Port of entry _____
Other ports visited in this country _____
Date of entry _____
Date of departure _____
Size of vessel _____feet
Yacht details
- motor __
- sail __
- own vessel __
- bareboat __
- skippered charter __

If bareboat or skippered charter, where did you join the vessel?
_____
If own vessel, port of registry or home port _____
Number of crew _____
Number of previous visits to this country _____
Number of Caribbean islands visited on this trip ___
Number of other islands still to visit ___

Please answer the following questions with a grade of 1 to 10, with 1 being the lowest and 10 being the highest.

Level of satisfaction with service received from:
- Immigration __
- Customs __
- Port Authority __
- Other (please name) _____
- Marina services __
- Local restaurants & bars __
- Banking services __
- Provisioning __
- Car hire __
- Internet access __
- Marina security __
- Marine engineering services __

On a scale of 1 to 10 (10 being expensive) rate the value for money of this island __
On a scale of 1 to 10 (10 being most friendly) rate the friendliness of the population __
On a scale of 1 to 10 (10 being worst) what is your perception of crime on this island? ___
Would you consider visiting this island again? Yes/No
Would you consider visiting any other Caribbean islands in the future? Yes/No
What is the single thing you most liked about this island? _____
What is the single thing you least liked about this island? _____
On a scale of 1 to 10 (10 being highest) rate your satisfaction with this island ___
Comments _____
_____
_____

The following information is not required. Only complete the personal data if you wish to do so.

Name _____
Boat name _____
e-mail _____





—Continued from page 11 ...Business Briefs

Sailing Week in Antigua will never be the same! Make plans to be in Antigua from April 24th until May 3rd for competitive racing, non-stop after-race parties and the climax of it all — Sweet Cry Festival Antigua.

For more information see ad on page 8.

Mid Atlantic Yacht Services

Duncan Sweet reports: For centuries the Mid Atlantic Ridge, rising from the volcanic seabed, has offered seafarers a refuge during rigorous passages to Europe. A majority of the vessels crossing to Europe call at Horta, Faial, for rest, fuel, fresh food, repairs, crew changes and the inevitable visit to Peter's Café Sport. Sailing from the Caribbean, the US East Coast and Bermuda, having been at sea for 12 to 30 days, passage makers have had a gale or two, found all the leaks in the deck, run out of fresh bread and chocolate, and need to have that "bloody autopilot fixed."

Horta's marina is busy from mid-April to late August with the greatest mix of elegant motoryachts, ocean maxis, Baltic traders, singlehanders, French cats and family



The beautiful Azores islands are a traditional haven on the west-to-east transatlantic passage. The helpful folks at Mid Atlantic Yacht Services are there to welcome you

cruisers you'll ever see. Some stay just long enough to take on fuel, some stay for a week or two, and others are still there.

No matter how frantically the boat needs to depart, Horta should be more than a stop for stores, a tipple and repair work. The vibrant green hills brimming with wildflowers, countless small cow pastures tended by old men on donkeys, spectacular pastoral vistas, the small villages of stone houses and the slow pace of life all beg to be enjoyed.

Another priority while in Horta is contacting the helpful people at Mid Atlantic Yacht Services. They have been offering a broad range of services in the Azores for 17 years and serve as a valuable resource for getting things done. The friendly staff will hold mail, parcels and parts for your arrival. They will assist with EU-VAT payments and importations or arrange bunkered fuel for more than 10,000 liters. The technical side of Mid Atlantic will repair electronics, rigging failures, engine and generator difficulties and stocks many commonly needed parts, charts, guides/almanacs, deck equipment and supplies. The crew of Mid Atlantic is dedicated to providing friendly and efficient services tailored to the needs of both vessel and crew.

For more information see ad on page 44.

The Newest Pizzeria in the Grenadines

Ciao Pizza is the new Italian gourmet cuisine spot in Union Island. Maurizio, the famous Italian chef, has presided at restaurants in Bequia and Grenada. He's now back in the kitchen preparing delightful dishes at Ciao Pizza, located right in front of the main wharf in Mulzac Square, Union Island.

For more information see ad on page 37.

The Business of Caribbean Regatta Marketing

The Caribbean Sailing Association's president, Robbie Ferron, attended the World Yacht Racing Forum Conference in Monaco in December 2008. We share some excerpts of his subsequent report to the CSA:

The sport of sailing has been dominated by "Corinthian" oriented organizations for many years. In the last few years this has been slowly changing as entrepreneurial organizations have started to play a major role, particularly in those parts of the sport where the nature of the activity (generally extreme or celebrity events) presents an opportunity for sports marketers to sell exposure to sponsors....

This conference was advertised as being about the "business of sailing" but actually it was more about the "business of sports marketing". This marketing activity is going to be around a long time and it is going to contribute to the sport in many ways, but it is also going to skew the market for exposure and will have a consequence for Caribbean regattas.

While I, like many sailors, have been reading the sailing websites regularly, I had not been aware of the extent to which this news is driven by management companies and entrepreneurial interests. It has become clear to me that sailing news is going to be more about extreme sailing, about celebrity events and about events that contain an emotive component that will address a wider audience. We already knew that normal sailing is boring and the nature of the more competitive media market is such that boring material is going to be more severely penalized than before, because there are parties that are creating events and managing stories that are going to elbow out the normal material more radically than ever before.

For Caribbean regattas this means less and less opportunity to get a share of the publicity pie — unless we are able to produce extreme material. We need ding-dong battles between *Icap Leopard* and *Rambler* or two J boats to get our material in the headlines.

It may also mean that our Caribbean regattas will want to select media channels that better suit the recreational, image-rich product that we have, and where we have to compete less with the extreme sports.

The organizers of this forum did an outstanding job at marketing their forum and got together in one location the most outstanding line-up of players in the sailing world. They are closely related to a motor sport forum that has attained a high level of influence. Following this model, they will inevitably follow the sports-marketing side of sailing, which is where the best financial returns are going to be. They are likely to give less attention to the large participation regattas like Cowes Week, Caribbean regattas and Block Island.

This is unfortunate, as the business models of these events are still in the process of development and would be well served by conferences. This "business of the sport" (of Caribbean regattas) would be well served by a separate conference that would move this activity forward, but its nature is different from the sports-marketing focus of the Monaco conference. The recognition of this marketing trend will, however, make it easier for Caribbean regattas to more quickly focus on high-potential media that better suit its "product".

Imray-Iolare Charts Want You...

...to help update their Caribbean charts. Don Street says, "We are very proud of the fact that the Imray-Iolaire charts are the most accurate and up-to-date charts available to the yachtsman today. However, it is difficult to keep them accurate and up-to-date as new marinas are built, existing marinas expanded, and harbors and channels dredged.

"Recently, the marina at Palmas del Mar, Puerto Rico, has been enlarged to accommodate mega-yachts; The Moorings expansion in Road Town, Tortola, has altered the shoreline on the north side of the harbor; Scrub Island has built a marina supposedly big enough to accommodate a couple of mega-yachts and also some smaller ones and Port St Louis Marina in Grenada has dredged out the mouth of the lagoon and has berths for mega-yachts, and planning docks for smaller yachts.

"For the last six months I have been trying to obtain information on the above marinas with absolutely no success. Any help sailors can give me on obtaining accurate information on the above marinas would be greatly appreciated. Contact me at streetiolaire@hotmail.com."

To keep your Imray-Iolaire charts up to date go to www.imray.com, find "Charts" then "Imray-Iolaire Caribbean" and you will find corrections to all Imray-Iolaire charts to Caribbean and Atlantic islands. Those corrections would also apply to BA, NOAA, French ShelpOM, and the Nautical Publication charts of the Caribbean.

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

XANADU MARINE

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

the frangipani
hotel, bar & restaurant, bequia



Warm & friendly atmosphere
Spectacular views • Quality accommodation
Fine dining • Excellent selection of wines



Don't miss our Thursday BBQ & Jump up

P.O. Box 1 BQ, Bequia, St.Vincent & the Grenadines, W.I.
Tel: (784) 458-3255 • Fax: (784) 458-3824
reservations@frangipanibequia.com • www.frangipanibequia.com

LULLEY'S TACKLE SHOP
FISHING & DIVING GEAR



FRONT STREET
BEQUIA
WEST INDIES

SERVING FISHERMEN AND YACHTSPEOPLE SINCE 1950

YOUR #1 CHOICE IN FISHING GEAR

Penn & Diawa	Rigged & Unrigged	Snorkeling
Rods & Reels	Leaders	& Diving Gear
Mustad Hooks	Fresh Bait	Courtesy Flags
Anglers Lures	Foul Weather Gear	Collectable Knives

Wire, Floats, Nets, Twines, Ropes

DUTY FREE
TEL: (784) 458-3420 FAX: (784) 458-3797
EMAIL: lulley@vincysurf.com
Our stock, quality, price, know-how and fishing experience is unsurpassed
Visit us for all your needs

TYRREL BAY YACHT HAULOUT
CARRIACOU



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

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

Leaving to Find Paradise and a New Life:

A Tribute to Mariann Palmborg



by Peter Roren

Mariann "Why Knot" Palmborg was born in Sweden September 11th, 1941. At 20 years old, she moved to Norway and became a Norwegian citizen, married and gave birth to two boys. Mariann was educated in Social Studies and child care. She ran a youth activity club in Oslo for many years, keeping young people off the streets and away from drugs. She met Peter "Fixman" Roren in 1973 and together they built the gaff-rigged wooden ketch Fredag *with the intention of sailing around the word.*

In 1984 Mariann and Peter arrived in the West Indies, where Fredag *hit a reef and sank off Union Island in the Grenadines. They managed to salvage their yacht and spent 12 years in the region chartering and running cargo. Mariann and Peter split up and both moved ashore on Bequia in 1996. They lived as neighbours and good friends on top of Mount Pleasant, as far from the sea as possible on that small island. Mariann died unexpectedly, after a short spell of illness, on January 15th, 2009, in a hospital in Norway. She was 67 years old. Peter tells her story:*

I first met my first mate and ex-soulmate Mariann in Oslo, Norway, when we were both working on a boat-related rehabilitation project for kids.

Mariann was a country girl, her nautical experiences limited to rowing a seven-foot pram on a tiny, tranquil lake. When I told her of my dreams to someday sail around the world, she responded by telling me that small boats and sailing were not for her. Her husband at the time owned a 45-foot ketch together with three other couples, and on the few occasions she had done some cruising, she had hated every minute. Mariann was a tough and active woman, always on the lookout for daring challenges. She was quite unconventional when it came to a woman's role and position in society. She did not at all enjoy being banished to the galley or sent to look after the kids down below. She didn't want to "stay out of the way". She wanted to navigate, haul up the anchor and pull the ropes, all the important work the men were doing. She told me she hated sailing.

In spite of that, she did accept my invitation to go for a short evening sail on the Oslo fjord.



Whether for a charity auction or just a party, with Mariann aboard, Fredag *was the fun place to be*

A strong northern breeze sent us and the 18-foot daysailer flying down the fjord and out to sea on what was originally supposed to be a short trip in secluded waters. It ended up as a 160-mile voyage to Denmark and back, only because a restaurant in Skagen served the best pickled-herring breakfast in the world.

On the way home, encountering some big seas, Mariann's captain got violently seasick and was confined to perhaps die in the tiny forward cabin. On her first voyage in open water, Mariann had to navigate and sail the 20-hour passage home single-handed. When proudly taking the lines to the marina dock, she exclaimed, "I want to go with you around the world! Let's get that boat built! Maybe we might find paradise — or some sunken treasure!"

The 50-foot Colin Archer ketch *Fredag* has a lot of running and standing rigging. When we found it impossible to find a traditional rigger who could do a one-inch, 17-strand Liverpool wire splice, Mariann bought a book on the subject. She soon handled power tools and woodwork as a professional. Within three years she had become a skilled shipwright, rigger and sailmaker.

Mariann's first entry in *Fredag*'s log reads: "Friday the 13th. Leaving to find Paradise and a new life. Course once again set for Skagen."

Mariann was always trying to move boundaries, all her life until then longing for adventure and challenges. This was her chance. She soon got them, but much more than she ever expected — or perhaps really needed.

Shipwrecked in the Caribbean 12 months into her maiden voyage, her dream and her home with all her belongings went to the bottom of the sea, 17 fathoms down. She shed no tears and showed no grief. Her first words after seeing the top of the mast disappear under the surface were, "Wow, this is surely something to write home about."

After swimming ashore I was sitting on the beach staring out to sea in a state of shock and disbelief, not capable at that moment to muster up any positive thinking whatsoever. It was then she yelled at me, "Come on, Skip, snap out of it; let's get her up and going again!"

Misfortunes and challenges abound. Bliss was tarnished by hurricanes, tsunamis, Caribbean bureaucracy, dengue fever, financial difficulties and a South American revolution. On one occasion, as *Fredag* drifted towards Central America with all sails blown out and a broken crankshaft, Mariann's captain finally threw in the towel.

She had to kick him back into action. Mariann would not have her captain giving up, although a little house and garden with a picket fence and a horse didn't seem a bad idea at the time.

—Continued on next page

—Continued from previous page

There was no paradise, no sunken treasure to be found. But Mariann had found something more important; she had built up immunity to hardship and had developed a strong motivation to survive. She discovered that paradise is something you have inside you, so it doesn't really matter where you are — in the slums of Calcutta or Tierra del Fuego by Cape Horn, where she once was bound.

Bequia became Mariann's paradise. As close as you can get — good enough to move ashore. Bequia was the place to be. Here was a site where she could do her marlinspike-style ropework (Why Knot) and throw her energy into her many favorite charities and projects: the Easter Regatta, the Christmas gløgg-party for Scandinavian sailors, Women's Day Celebrations, The Sunshine School for Children with Special Needs, the Mozart Under the Coconut Tree concerts and her recent animal-welfare project, Happy Puppies.

She gave with all her might — doing her best to give something back to a community that had initially shown her so much acceptance and later so much approval.

Mariann had just recently received her Norwegian pension, and had big plans for the future. Sadly, an intense short period of illness cut short those dreams. Her fighting spirit, immunity to hardship and determination to get well, were no match for the creeping cancer. Up to her final hours she showed incredible bravery and did her best to make her many visitors laugh. She would spend several hours on the phone connected to her island. "I'll be back," she would tell her Bequia friends. "Maybe not in body, but for sure in soul." She died with her two sons by her bedside — and with a lot of people praying for "she" on Bequia.



Having kept a dog and a cat aboard Fredag, *Mariann's love of pets expanded into a canine welfare project on Bequia*

Closely connected to the sea as she was, she wished her friends in Bequia to hold her memorial service aboard the venerable Bequia schooner *Friendship Rose*. She wanted the ceremony to be in a sort of Hindu manner: no tears, sad tedious sermons or grief, but a final gathering of friends from land and sea; a ceremony to give thanks for a great life, thanks to an island and its people who gave so much and made those 25 years on Bequia her finest and most meaningful.

The people on the island found the "Why Knot Lady with the Big Smile" a remarkable and somewhat unusual expat settler, a caring and generous woman working hard to integrate into the community.

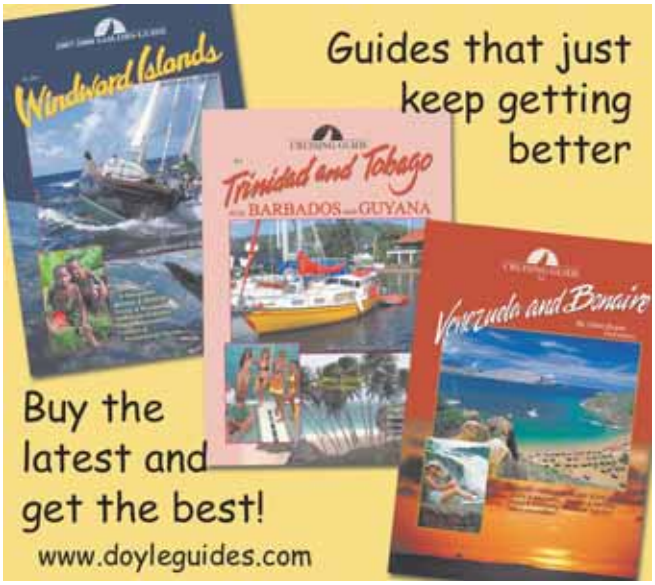
To the many young women who crewed on the *Fredag*, she was an inspiration and a significant role model.

And then of course there were all the dogs that were rescued, given good homes and loving care.

Mariann was a true sailor, a great companion and the best and bravest first mate a captain could ever wish for. Just before Christmas, we said a final goodbye to each other in Barbados. She knew then her time would soon be up.

Her final words to me were, "Thanks, thanks for finding the way to Bequia, my captain. Now you go home to Bequia and say thanks and goodbye to all my wonderful friends who have given me so much — and take the whole bunch out to sea on my final passage."

A yacht dips below our horizon on her journey and we can no longer see or contact her: we are deeply saddened. At the same time the yacht appears on somebody else's horizon, and people rejoice at her arrival on different shores.







We moved to former Salty Dog - next to Porthole

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

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

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

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

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

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

GRENADINES SAILS & CANVAS BEQUIA

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

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

NORTH SAILS REPRESENTATIVE

B & C FUELS ENTERPRISE

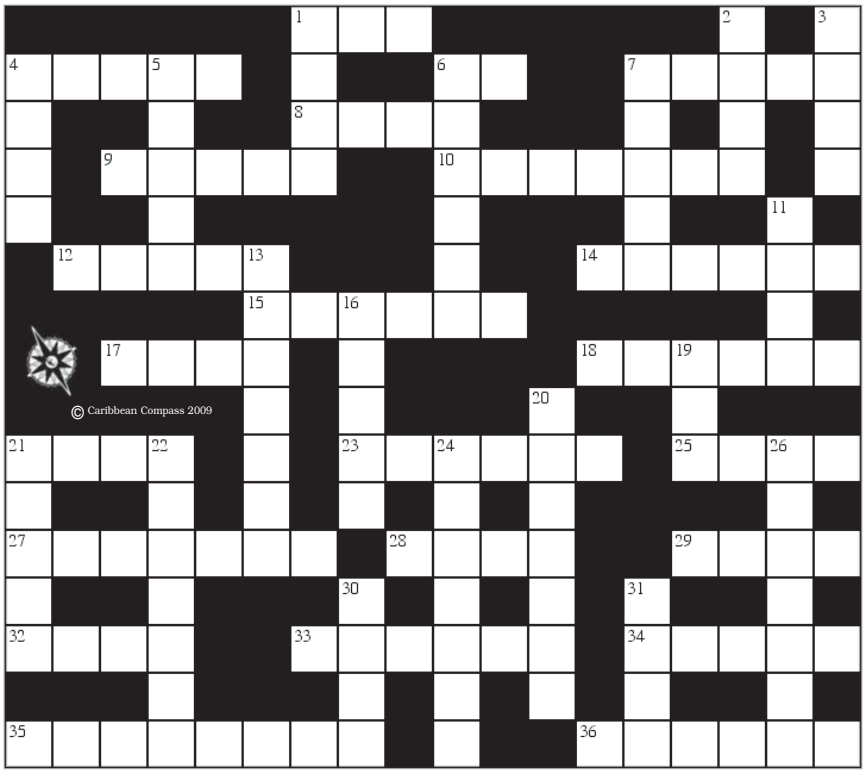
Petite Martinique
The best fuel dock in the Grenadines for:
FUEL • OIL • WATER • ICE



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

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

Compass Cruising Crossword



'BOW'

ACROSS

1) Forward part of vessel
4) This can be port, masthead or 1 Across
6) "Down __ the 1 Across": heavier in 21 Down
7) Secure the 8 Across on this
8) Rope
9) Slanted, as vertical 31 down can be
10) Toward the bow
12) Wooden frames to fasten 14 Across cables
14) Hook
15) Iron rods along which travelers shift
17) Equipment
18) _____ of eight: pirate cash
21) Secure
23) Use this to climb out of fo'c'sle
25) The fore____ is in the 1 Across
27) What a sloop or cutter has (2 words)
28) This can be stem or stern on a wooden boat
29) There are seven of these
32) Not magnetic, as in compass course
33) Sailor
34) Hawse_____ are in the 1 Across
35) 31 Down projecting from the 1 Across
36) Pierhead painter

DOWN

1) Broad, bluff 1 Across
2) 11 Down part of ship
3) "...and a ____ to steer her 6 Across"
4) Heel over
5) Wooden triangular dead-eye for 1 Across stays
6) 'Two Years _____ the Mast'
7) Metal rode for 14 Across
11) Not aft
13) Athwartship mast supports
16) These can be hand or grab
19) Bitter ___
20) Woven rope under 35 Across
21) 10 Across + 19 Down
22) "Shiver me _____ !"
24) An apartment building's "Admiral"
26) Guns placed in 1 Across
30) Some 1 Across pulpits incorporate one
31) Wooden working pole

Crossword Solution on page 33

GOT YOURSELF TIED UP IN KNOTS? UNWIND WITH THIS FUN

Word Search Puzzle by Pauline Dolinski

A KNOTTY PUZZLE

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

BECKET
BEND
BIGHT
BOWLINE
CARRICK
CHAFE
CLOVE
COCKSCOMB
COIL
CONSTRICTOR
CORE
CROWN
DACRON
DOUBLE
EYESPLICE
FIBER
HITCH
KNOT
LANYARD
LAY
LOOP
MOUSE
NYLON
PLAIT
POLYPROPYLENE
PULL
REEF
ROLLING
ROPE
SENNIT
SHEEPSHANK
SHEET
SPLICE
SQUARE
STAR
TIE
TUCKED
TURKSHEAD
TWIST
WHIP
WORM

Word Search Puzzle solution on page 39



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

Chain & Rope
Anchors & Fenders
Electric Wire
Marine Hoses
Bilge Pumps
Lubricants & Oils
Stainless Fasteners
Stainless Fittings
VHF Radios
Flares & Life Jackets
Snorkeling Equipment
Fishing Gear
Antifouling Paint
Paint Brushes
Epoxy Resins
Sanding Paper & Discs
Hand & Power Tools
Houseware & Cookware

Rodney Bay, St. Lucia • Tel: (758) 452 0299 • Fax: (758) 452 0311 • e-mail: hardware@candw.lc



MARCH 2009

♈ ARIES (21 Mar - 20 Apr)
Although your love life will be in irons and slowly making leeway this month, don't fight it — things will reverse course next month.

♉ TAURUS (21 Apr - 21 May)
The first two weeks will be a beat upwind with rough seas and fluky winds. It will seem that all of your conversations end as arguments. Adjust the traveler and turn off the radio; you'll reach port eventually.

♊ GEMINI (22 May - 21 Jun)
Keep an eye on your bearings. Productive ideas getting underway in the first two weeks might shift 180 degrees into misunderstandings during the last two.

CANCER ♋ (22 Jun - 23 Jul)
Although your love life might be at anchor, your creativity will be inspired to get underway in the last two weeks. Bend on all the sails to make the most of this aspect.

♌ LEO (24 Jul - 23 Aug)
Time to let your love life drift for a while, and concentrate on creative areas of boating life.

♍ VIRGO (24 Aug - 23 Sep)
Don't get chained to the dock of business worries or misunderstandings. Take a break to pursue new horizons for a few weeks and concentrate on the positive aspects of your life.

♎ LIBRA (24 Sep - 23 Oct)
Your love life is still in irons, but let your sense of humor take the helm and you'll soon be making hull speed.

♏ SCORPIO (24 Oct - 22 Nov)
Creativity should be your spinnaker in the first half of the month. Any problems with communications should clear up after the 15th.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Any creative frustrations hanging on from last month will slip over the horizon after the 15th. Use your sense of humor to dilute any lingering negativity.

♑ CAPRICORN (22 Dec - 20 Jan)
Chart a new business course this month and you'll sail through any doldrums in your love life.

♒ AQUARIUS (21 Jan - 19 Feb)
Any communications problems you've been dealing with will evaporate by the third week. Take a break and concentrate on the cruising life's little pleasures.

♓ PISCES (20 Feb - 20 Mar)
The creative inspiration that sailed into your sphere late last month will be in full force until the 20th, so take advantage of this aspect to finish up any boat projects left undone.

Crossword Solution

ACROSS
1) BOW
4) LIGHT
6) BY
7) CLEAT
8) LINE
9) RAKED
10) FORWARD
12) BITTS
14) ANCHOR
15) HORSES
17) GEAR
18) PIECES
21) FAST
23) LADDER
25) DECK
27) ONE MAST
28) POST
29) SEAS
32) TRUE
33) SEAMAN
34) PIPES
35) BOWSPRIT
36) ARTIST

DOWN
1) BOLD
2) HEAD
3) STAR
4) LEAN
5) HEART
6) BEFORE
7) CHAIN
11) FORE
13) SHROUDS
16) RAILS
19) END
20) NETTING
21) FRONT
22) TIMBERS
24) DOORMAN
26) CHASERS
30) SEAT
31) SPAR

PILOT

Island Poets

The pilot stands on the bridge's wing
The ship's whistle once does sing

With intimate knowledge and a well-trained eye
He scans the channel for what there lies

Escorting the ships of thousands of tons
Through the harbor on their continuous run

Tugboats flanking either side
Frothing the harbor channel behind

He is the shepherd of the ships
Especially when the channel rips

His enemies are the current and wind
And ballast if the ship is not trim

He is a master of his trade
For this expertise he is paid

With engines dead the rate increases
Until the open water he reaches

The last sea buoy now is nearing
The ship comes to her compass heading

The pilot calls the pilot boat
Of the soundest found afloat

As maneuverable as a vessel can be
She lays her shoulder against the ship's lee

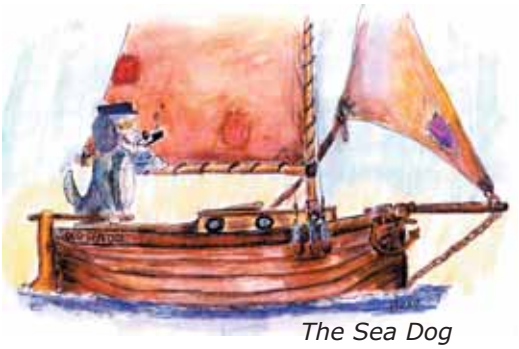
The pilot steadies and then leaps aboard
The pilot boat lunges off toward shore

— C.A. Miles

parlumps marooned



bela-toon



The Sea Dog



Peter Pelican Flies South

by Lee Kessell

"I'm southward bound and I might never come back!" Peter shouted as he rose up out of the calm waters of the bay, his webbed feet pedaling until his powerful wings could thrust him into the air.

The truth of the matter was that Peter had grown tired of doing the same things day after day. He was tired of the chatter of his friends. And most of all, he was tired of all the girls who wanted to make him settle down and raise a family. No, Peter wanted a girl like him, a brave, adventurous spirit who would fly to the ends of the earth.

Peter was a Brown Pelican and he had lived all his life in Jamaica. Like all of his kind, Peter was a very handsome fellow. He had dark brown, glossy feathers over his body and wings, a lovely chestnut neck, a gold-yellow cap on his head, bright yellow eyes ringed in crimson and a white arrow pointing down to his dark chest. His great bag of an extendable throat was a ribbed black that matched his webbed feet.

Unlike proud Peter, some of his friends had moved out of the bay to enjoy the easy life of the dock near the town, where they snatched at the handouts that the tourists threw at them. When the pickings were lean, they flew from the tops of the pilings high into the air and, folding their wings to the sides of their bodies, dived at dazzling speed down into the water. It surprised and delighted the tourists, especially when the pelicans surfaced with a fish held delicately at the end of their bills. Then, after letting the water drain from the great bag, they tossed the delicacy into the air and swallowed it with one giant gulp. Of course, pelicans didn't usually feed this way. When there were fish to be had they caught a billful. But by putting on a show, Peter's friends were always rewarded by the onlookers who gave them large pieces of hamburgers, French fries, sticky buns and other foods good for neither man nor beast nor bird.

Peter, with his wingspan of seven feet and his long neck tucked into his chest to conserve energy, was more than capable of flying wherever he wanted to, so he was very excited as he flew south. Well, he hadn't decided to fly directly south right away. He was southward bound certainly, but he played with the idea of flying east to Hispaniola first. Yes, Hispaniola sounded very exotic and perhaps he would find his soulmate there and they could continue the journey together. The more Peter thought about it, the better he liked the idea so he increased his speed from leisurely to fast.

Peter touched down for the night in a small deserted inlet on the southern coast. He was diving for his dinner and swallowing dozens of small, silvery scads when all of a sudden a bunch of aggressive local pelicans flew into the bay. Instead of the expected welcome, they pecked violently at him, striking with their heavy wings. Even the females joined in the attack, shrieking curses and insults.

With a heavy heart, Peter flew off to find shelter for the night. He found a safe hideaway amongst some large rocks on the edge of a bay a few miles further on, and then he closed his eyes and went to sleep.

The first sunrays brought light and new hope and Peter stretched his wings and looked about. But hope died as quickly as it was born, because rowing into the inlet were two fishing boats heaped high with nets. Now every pelican knows to keep away from fishermen because if the nets don't catch and drown them, the men will hurl well-aimed stones or even shoot them if they possess a gun... and it's the same everywhere because fishermen think that pelicans are their worst competitors. But in fact, pelicans eat only small, unwanted fish. So, after waiting until the fishermen were deep inside the bay and busy with their nets, Peter hobbled out from the rocks and plopped clumsily into the water. He paddled furiously in an effort to take off and once airborne he flew out to sea to catch his breakfast.

Peter had often heard cheeky children laughing that "his bill holds more than his belly can". They didn't know that his bill holds more because his bill is just a big fish net and the water has to drain away before he can swallow his fish. But Peter didn't care because his belly was full and he knew that pelicans are amongst the most ancient birds in the entire world.

Never one for giving up, Peter was determined to see if the coast of the Dominican Republic was any better, so he continued on his flight east, keeping low over the waves so he wouldn't be seen. This part of Hispaniola seemed prosperous, with fine villages and green valleys running down to the sapphire sea.

So Peter rose up into the air to see where he could make a successful landing and look for his soulmate. He no sooner turned in towards a friendly-looking village at the end of a long and peaceful bay, than he felt a sizzle of metal whiz past his ear, followed by a sharp CRACK!

Peter knew instantly he was being fired at, and sure enough, there on the beach was a bunch of boys, each one armed with an air gun or a slingshot, and all were using him as target practice. Worse was yet to come, because as Peter put on as much speed as he could to get out of range and back to sea, a man came tramping along the water's edge with a shotgun. He stopped, took aim and fired. Pellets flew all around Peter and some of them nicked his tail and shoulder feathers. But none entered his body, which was fortunate, because lead pellets would fester and poison him and he would die a slow and lonely death and become carrion for the vultures. Ugh, Peter shivered at the thought. But before the man could reload, he was, thankfully, out of range.

What to do now, Peter wondered. Should he fly on to Puerto Rico or take the long haul right across the Caribbean Sea to South America? No, Venezuela was too far, so Puerto Rico it would be, before continuing south.

As Peter flew eastward, he felt a change in the weather. The air had grown oppressively hot and still, and when he looked up, he saw streaks of dull grey clouds against an overall brassy glare. Many, many miles away, a streak of lightning glinted briefly, but it was too far away for the sound to reach, even for a bird with such keen hearing as a pelican.

It had been a long time since a hurricane had hit Jamaica, but Peter remembered that as a fledgling, his mother and father moved him and his nest mates to a safe nook deep inside a rocky cave. Even so, Peter's natural instinct told him that he was flying directly into a hurricane and he'd better land somewhere fast and find shelter.

The channel was a wide gap between these large islands and as Peter flew on, the cloud streaks gradually pulled together into low, heavy, purple masses and lightning bolts struck the water. They were as yet far off on the sea's horizon, but now were heard with an echoing rumble.

Peter was flying low over the sea to pick up the lift from the air currents and this conserved his energy, because he knew he would need all his strength in the coming hours. He flew on, but as the sky began to darken with yet more sullen clouds, Peter rose in the air to look for land. And yes, there, was a brown line across the horizon.

The first big rain drops began to fall, widely spaced, but heavy, so Peter dipped down low to the sea again. A brilliant flash of lightning struck the sea close to the brown land and with it came a terrible crack of thunder that shuddered the air and tingled deep inside Peter's chest.

The raindrops were closer together and faster and Peter felt them pelting his head and glancing off his wide back. Lightning bolts accompanied by crackling reports were increasing too, as if determined to keep Peter away from the only sanctuary he might find.

Would he make it?

Find out if Peter survives to continue his quest for the perfect mate in next month's issue of Caribbean Compass.



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

For some months now, we have looked at scientific names. These are names given to identify all the living organisms on earth so that, no matter what the local name of that organism might be, scientists all over the world will always know what it is.

So, who decides what the scientific name of any organism should be? Who makes the rules that tell you how to name a newly found plant or animal? If a new organism is found by two different scientists at the same time, who chooses which one has the right to name it?

Assigning correct names to animals is the responsibility of the **International Commission on Zoological Nomenclature (ICZN)**, which publishes the International Code of Zoological Nomenclature. The Code describes the rules for assigning names to animals. The Commission was founded in 1895 to bring some order and consistency to the naming of animals. At present, the Commission has 28 members from 20 countries and its Secretariat is housed at the Natural History Museum in London.

The ICZN is a non-profit organization that obtains its funds from donations and from the sale of its publications, in particular, the quarterly *Bulletin of Zoological Nomenclature.* Thousands of new animals are discovered every year and each one is publicized in the *Bulletin* so that zoologists can discuss the names before the ICZN makes a final decision on what the new name should be.

With the development of computers and the Internet, the ICZN has undertaken to make a register of all the names of all the species already known and to publish this on the World-Wide Web. This project is called Zoobank. A preliminary register of 1.6 million names was made available in August 2006 but Zoobank's official launching was on January 1st, 2008. This was the 250th anniversary of the official start of scientific naming, when Carl Linnaeus published his *Systema Natura* in 1758. Zoobank's website (www.zoobank.org) will allow new species to be added as they are discovered.

Why is scientific naming so important? The biodiversity of our planet is under threat from the effects of global warming, climate change and human activity, so it is vital that scientists can accurately identify which species are particularly endangered and take measures to help preserve our environment.

So far, we've talked about zoological classification of animals. **What about plants?** Plant nomenclature began officially on May 1st, 1753 and the names are regulated using the International Code of Botanical Nomenclature as well as the International Code of Nomenclature for Cultivated Plants. Even bacteria have their own code: the International Code of Nomenclature of Bacteria, begun in 1975. So now you'll know where to look if you think you've found something never seen before!

WORD PUZZLE

How many words of four letters beginning with M, can you make from the letters of **NOMENCLATURE**?

Answer on page 39.

ELAINE OLLIVIERRE 2008 ©

Dancing with a Stingray

by Tina Dreffin

The curvy beach on Anguilla seemed like the perfect spot for a luxurious saltwater bath. An islander stood at one end, doing something unusual with large shells. I sauntered towards the opposite end for my reverie. My rain dance on *Scud* — our 44-foot catamaran — missed the universal signal somehow, so with shampoo and liquid Quell in hand, I took the plunge. Myriad fuzzy colors enveloped my mask-less vision underwater, and I let myself go for a long period, relaxing in the prettiest waters on earth. Getting on with the business at hand, I finned into the shallows and, standing with legs splayed wide for balance against the slight surf, proceeded to shampoo my hair. Feeling "in the groove" now, I twisted mid-length curls into an impressive lather, shaping them into tall spikes, and then gnarly dreadlocks, while barreling out "Zippity-doo-dah".

"Mind your feet, lady!" shouted the islander behind me on the beach. (I thought, "How did I drift down towards him so fast?") Shoving aside a bubbly spike of bangs, I squinted with one open eye to see him yanking out the fleshy snail from a queen conch for a gaggle of lobster-red, sunburned tourists, who had clustered around. I became alarmed when a stifled cry came from one of the women. Suddenly, I felt something soft and slimy glide between my legs. Clawing at the soap in my other eye, I got the shock of my life when I peered down to see a large grey shape undulate between my feet: a large stingray! What the heck? Then I lost my balance, and tumbled backwards into a pile of holed conch shells, litter from the conchman. Ouch!



'I felt something soft and slimy glide between my legs... a stingray!'

Hungry, the stingray cruised the beach for leftover conch bits; I gazed in wonder. Satiated, but wanting more, the stingray torpedoed into a rhumb line for the conch pile behind me. "Watch out!" the conchman shouted. I quickly gathered my wits and tried to stand, but my bikini bottom had snagged in the conch shells. Extricating my suit would've taken only a second, but seconds I didn't have. "Catch!" the conchman shouted again, then launched himself into an Olympian roll of the shoulder, pitching conch entrails at me. Gooey guts flew through the air, misty slime spinning off like raindrops. I caught the wet mass, not sure of what to do next. "Feed it to him," he hissed. SAY WHAT?

Clutching the guts by the foot, I shoved them underwater at the eager stingray. It slithered slowly towards me, and then stopped at my entangled legs to feed on my proffered entrée-of-the-day. As they were vacuumed from a ventral mouth, the head bobbed up and down, and swirling sands billowed out from beneath giant wing-like pectoral fins. Then something weird happened — the ray partially slithered onto my lap, looking for more. What do I do! What do I do? Newspaper titles blasted in my numb brain of: "Yachtswoman Dies in Shallows from Sea Creature" or "Sea Monster Zaps Woman".

"Don't move! Mind the tail!" shouted the conchman, and then tossed me more conch guts. "Hold it under the snout!" The red tourists, oohed and ahhed, snapping digital photos in rapid succession.

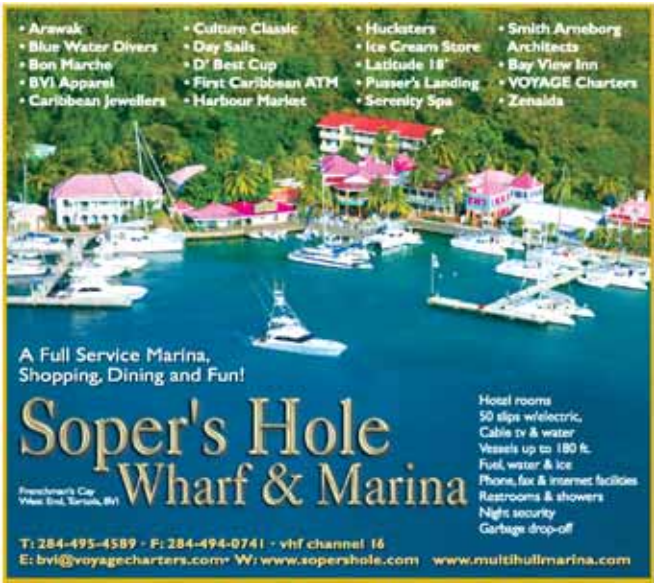
Ever so slowly I placed my open palm beneath the head of the ray, offering it as a token for my life. Nice kitty; please go home to mommy, I cooed in pleading tones. My Buddhist nature screamed trouble: I don't believe in harassing or taming sealife. This is nuts!

The ray nuzzled my palm, caressing my fingers with soft, velvety lips — like those of a sweet-natured mare. A pleasant tingling sensation arose, and rushed up my forearm. I simply smiled. After poking around for more, the ray swirled around to retreat, whipping a bulbous tail across my trembling feet. I froze, not wanting to startle it with any sudden movement.

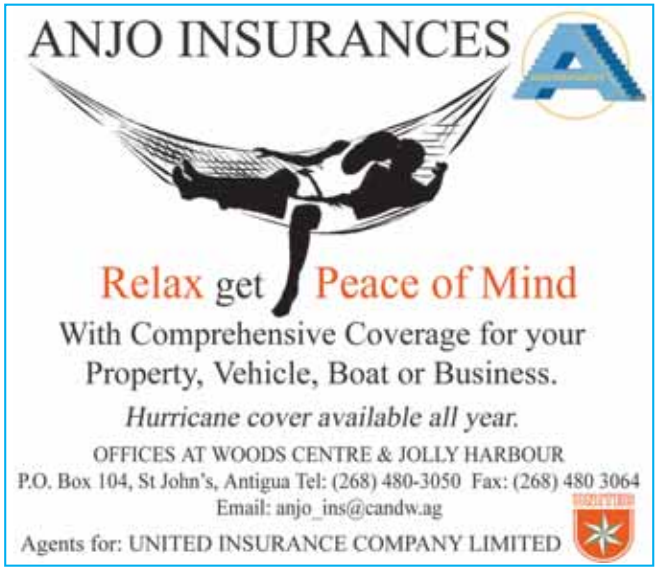
This is NOT recommended behavior. Petting or feeding rays encourages human approach. The long, whip-like tail of a stingray can inflict severe wounds — stingrays are, in fact, the most common cause of severe fish stings. The barbed spines at the base of the tail contain poisonous glands, utilized as a defense mechanism against predators.

In addition, stingrays are fascinating creatures. On *Scud*, my husband, Peter, and I see them often. In quiet anchorages, we hear them as they catapult from water into mid-air, landing with a thunderous thump. We dash on deck to watch the show, feeling lucky with their repeated performance. When snorkeling, we see them feeding on mollusks and crustaceans in shallows: we know they are near when broken conch shell shards litter the ocean floor or when a cloud of whirling sands emerge before us, making navigation through swirling sands difficult. We give them a wide berth, not wanting to disturb them, and then turn to admire their fluttering ballet as they glide through still waters. Swimming alongside a pair of leopard rays is a mystical experience. Once, as a young girl, while snorkeling for the first time, I was astonished to gaze below me and discover a multitude of eyes blinking back at me from the ocean floor: a school of rays at rest, blanketed in sand for protection against predators.

Next time I decide to wallow in shallows with soapy spikes, I'll don a facemask to maintain a sharp lookout for lovely sea creatures of the deep — just in case adventure comes drifting my way when I least expect it.





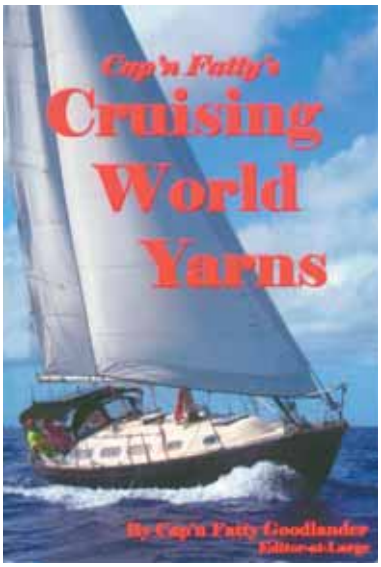


BOOK REVIEW BY SALLY ERDLE

GET FAT

***Cap'n Fatty's Cruising World Yarns**, by Cap'n Fatty Goodlander, © 2008 Gary M. Goodlander. Self-published. Paperback, 220 pages, B&W photos. ISBN 1440447241.*

Gary Goodlander, the self-styled "Cap'n Fatty", is perhaps the best-known cruising writer in the English language today. He's not necessarily a bold high-seas adventurer or an off-the-milkrun voyaging pioneer (although stuff happens), but more a sort of married-guy, modest-boat, Boomer-vintage, cruising Everyman — with a difference. The difference is that he writes about nearly everything he does, sees and feels as a cruiser, from the sublime to the ridiculous. And, unlike most cruising author wannabes, he writes so engagingly and well that he actually makes a (modest) living doing it.



One of Fatty's gigs is being Editor-at-Large (no pun intended, I'm sure) at *Cruising World* magazine, writing about his two circumnavigations and whatever else inspires him to put fingertips to laptop — often his muse, Carolyn. "I've been writing for the magazine almost a decade now," says Fatty, "and suddenly realized how many great stories I had accumulated over the years. My wife Carolyn and I printed them out and culled the best — and were startled to see we had more than enough for a book. So we figured — why not?"

The entire book was created aboard their 38-foot sloop, *Wild Card*, during their second circumnavigation. All the writing, graphics and layout were done either at sea or at anchor, and then uploaded using various "borrowed" WiFi links. Sometimes the "home made" nature of the project shows in little glitches such as typos and punctuation mistakes, but no matter, the content more than overcomes the smattering of technical flaws. Fatty is able to bring both the head and heart of the cruising life together in his stories, and presents the seamless whole — from people, places and events to inner thoughts — as a friendly gift to the reader.

Even though The Fat One doesn't write for *Caribbean Compass* owing to exclusionary contractual obligations elsewhere (ahem), he did generously write on his website's "Influences" page: "It would be remiss of me as a long-term Caribbean writer to write a note about writing without mentioning [*Caribbean Compass* editor] Sally Erdle... who has done more to encourage marine writers than any person alive. My hat is off to you, Sally!" Well, shucks, Fatty, we see encouraging marine writers as a serious part of our job. (We're lazy; we don't want to write everything ourselves!)

We return the favor by noting that Fatty has not only inspired countless people to become sea gypsies, and, as the saying goes, "live the dream", but has also inspired many to emulate him and write unaffectedly about what *they* live. The world is richer for people going to sea and telling their truths.

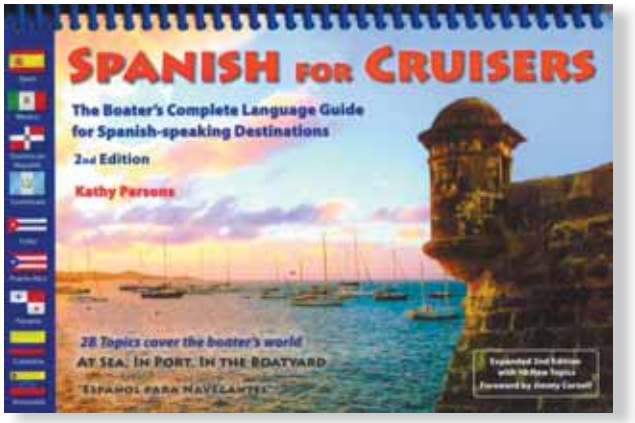
Thanking Fatty for his influence by buying this book is also something very nice you can do for yourself. Enjoy.

This book is available at www.fattygoodlander.com and Amazon.com.

Speak Spanish — Like a Cruiser!

***Spanish for Cruisers: The Boater's Complete Language Guide for Spanish-Speaking Destinations**, second edition, by Kathy Parsons. Aventuras Publishing Company. Soft cover, ring bound, 368 pages, B&W photos and illustrations. ISBN 978-0-9675905-2-3. US$31.95.*

Are you headed by boat to Venezuela, Colombia, Panama, the Rio Dulce, Isla Mujeres, Cuba, the Dominican Republic, Puerto Rico or Miami? Unless Spanish is your native language, don't set sail without this book. It delivers exactly what it promises: Spanish for cruisers. It will make you smarter and happier. (How often do you get that for 32 bucks?)



Kathy Parsons' first edition of *Spanish for Cruisers* immediately became as indispensable as charts, as word went around the Caribbean cruising community: "You've got to have this book (and its sister publication *French for Cruisers*)!" Cruisers using the first edition then suggested ten useful new topics (such as provisioning, internet use and banking) to Kathy, which she has included in this expanded edition.

Kathy, a cruiser herself, has compiled a comprehensive, practical and unique yachtsman's Spanish-English phrase book, nautical dictionary and conversation guide. It covers all the language and vocabulary necessary to cruise in Spanish-speaking countries (except some of the really naughty words). The book is targeted at readers who don't know any Spanish. However, *Spanish for Cruisers* will also be a boon to those who are fluent in Spanish but lack technical boating vocabulary — do you know how to say wingnut or fuel shut-off valve in Spanish?

Every word and phrase is accompanied by its pronunciation, so you can say it correctly and be understood. The vocabulary has been extensively reviewed for accuracy by Spanish-speaking boaters, mechanics and marine workers from Spain to Latin America, so you can learn the words that are actually used in the countries you cruise.

Over 300 diagrams, photos and illustrations support the text. Even the cute little cartoons are helpful. The book's compact size, spiral binding and water-resistant wrap-around cover make it durable and convenient to use.

From holding radio conversations about emergencies at sea to asking for separate checks in a restaurant, from hiring repairmen to translating a weather report, this book will be your *amigo bueno* when cruising in Spanish-speaking countries.

This book is available at Budget Marine and Island Water World chandleries throughout the Caribbean, and at West Marine in Puerto Rico. Also available through www.spanishforcruisers.com.

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

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

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

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

Dig That Voodoo Beat

The White Witch of Rosehall, *by Herbert G. de Lisser, Macmillan Education. First published in 1929. 261 pages. ISBN 13: 978-1-4050-8592-2*

Manchineel, *by John Ballem, Dundurn Press, published 2000. 318 pages. ISBN- 0-88882-217-0*

The drumbeats of obeah, also known as voodoo, are the common thread of both these island tales.

The better story, to my surprise, was *The White Witch of Rosehall* (first reviewed in *Caribbean Compass* in May 2000), written 80 years ago by the editor of the well-known Jamaican newspaper, *The Gleaner*. Mr. de Lisser weaves a tale of a young gentleman just off the boat from England who has agreed to accept the lowly position of bookkeeper at a Jamaican estate so that he can learn the sugar business from the ground up. It is his intention to one day take over an estate in Barbados belonging to his father, an estate that neither of them has ever visited.



The date is 1831, on the eve of the emancipation of all colonial British slaves, and there is unrest in the air. Into this cauldron tumbles young Robert Rutherford, age 26. He immediately falls for his comely boss, Annie Palmer, the widowed owner of Rosehall Estate. Her last three husbands have died at Rosehall, an impressive number for a 31-year-old, but Robert nonetheless is bewitched by her beauty, sensuality, and frankness. She doesn't give a fig about what others think, and takes Robert to her bed on his second night of employment.

Complicating the picture is a beautiful and spirited mulatto, Millicent, who falls for Robert and becomes his "housekeeper" or mistress. Robert starts drinking rum and within a week he has changed considerably.

Over the course of the book Robert discovers the true nature of Annie, seeing a cruel and sadistic side he never imagined when he swore his love for her. His sympathies switch over to Millicent. Annie is consumed with rage and jealousy, but Millicent's grandfather is a powerful voodoo priest, and the fun begins.

There are spells, apparitions, curses, and an attempted exorcism, but this book shines not for its knowledge of the darker arts, but for its everyday details about life during the last days of slavery. The descriptions of the country, the sun, rain, and moon, are rendered in minute detail, as are many of the customs and habits of both black and white Jamaicans in the early 19th century.

There is tension between Robert and the estate overseer at the start, as the bookkeeper is lower in status, but once Robert beds Annie the tables are turned. Robert Rutherford is a creature of his class and a decent man, but he still uses the "N" word, a realistic departure from "political correctness".

These and other charms of a book written nearly a century ago await the reader. A few of the descriptions run long, but they are all part of the attraction in my view, for this was written in the era of Somerset Maugham. In fact, had Maugham written about Jamaica, he could not have come up with a better book. The evil plotting colonial female was one of his favorite characters, and he wrote to de Lisser, "I enjoyed your books; they are full of life and character… They are also, a trait not too common in modern fiction, extremely readable."

Manchineel, by John Ballem, is a "Castle Street Mystery" or genre book. It was made known to me by a friend in Norway, of all places, and is still available on Amazon.com. Its author has written at least ten novels, and though extremely competently written, one gets the impression that he cranked this one out with a wicked sense of humour.

The mystery that is solved by its wealthy pilot/hero, Skye McLeod, to me was secondary to the delicious and sardonic satire of its setting. Manchineel Island is obviously modeled on our own exclusive playground of the rich and famous in the Grenadines, Mustique. Old island hands can immediately recognize some real-life characters who shaped that island's development. There is Princess Helen, a selfish lush with eyes for young men, and Lord Fraser, the eccentric head of the Manchineel Company, with his pet cheetah and chimpanzee. The portraits are none too flattering, but they help shake off the counter-myths that the island has carefully cultivated since the departure of the two individuals on whom these characters are modeled.

Of course anyone connected with modern Mustique would find the idea of voodoo ceremonies performed on their island ridiculous. But voodoo is only the background for the dark crimes uncovered in the plot by "Skye pilot", who, for fun, beds a divorced wife from a powerful political family very much like the Kennedys.

It's all a bit corny but it appears that Ballem spent more than one holiday on Mustique and had a pretty good knowledge of its residents' foibles. His observations about locals are in turn humorous (his house servant is named "Overfine"), sympathetic, and cynically witty.

The book's one cheap shot is an all-too-simplistic characterization of the island's playboy/bar owner, Nick, who, to tell the truth, could have been fleshed out in a far more interesting manner had the author cared to go beyond stereotype.

Beyond a few quibbles I found *Manchineel* to be an enjoyable read, if for no reason other than the fun it pokes at the affectations of the very, very wealthy, while it serves up a dark dish of murder and kidnapping, set in the Grenadines with a voodoo backbeat.

CIAO PIZZA
PIZZERIA - RESTAURANT
Mulzac Square • Union Island
NOW OPEN !!!
Come and enjoy the best Italian pizza, made with love by the famous Italian chef, Maurizio MEDAGLIA
You can also enjoy his other delightful specialities, pasta and fresh fish
Located in front of the main wharf of Clifton
PIZZA take away!
Open from 11am to 2 pm – 5pm to 10pm
Closed Tuesday
Tel: (784) 527 35 52

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

Bogles Round House Restaurant & Cottages
CARRIACOU
Phil & Roxanne, twice Grenada chef of the year (2007 & 2008), welcome all to experience hospitality and accommodation in a truly spectacular atmosphere !
Contact us on:
+1(473) 443-7841 or
+1(473) 405-3723
For more information, visit:
www.boglesroundhouse.com
OR EMAIL: info@boglesroundhouse.com
Contact us for our free taxi service for groups of 6 or more (Tyrell Bay-Bogles , Hillsborough - Bogles)

SVG AIR
Fly Charter it's Smarter.
Celebrating 16 Years in Business.
Scheduled Flights to the Grenadines from: St. Vincent, Barbados and Grenada
To/From BARBADOS • BEQUIA • CANOUAN • CARRIACOU • MUSTIQUE
To/From GRENADA • BEQUIA • CANOUAN • UNION • CARRIACOU
To/From ST. VINCENT • MUSTIQUE • CANOUAN • UNION
PRIVATE JET HANDLING SERVICES
Private Jet Charters available to and from all points within the CARIBBEAN & SOUTH AMERICA
www.svgair.com | info@svgair.com | t: 784.457.5124 | f: 784.457.5077 | Caribbean-wide Toll Free: 1.800.744.5777

Basil's Bar Mustique

Visitors to Mustique are invited to:

BASIL'S BAR AND RESTAURANT: Basil's Bar in Mustique was named one of the World's Ten Best Bars in 1987 by Newsweek magazine and today lives up to that tradition. Recently renovated, the new face of Basil's Bar in Mustique is all that and more offering the freshest seafood, steaks and pastas for dinner. Terrific lunches and breakfasts. Now equipped with WIFI you can enjoy sunset cocktails and catch up on the web. Basil's Bar is home and originator of the Mustique Blues Festival, January 27 - February 10, 2010. Breakfast service begins at 8:00 AM, Lunch is served 11:00 AM - 6 PM, Dinner at 7:30 until late. Come to Basil's for Cocktails anytime and plan to attend the Wednesday night Jump up and BBQ. Call 784-488-8350 or VHF 68.

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

BASIL'S GREAT GENERAL STORE: There is nothing general about Basil's Great General Store - stocked with fine French wines, cheeses from Europe, sauces and gourmet jams. Imported cigars. Fine foods in Paradise. Call 784-488-8407

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

Visitors to St Vincent are invited to:

BASIL'S BAR: In St Vincent - near the port of Kingstown is an 18th century cobblestone building where you may find Basil's Restaurant and Bar. Air conditioned, you will enjoy cocktails most delightful, the staff most welcoming and the meals, some of the best on the island. Call 784-457-2713

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

WE SHIP AROUND THE WORLD!

SUPERMARKET & Whole sale

Gourmet Food

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









Calliaqua
St.Vincent & the Grenadines
Tel: 784 456 2987 Fax 784 456 2983
E-mail: order@gourmetfoodsvg.com
www.gourmetfoodsvg.com

Call us on VHF 68 for all your yacht provisioning needs

SERVING AT SEA BY SHIRLEY HALL

I ADVOCATE THE AVOCADO!

A firm, ripe slice of avocado — alone or with fried egg, fish, or chicken — in a sandwich with salt and a bit of freshly grated black pepper is a personal favorite of mine. Caribbean markets have avocados — often called pears — either round or oval, with green, purple, or black skin. Avocados usually weigh one to two pounds, but can grow to double that size. The yellowish-green flesh grows around a single large seed. Test for ripeness by very gently squeezing the fruit — it should give slightly. Don't test by shaking to see if the seed is loose — this can bruise the inside of the fruit.

The tree is a member of the laurel family, and has been growing in Central and South America for ten thousand years. The Spanish explorers rediscovered the tree with long, egg-shaped leaves and greenish 'petal-less' flowers. The word avocado is derived from the Spanish *aguacate*, and originally it came from the Mexican Aztec word *ahuacatl*. Avocados have been cultivated since the beginning of the twentieth century by grafting branches. Now avocados are grown throughout the world in temperate and tropical climates.

Avocado is a very nutritional tree fruit. Although high in calories, avocado is good for the heart. It contains oleic acid, which helps lower cholesterol, potassium to lower blood pressure, and folate to lower the risk of heart attacks. One cup of avocado has 236 calories, but is also rich in vitamins K, B-6, C, and copper. Avocados also provide vitamin A, thiamine, and riboflavin. Second to the olive in oil content, the fruit of the avocado is about a quarter oil.

Avocados are used in salads, in sandwiches, and in soups. The most common use of avocado is *guacamole*, where the soft fruit is blended with various seasonings and used as a spread or as a dip.



Hot Scorpion Guacamole
2 ripe avocados, peeled and seeded
1/2 Cup tofu
1/2 medium onion, finely chopped
1 clove of garlic, finely chopped
1 Tablespoon lemon juice
1 Tablespoon Worcestershire ("English") sauce
hot pepper sauce and salt to taste

Blend tofu with a fork, or in a food processor or blender, until smooth. Then mash in the avocados. Mix well with remaining ingredients. Don't be shy with the hot pepper sauce — it should have some "zing". Place in a bowl and cover closely with plastic wrap to prevent darkening. Chill and serve as a dip or spread.

Chilled Avocado Oyster Soup
2 ripe avocados, peeled and seeded
juice from one lemon and one lime
1/2 bunch chadon bene (island cilantro)
2 Cups chicken broth
1/2 teaspoon Worcestershire ("English") sauce
salt and pepper to taste
2 dozen nice-sized, well-cleaned fresh oysters

Mix all ingredients except the oysters in a blender. Add oysters to the mix, chill the soup and serve. Serves four.



Fettuccine with Walnuts and Avocados
2 Tablespoons olive oil
1/4 Cup wine vinegar
1/2 Cup fresh basil, chopped
2 Tablespoons chopped chives, chopped
1/2 Cup sun-dried tomatoes, chopped
2 Tablespoons walnuts, chopped
1 whole avocado, peeled, seeded and diced
1 pound dried fettuccine noodles
1/4 Cup diced sweet pepper
hot pepper sauce and salt to taste

In a large bowl combine olive oil, vinegar, basil, chives, sun-dried tomatoes, walnuts, and half of the avocado. Toss so the pieces of avocado are evenly coated.

Cook the fettuccine for three minutes or according to package directions for *al dente*. Drain and combine with oil-and-vinegar mixture while pasta is hot. Toss all ingredients and top with remaining diced avocado. Serves 6.



Baked Stuffed Avocados
3 firm ripe avocados, cut in half and seeded
1/4 Cup sherry
2 Cups diced cooked turkey, chicken, shrimp or fish
1 1/2 Cups diced celery
1 1/2 Cups toasted almond slivers
1 pimento, chopped
1 Tablespoon lemon juice
1 Tablespoon grated lemon rind
1/2 Cup mayonnaise
1 teaspoon minced onion
salt and pepper to taste

Preheat oven to 450°F. Pour the sherry in a saucepan, add poultry or seafood and heat gently, then add remaining ingredients. Mix thoroughly and fill avocados. Place in baking dish and bake for 15 minutes until lightly browned.

For the Gardener

Avocado trees are usually bought at nurseries. They grow to 60 feet with a spread of 20 feet, so they need ample space. A nice project for a young person or a newlywed couple is to sprout your own tree from a seed. Select a seed from a specific tree; purple avocados are my favorite. In a glass or cup of water, suspend the seed by toothpicks so only the bottom half of the seed is submerged. Watch as the seed sprouts roots. Transplant the seed when the roots are about two inches long to a plant pot with soft soil and keep it moist.

Tide's Table

by Ross Mavis

JOIN THE OATMEAL SAVAGES

It was grocery day for my Mum. At 96 she continued to live on her own and go through several hundreds of dollars of groceries monthly. Mum's eyesight was not good so she relied on me to take her shopping, usually about once every three weeks. She would hold onto the grocery cart while I slowly pushed it down the aisles, calling out the products located there. She never failed to amaze me by trying most of the "new foods" that come on the market. I've never eaten multigrain Cheerios but Mum knew them well.

"I prefer them even to oatmeal," Mum said recently. Now this was a shock. My mum, of Scottish heritage, saying she preferred a commercial cereal to oatmeal! Shame. Her dogged determination to live forever was a fine example of Celtic mind over matter.

She passed away quietly in her 98th year, after saying she no longer wanted to eat. At Mum's funeral we had a kilted piper play the hymn Amazing Grace. My mother truly was amazing.

I have never been to Scotland but I'm determined to go. Mum was born in Aberdeen and traveled with her mother and sisters to Canada in 1910. Although Mum didn't remember much of the journey, she did recall having breakfast in Montreal before boarding a train heading for the west coast. My father would often say that my mother and her siblings were encouraged off the ship only by sprinkling oatmeal down the gangplank. He affectionately referred to her as an oatmeal savage.

Oatmeal or porridge was not a popular English dish. Samuel Johnson's *Dictionary of the English Language* in 1755 defined oats as a grain that in England was generally given to horses and in Scotland supports the people. It can be easily understood why the Scots are such a hardy breed as oats are by far the most nutritious of the cereal grains. Kept in a watertight bin, oatmeal is the ideal grain to have on board. Keep it tightly sealed.

Once oats have been cleaned, toasted, hulled and cleaned once again, they become oat groats. These can be cooked and served as a cereal or used as you would rice. When steamed and flatted by heavy rollers the transformation is to rolled oats. These are further processed and rolled again into quick-cooking rolled oats.

Instant oats cannot be used as you would rolled oats or quick-cooking oats. The instant variety has been precooked and the softer product often can become lumpy or mushy when used in muffins or cakes. Scotch oats are coarse unrolled oats that resemble the texture of couscous or cracked wheat. These are great in a breakfast cereal but require longer cooking than oatmeal. When using oat flour (finely ground groats) in baked goods, additional leavening is needed to help the product rise.

There is a plethora of recipes, both sweet and savory, that use oats or oatmeal. Oatmeal in meat loaf, oatmeal and brown rice with spices, and oatmeal cookies galore incorporate this versatile grain.

Here are some ways to enjoy oatmeal other than traditional porridge, which is fantastic in itself.

Toasted Oatmeal and Honey Sandwiches
2 Tablespoons (30 ml) oatmeal
4 slices brown bread
2 Tablespoons (30 ml) butter
3 Tablespoons (45 ml) honey

Preheat oven to 350°F (177°C). On a baking sheet, spread oatmeal and bake in oven about 10 minutes until pale brown. Spread bread with butter and honey. Sprinkle cooled, toasted oatmeal over honey. Top with buttered bread. If oats are toasted in advance, this is a quick and delicious breakfast underway.



Pineapple Mango Fruit Crisp

Use almost any combination of fruit for this delicious fruit crisp.
1 Cup (250 ml) flour
1 Cup (250 ml) rolled oats
1 Cup (250 ml) brown sugar
1/2 Cup (125 ml) butter
1 teaspoon (5 ml) ground cinnamon
1/2 teaspoon (2 ml) grated nutmeg
3 Cups (750 ml) chopped pineapple
1 Cup (250 ml) chopped mango
2 Tablespoons (30 ml) butter for top

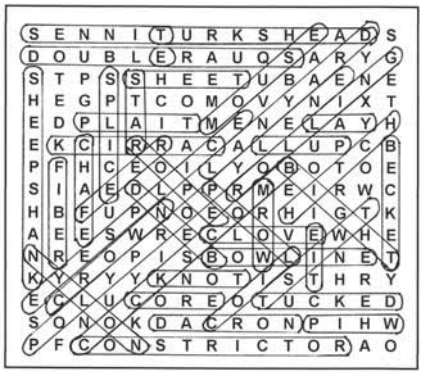
Mix together flour, oats and half the brown sugar in a large bowl. Cut the half-cup of butter into mixture using a knife or pastry blender.

Combine cinnamon, nutmeg and the remaining brown sugar in a separate bowl and mix with fruit. Mix a quarter of the crumb mixture with the fruit mixture.

In a large buttered glass baking pan, spread a quarter of the crumb mixture and pat into a base. Add fruit mixture on top and spread evenly. Cover with remaining crumb mixture and pat down lightly. Dot with butter and bake for about 30 minutes at 350°F (177°C).

Serve it hot or cold, alone or with ice cream. Serves six to eight.

A KNOTTY PUZZLE
Solution



DOLLY'S ANSWERS

Here are 20 words. If you find more, make sure you check the correct spelling in the dictionary!!

mace
male
malt
mane
mare
marl
mart
mate
meal
mean
meat
meet
mere
moan
moat
mole
more
mote
mule
mute



MARANNE'S
Gourmet Ice Cream
Fresh Yogurt
Frozen Yogurt
Fresh Fruit Sorbets
Toppings
Sundaes
Qts. & Half Gal. Tubs
HOMEMADE
BEQUIA
Tel: (784) 458 3041
New Location at Gingerbread Café

THE SALTY DOG
Restaurant & Bar, Bequia
Open Monday - Saturday from 10am
Sunday from 6pm
Great Sandwich Menu, Burgers
Flying Fish, Philly Steak,
Snacks, Fajita & more
Dinner Menu: Steaks and Seafood
Dining Inside & Outside
Great Harbour View
Full Cable TV • Sportsbar
Live Music on Weekends
Bequia, Port Elizabeth, Admiralty Bay
now located @ former Timberhouse
Tel: (784) 457 3443
e-mail: saltydog@vincysurf.com



The Food Fair
Stock Up
on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.
Hubbard's
JONAS BROWNE & HUBBARD (G'da.) Ltd.
The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

IKAL
rare exotic arts + crafts
jewelry, wooden-ware
hammocks + more
unique gifts for your boat,
home + friends
young street st. george's grenada
just steps from the carenage
tel: (473) 440-2310
fisher@caribsurf.com

Marine Insurance
The insurance business has changed.
No longer can brokers talk of low rates.
Rather, the honest broker can only say,
"I'll do my best to minimize your increase!"
There is good insurance, there is cheap
insurance, but there is no good cheap
insurance. You never know how good
your insurance is until you have a claim.
Then, if the claim is denied
or unsatisfactorily settled,
it is too late.
I have been in the insurance business
48 years, 44 with Lloyds, and my claims
settlement record cannot be beat.
Fax DM Street
Iolaire Enterprises (353) 28 - 33927
or e-mail: streetiolaire@hotmail.com
www.street-iolaire.com

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



Dear *Compass*,

We got the January *Compass* in Martinique. I read the lionfish article with interest as Bermuda (our home) is also dealing with this problem. The fisheries officer at the Bermuda Aquarium, Chris Flook, is doing a great job of raising awareness, as well as being very active in catching all he can. Apparently the spines can be quickly made harmless with a blowtorch! He has also persuaded a top chef, Chris Malpas, to experiment with cooking the fish. Chef Chris now declares that lionfish is his favourite eating fish. On a recent talk show to highlight the problem, a caller suggested having a lionfish fishing tournament. Hopefully this will come to something.

I also read the articles on budgeting. I don't think anyone mentioned laundry. Do all the small stuff on board. If you don't have a machine on board, try to find a laundromat — not always easy — to wash sheets and towels. Dry everything on board. Cut down on bath-towel use by first drying yourself with a washcloth — it takes up about 80 percent of the moisture. Dry the towels outside after every use and they'll stay fresh longer.

Sue Simons
Lorensu

Dear *Compass*,

Thank you for publishing my letter on an anchorage rating system in the January issue. I would like to reply to Kevin Hughes' letter in the February issue concerning this matter. Kevin's statement that the placement of the measuring equipment at the mid-beam of the yacht would penalize a rolly anchorage is true. However this is intentional. A rolly anchorage is usually uncomfortable. His described technique for springing the anchor is well known and I have used this on many occasions. If the springing technique is successful, the measurement can be made after it has been done, resulting in a higher rating for that anchorage.

I now have several more ratings for Caribbean anchorages. Tyrell Bay, Carriacou, and Chaguaramas, Trinidad, are the only ones so far visited that score over 30. Scores below 10 are usually the result of a swell working its way into the anchorage — such as at Carlisle Bay, Barbados, and Saline Bay, Mayreau.

At the moment we are in Trinidad, preparing for our first haulout in three years, and after that we will revisit Grenada. I would also look forward to a discussion on this topic with Mr. Hughes.

Mike Dorsett
S/Y White Princess

Editor's note: For those of you who missed the January issue of Compass, *here's Mike's Provisional Anchorage Rating System Equation:*

"I devised this rating system to give an easily determined rating to an anchorage, with a high rating being very sheltered and a low number being exposed and rough. Perhaps somewhere a list could be established for the ratings.

The method of determination is very simple, and the equipment needed should be available on most yachts. All that is needed is a fixed weight and a pair of scales. The weight could be anywhere between 100g (a small glass of water) to 10kg (a diving weight belt). The scales need to be appropriate to the weight used — a set of kitchen scales for the 100g or fishing scales for the 10kg. The scales and weight are placed midway out to the beam of the boat, at about the fore-and-aft centerline. The weight is placed on the scales and the reading observed for a few minutes. The maximum and minimum weights are noted. The mean value of the weight is divided by the difference between the maximum and minimum weights noted. This will give the rating figure for the anchorage.

R = ((Max + Min)/2)/(Max -Min)

It is inevitable that different results will be obtained by different boats, and that these will change with the weather, but a good anchorage will show consistently higher values than a poorly sheltered anchorage. Also other factors that affect the anchorage, like unwelcome commercial activity (such as jet skis and fast speedboats), could be factored in."

Dear *Compass*,

Having read your article and Chris Doyle's letter in the February issue on the new on-line Customs clearance form, and having been fed up with sitting in various scruffy offices around the Caribbean, filling in what is effectively the same form with minor variations, I thought I would give eSeaClear a try. Not bad for a "beta" system: not particularly intuitive, but most modern-day computer literates will have no problem, so it is looking good.

I noted that on the home page the last line of text says it "does not replace clearing in and out of Customs" — the key word here being "out". Chris Doyle also mentioned in his letter that it currently does not cover departure. So I popped up to the friendly Customs officer in Rodney Bay Marina, St. Lucia, and he agreed that the system is only currently envisaged for arrival notification.

So here we are: I fill in the form on line, arrive at my destination and give the nice Customs man a number. He prints out a form, stamps it and gives it to me once I have paid my fees, a great saving in time and effort. When I come to leave, however, the old paper form and reams of carbon paper reappear and once again I have to sit in a sweaty office filling in the same old stuff by hand.

Only in the Caribbean…

Larry Jeram-Croft
Yacht Tiger Frightener

PS. In continuance of my investigations, I asked another Customs officer in Rodney Bay if I could check in with eSeaClear on returning in a week's time. He said they hadn't been trained and had "no computers". There was one on the desk. I then did a clearance into Bequia, as the system says they are on-line, and when I arrived the Customs man said they could not use the system, as they had "no computers" — while standing right next to a modern flat-screen computer.

Dear *Compass*,

I have recently arrived in Antigua, and would like to make a small complaint: Antigua's paperwork is worse than Trinidad's. They really need eSeaClear!

Talking of which, I discovered yet another advantage to eSeaClear. On a previous visit to Nevis, I had not done an advance entry (I forgot they were part of the eSeaClear system) so I filled in the usual form by hand when I arrived. When I came back almost a month later, I again forgot to do it with eSeaClear. When I went to clear in, the Customs officer (a very nice guy) recognized me, and told me that in the meantime he had entered all the data on the first form I gave him onto eSeaClear. So now, when I wanted to clear in, he just brought up my form on his computer, we took one crewmember off, he printed it out and, hey, it was done! No form for me to fill in. (Of course he printed a copy for Immigration who then ignored it and wanted me to fill in their almost identical form, then the Port Authority did the same, but one in three is better than none.)

So the bottom line is, if Customs officers use the eSeaClear system in this way, it can also save form-filling for those who are not using the advance internet feature.

Chris Doyle
Ti Kanot

Editor's note: We've been receiving a lot of letters about eSeaClear, both criticizing it and praising it. We're not closing the subject, because eSeaClear seems here to stay and there will inevitably be teething pains during its roll-out. But we do ask that letters, pro and con, add new and useful information, opinions or suggestions to this ongoing discussion — this we welcome.

By the way, the folks behind eSeaClear, the Caribbean Customs Law Enforcement Council, have recently published a brochure explaining the basics of the system and answering FAQs. Look for it at Customs offices.

Dear *Compass*,

It was sad to read in the February issue the death of Mariann "Why Knot" Palmborg whom I knew for many years. During my almost annual visit to Bequia in the 1980s and good part of the 1990s, Mariann and her partner Peter always gave me a warm welcome. She was a true ambassador for her adopted Caribbean island home. I was sorry when they split up — they seemed such a beautiful couple when I first met them on their Colin Archer ketch, *Fredag* — and also that she had passed away in her native Norway. But life goes on, as she would like it.

The article on the breadfruit ("The Bountiful Breadfruit" by Shirley Hall) was good. What a versatile fruit. I liked the menus. Shirley, however, probably didn't have space to include a receipt for traditional Caribbean Breadfruit Cuccoo! People may know the more familiar cuccoos made from cornmeal. (They are also made from green bananas).

I still remember the delicious cuccoos from my grandmother and my mother.

—Continued on next page

—Continued from previous page

I don't have any recipe but I am sure your readers will send in some (also for the cornmeal and banana variants). The best were "lathered" in that old-time salty butter from tins and best served with saltfish! I guess too much salt these days is not good for you. Now again I try to make it. Anyhow, for what's is worth, here goes:

Peel one ripe breadfruit. Cut in slices (about five or six), taking out core. Boil in salted water until soft. Mash slices until consistency of bread dough. After placing on a plate, put two or three tablespoons of old-style butter on top (after all, we only have it once in a while). Serve with salt fish (and a chopped hard-boiled egg, if desired). Serves two. Great!

Norman Faria
Barbados

Hi *Caribbean Compass*,

I'm Captain Kjell of the Swedish yacht *Treviljor*, and I just want to warn the sailing community of the possible hazards of anchoring in Wallilabou, St. Vincent, now apparently a real "pirates' bay".

As we sailed down the coast on the 1st of February, we were charmed by the seven-knot rowing strongman who cheerfully met us more than a nautical mile off the coast. He told us of the very fine anchorage in Wallilabou. So we changed our plans to go to rolly Young Island Cut and opted for a quiet night in leeward-side waters, before my friend would leave for the airport and the long flight back to Sweden the day after.

I had heard all about the bay's reputation and had been there in the early 1990s, when you had heaps of boatboys hanging all over your topsides and halfway into your cockpit. But this time I told everybody that only the guy who took our line would take care of all my business, and most of the others dropped off easily.

We had a nice evening and ate the grilled yellowfin tuna we caught earlier while trolling. We went to bed late after taking all the photos off my friend Bengt's digital Olympus mu1030 camera, which you can take down to ten metres under water.

Good thing we did.

When we went to bed we cleared the cockpit and all deck areas of all valuables and took everything down below. During the night, between 0400 and 0630, somebody came aboard and removed two Nokia camera-telephones, my US phone, and my local Digicel phone from a place 30 centimetres in front of my head! They also lifted two pairs of trousers from the hooks 15 centimetres over my head and emptied all the pockets, sorting out the various currencies and only taking EC money, leaving my trousers nicely laid out on the sofa in the saloon!

Thankfully they left the two credit cards and the two laptop computers that give me access to my bank accounts. (The perp also missed my Swedish phone, which is open to all calls worldwide, so who knows what this could have cost me.)

In Bengt's cabin, his camera and wallet were removed with a few hundred EC dollars and some US dollars. We were lucky that the 1,000 pictures taken during the voyage were now on my computer, which was under a pillow on the other settee instead of in the bag where it was usually kept and which the thief removed.

The daytime security guard on land said we were lucky we stayed asleep, for a burglar that eager probably wouldn't stop with a theft if he were challenged.

So anyway, keep your hatches locked if you stay there. Ours was the second boarding in two weeks, and the German yacht beside us had a visit the same night but nothing was taken, probably because nothing was accessible.

I now feel violated and lock the hatches at night, even in Bequia, which is a sad story after 20 trouble-free winters sailing in the Caribbean.

Captain Kjell
Yacht Treviljor

Editor's note: We asked Steve Russell of Wallilabou Anchorage, which provides yacht services in the bay, for his commentary on the situation, which follows.

Dear *Compass*,

Thank you for the opportunity to respond to the situation involving Captain Kjell and the incident aboard his yacht, S/*Y Treviljor*.

Our normal course of action in such a situation is to work closely with the local constabulary in thoroughly investigating all claims and allegations and to find the perpetrators responsible. In Captain Kjell's case, the challenge assumed greater urgency after he indicated his intentions of painting Wallilabou Bay with a brush of rancorous malignancy.

Based on our investigations, we were able to draw from four statements given by Captain Kjell. The first was given to Cpl. Daize of the Barrouallie Police Station at 7:00AM on the morning of the February 1st and duly signed by the Captain himself. A quantity of lost items was also recorded in the "Stolen Property Register" and bears the I.D. number 27. The second report was made to me at 11:15AM at Wallilabou Anchorage, in which written notes were taken. The third statement was written by Kjell himself in the "Visitors Book" of the Pirates Retreat, a restaurant located at the northern end of the bay. The fourth is enshrined in the above letter written to *Compass*. Please note that three of the four statements are affixed with the actual signature of Kjell himself.

In statement #1 given to the police, Kjell states that he was boarded between 11:50PM and 7:00AM and robbed of the following: one Olympus MU1030 camera (value EC$1500), one gold Nokia cell phone (value EC$1500), one silver Nokia cell phone (value US$280), EC$700, and US$100.

On realizing that he was robbed, he went up on deck and saw a Rastafarian on a white surfboard paddling hastily from his boat. He gave chase in his dinghy and had an altercation with him. Some mention was made of this in statement #3. As a result of a description given in this statement, one person was questioned by the police and released for lack of evidence.

At 11:15AM, Kjell reported (statement #2) the incident to me at Wallilabou Anchorage. He stated that he heard footsteps on his yacht at 6:00AM and assumed that it was his passenger, Bengt. However, on seeing Bengt exit from his cabin, he realized that someone else was on his boat. He quickly ran up on deck and noticed a man in a red and blue boat rowing away from his yacht and who sought the sanctuary of an adjacent yacht to affect his escape. Kjell was particularly descriptive of the small boat and mentioned that it had a generous amount of netting around the area of the oarlocks. Along with the list of stolen items mentioned above, a passenger's laptop was also mentioned, as well as Swedish money and euros. Kjell felt that the only reason his own laptop survived was because he had put it under his pillow.

At 2:00PM Kjell entered the Pirate's Retreat Restaurant and proceeded to personally lodge statement #3 in the visitor's log. He recorded that the robbery happened specifically at 6:25AM and in addition to the above, he lost 500 Swedish kronas and a five mega-pixel Digicel cell phone.

Statement #4 is his letter above.

I sympathize with the victims of crime of any kind, anywhere, and particularly here in Wallilabou where we have made stringent efforts to create a safe and secure environment for the visiting public. In my 18 years at Wallilabou, there have existed certain inalienable truths:

- There has never been an action of violence perpetrated against any visitor in this bay.
- We have a generous amount of helpers (boatboys), the numbers of which are sometimes intimidating and the actions of which can be construed as over-zealous.
- There is a functioning Boat Boy Association with trained personnel carrying proper identification badges.
- The occurrence of only a handful of illegal incidents is recorded in the bay each year.

Wallilabou Bay is on the cusp of a new transformation. New security lighting is soon to be installed by the Ministry of National Security, there has been a recent increase in police patrols, and a new permanent coast guard boat is to be introduced next month for Wallilabou Bay. These measures will transform our bay into one of the safest in the entire Caribbean.

Finally, I wish to declare that no other incident was reported that night, but as we continue to be vigilant in our efforts, we must be mindful of the ubiquitous nature of crime and its adherence to no boundaries and in so doing strengthen our resolve to create a crime-free Wallilabou.

Stephen Russell
Director, Wallilabou Bay Resort Ltd.
St. Vincent

Dear *Compass* Readers,

I've now read all I can quietly tolerate on the topic of cruising without yacht insurance. Apparently one does not need comprehension of basic math skills to be a cruiser. Obviously we need to explore the other side of the proverbial coin for a moment.

Suppose lightning strikes your boat one day, holes it and sinks it resulting in a total loss. Without insurance, you alone will pay the price for your decision, and that is how it should be. But life isn't always so simple is it? Let's say, for example, that one day in a crowded harbor my boat strikes yours and you sustain $20,000 in damage. My insurance will pay for your repairs. However, if under identical circumstances you were to cause the same damage to my boat, I'm screwed. You don't have insurance to cover the damage. Nor do you have an extra $20,000 lying around to pay for it out of your pocket. (If you did, you would have used ten percent of that to buy yacht insurance.) I would have to file a claim with my insurance company to repair my damage, which would eventually result in an increase of my premiums.

So you see, when you decided that you don't need insurance, that you are willing to take the financial risk to save yourself a few bucks, you also made the decision to risk my cruising kitty, yet I see no savings. I really don't appreciate having you make decisions that affect my finances, as I'm sure you would not appreciate my neglect costing you!

—Continued on next page







CREW VACANCIES!

email: crew@tradewindscruiseclub.com

TRADEWINDS CRUISE CLUB

TradeWinds Cruise Club operate a fleet of catamarans across six destinations in the Caribbean.
We are the fastest growing charter company, operating TERM CHARTERS, all inclusive, 7 days.

We are looking for crew, mainly teams in the form of a Captain and a Chef/Hostess. We prefer couples that are married OR have been living together for at least a year. The nature of the job is such that the better the understanding and teamwork between Captain and Chef the more successful your charters will be.
Requirements: Captain with a Skipper's licence.
Chef/Hostess with a basic understanding of cooking.
Dive master/ instructor for either the Captain and/or Chef is a plus.
We offer full training onsite in the Caribbean.

This is a FUN job with great earning potential. If you are willing to work hard and have a positive disposition to life this could be your DREAM job.
Anyone with an interest is welcome to apply.

If you would like more information about this job or send your CV to us, please use this email address:

crew@tradewindscruiseclub.com
or by mail to: Bequia Marina, P.O.Box 194BQ, Port Elizabeth, Bequia, St Vincent & the Grenadines
Tel. St Vincent +784 457 3407 Tel. St Maarten +599 5510550

WALLILABOU ANCHORAGE
WALLILABOU BAY HOTEL

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

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

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



—*Continued from previous page*

But you're going to do what you have to do to keep your cruising dream alive, right? You're "self insured" right? Well, let's explore that. Let's say you are in a busy harbor entrance, just outside the demarcation line and you're approaching a $1,000,000 yacht owned by a US politician. You're lined up to pass port-to-port like you should, but just when you get real close, the mega-yacht captain gets cigar smoke in his eyes and turns in front of you, crossing your path. You have no time to react, let alone maneuver, and you hit his starboard side. Both boats sink on the spot from the damage and both are later declared total losses.

Obviously this incident is largely his fault. But because the Rules of the Road require you to avoid a collision at all times, in any circumstances, and you didn't, Maritime Law will likely find you at least partially responsible. It could easily be determined that the cigar-chomping skipper is 90 percent responsible for the incident, but because of the Rules you are ten percent responsible. What that means is that he will be ordered to pay you 90 percent of your $100,000 dream boat, $90,000; and you, who were almost run over by this clod, are ordered to pay him ten percent of a million, $100,000. You're left boatless and have orders from a maritime court to pay a United States Senator $100,000. Could life be worse? Of course. Had there been a death involved, you could probably multiply the numbers by ten, making those premium dollars you saved seem a mere pittance. That's the "financial exposure" you have accepted when you decided to go without yacht insurance, and until you pay, the senator is going to make your boatless life miserable. That's why even Paul Allen, Tiger Woods and Larry Ellison don't go "self insured". It's just not worth the risk! I sleep well at night knowing that my policy will cover both these situations.

You don't believe it? Don't ask an agent, he only understands premiums and commissions. You'll have to consult a maritime lawyer who would, in general, agree with these statements as he passes you a $100 invoice for a 15-minute consultation. So if you won't insure your boat to protect my cruising kitty, and that of the thousands of other boats currently underway, why not do it to protect yourself? It's simple math and common sense.

For the record, neither I nor any of my family members sell insurance or are lawyers.

Responsibly submitted,
Tom Hankins

Dear* Compass *Readers,

We want to hear from YOU!

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

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

Letters may be edited for length, clarity and fair play.

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

MERIDIAN PASSAGE OF THE MOON

MARCH & APRIL 2009

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					
DATE	TIME	21	0809	10	0012
1	1532	22	1855	11	0100
2	1626	23	1939	12	0150
3	1724	24	1032	13	0241
4	1825	25	1106	14	0332
5	1927	26	1151	15	0424
6	2028	27	1237 (new)	16	0514
7	2126	28	1327	17	0602
8	2220	29	1421	18	0648
9	2314	30	1519	19	0732
10	0000 (full)	31	1620	20	0816
11	0008	**April**		21	0859
12	0047	DATE	TIME	22	0942
13	0134	1	1721	23	1028
14	0221	2	1822	24	1117 (new)
15	0310	3	1920	25	1210
16	0359	4	2014	26	1308
17	0450	5	2104	27	1410
18	0542	6	2152	28	1513
19	0632	7	2239	29	1616
20	0722	8	2325	30	1715
		9	0000 (full)		

Antigua Sailing Week '09 is Going Ahead as Planned

Neil Forrester of the Antigua Hotels and Tourist Association, Chairman of Antigua Sailing Week, reports: Following the news that our title sponsor, Sir Allen Stanford, has been charged in the USA by the Securities and Exchange Commission (SEC), we would like to reassure all the participants and all those planning to attend this year's Antigua Sailing Week that the 42nd running of the regatta will be going ahead as planned, April 26th through May 2nd.

The organizing committee will ensure that the racing on the water is not compromised in any way by this turn of events. This is a pivotal year for ASW as we are introducing a new format and also the Antigua Mini Ocean Series, so this year sees the introduction of the new vision for the event for the coming years. We will no doubt be financially challenged if the balance of the sponsorship does not materialize, but we can adjust our budgets accordingly. However, on a positive side, we do have a new Gold Sponsor in the form of Corum Watches who have become our official timekeeper and this will help offset any shortfall.

We will strive in every way to maintain the high standards of racing that we have been known for. We have contracted this year with GWM Race Management who will be coming over to manage the on-water side of the regatta. Fortunately, over the years, Sailing Week has built up its own resources and is able to continue in adverse circumstances such as these.

Now one of the premier sailing regattas in the world, Antigua Sailing Week welcomes participants from all corners of the globe each year competing for the chance to win this prestigious event. Five challenging days of racing in some of the best sailing conditions in the world combined with the famous Antiguan hospitality make this a regatta not to miss.

We may be missing some of the frills this year but we will still be providing all the thrills!

We look forward to seeing you in April.

For more information visit www.sailingweek.com.



Action at Antigua Sailing Week is always intense, and 2009 will be no different

Yacht Brokerage

Visit us at www.caribbean-yachts.com for complete list of boats for sale



Islands Spirit 37 - 2001 - US Flag
Perfect Condition Attractive Price
St Martin 199 000 US$



2 * 27 Cv Yanmar - Good condition
Martinique 245 000 €

MONOHULL

Amel 54 2005 VAT Paid	Tahiti	699 000 €
Amel Mango 1979	Martinique	120 000 €
Amel Super Maramu 2001 Superb	Guadeloupe	320 000 €
Alubat Ovni 435 2006	Guadeloupe	269 000 €
Oceanis 411 1998 (Superb)	Guadeloupe	109 000 €

CATAMARANS

Lagoon 500 2006	Martinique	600 000 €
Lagoon 380 2004	St Martin	165 000 €
Nautitech 395 1999	St Martin	169 000 €
Athena 38 1996	Venezuela	140 000 US $

Us and European Markets

Caribbean YACHTS

French Caribbean
Saint-Martin . Martinique . Guadeloupe
Phone: + 590 590 294 845
www.caribbean-yachts.com

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

Visit our website for free advice on how to buy & sell yachts in & around the Caribbean! Browse our extensive list of yachts for sale.

MULTIHULLS:		41' Sceptre '85 Pilothouse world crsr.	165K
82' Dufour Nautitech '95, 10 cab/10 hd	995K	41' Beneteau Oceanis 411 '01 Nvr chrt	129K
46' FP Bahia '03, 4 cab/4 hd Great price	330K	41' Beneteau Oceanis 411 '01, 3cb/2hd	103K
42' Jeanneau '95 4 cab/4 hd Major refit	140K	40' Hinckley Bermuda '70, 1cb/1qb/1hd	95K
42' Lagoon 420 Hybrid '08 Electric	495K	40' J Boat J/120 '97, 2 cab/1 hd	195K
SAIL:		40' Exe Marine C-Farer II '82, World crsr.	55K
65' Nautor Swan 65 '74, Beautiful	575K	39' Tollycraft Fastpassage '83, 2 cb/1hd	115K
56' Whitby 56 Custom, '86 Offshore	149K	39' Beneteau 393 '07 As new cond	159K
54' Hylas Deck Salon, '00, Luxury crsr	645K	38' Hunter 386 '98, 2 cab/ 1 hd	99K
51' Morgan Out Island '75	60K	38' Morgan 38 CC, '98, cen ckpt, 2 avl.	99K
50' Beneteau 50 '02 5 cabin/ 5 head	245K	37' Tayana 37 '83 Strong cruiser	99K
48' Barens Sea Trader '89, S. African	99K	36' Moody 36CC '96; Price reduction	109K
47' Bluewater Vagabond 47 '87, Furling	239K	34' Jeanneau Sun Ody. 01, 3 cab/1 hd	59K
46' Beneteau 461 '01, 2 cab/2 hd PVT.	169K	32' Catalina 320 '94 2 cab/1 hd	59K
45' Wauquiez M545, 90, Pilothouse	209K	30' TPI / Freedom '89 Great Pocket Crsr	35K
44' CSY Walkover ' 79, Immaculate	99K	POWER:	
43' Dufour Gib Sea '01, 2 avail. start @	87K	63' Johnson Motor Yacht '91 Luxury	395K
43' Beneteau Cyclades '05, 3cab/3hd	150K	48' Sunseeker Manhattan '97, 3cb/2hd	325K
43' Seawolf 43 '80 2 cab/2 hd	108K	47' De Fever Tri Cabin '83; Cruise eqp'd	249K
43' Young Sun '84, 2 avail start @	79K	46 Bertram 46.6 Sport Cruiser '81	129K
43' C&C Ketch '82, CC, 2 cab/2 hd	65K	45' Custom Steel Trawler; Liveaboard	69K
42' Beneteau 423 '04/07, 2 avail. start @	159K	36' Hatteras Sportfish/Flybridge '83	60K
42' Halberg-Rassy HR-42E '84, Refit	189K	30' Bayliner 305 '06, Only 80hrs	99K
42' Albin Nimbus '81 Cutter	79K		

www.bviyachtsales.com

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

DIESEL OUTFITTERS N.V.

Marine Engineers

St. Maarten

Perkins Powerpart — John Deere

AUTHORISED DEALERSHIP
AND WARRANTY WORK
Parts, Sales and Service

Overhauls, Repairs and Service to all Diesel Engines,
Marine and Industrial Generators
Hurth & Borg-Warner Gearboxes
Fuel Injectors Service
Suppliers of Donaldson Filters

Cel: +599 552 7645
Phone/fax:- +599 544 2320

FOR SALE

CSY 44, WALKOVER, 1978
New Yanmar 100hp
PROVEN WORLD CRUISER
GREAT OPPORTUNITY AT US$90,000



LYING IN BEQUIA TEL: (784) 458-3255
E-mail: reservations@frangipanibequia.com

Caribbean Compass Market Place

Antigua

ART & DESIGN

Marketing, Advertising, Consultancy,
Design, Photography & Art.

www.thelucy.com +1 268 720 6868

Azores

MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to Trans-Atlantic Yachts!

Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (14%) importation
Duty free fuel (+10.000lt)

TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Bequia

PORTHOLE RESTAURANT & BAR
& Shoreline Mini-Market

We serve breakfast, lunch and dinner

VHF CH68
Phone (784) 458-3458

A friendly atmosphere where you can sit and meet people.

Admiralty Bay, Bequia
Noelina & Lennox Taylor welcome you!

TEAK & HARDWOOD
MARINE PLY
FINISHING PRODUCTS

Caribbean Woods

Bequia, St. Vincent
Phone: 1 (784) 457-3000
caribwoods@vincysurf.com

FERNANDO'S HIDEAWAY

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

Bequia

PIPER MARINE STORE
Bequia - Port Elizabeth

Located downstairs Allick Sails
Services offered: Rigging, Lifelines
Stocked with lots of marine hardware, filters, nuts & bolts, impellers, bilge pumps, varnish & much more.

(784) 457 3856 Cell: (784) 495 2272

OLD FORT ESTATES

BUILDING YOUR CARIBBEAN DREAM

VIEW OUR LISTINGS ON OLDFORTESTATES.COM

CONTACT US FOR INVESTMENT PROPERTY AND REAL ESTATE CONSULTATION

INFO@OLDFORTESTATES.COM

Carriacou

SLINGS
UPHOLSTERY PLUS
THE FINEST QUALITY WORK!
* MARINE AND GENERAL UPHOLSTERY.
* BOAT CANVAS WORK.
* FINE ART~LEATHERS~CRAFT etc.
Slingcover®
TYRELL BAY, CARRIACOU, GDA. 473.403.4416

Carriacou Silver Diving

- unique diving on Grenada's sister isle
- diving in small groups with great service

PADI 5 Star Instructor Development Dive Resort
Phone (473) 443 7882
scubamax@spiceisle.com
www.scubamax.com

To advertise in Caribbean Compass Market Place, contact your island agent (see list on page 4) or contact Tom at (784) 457 3409 tom@caribbeancompass.com

Carriacou

CARRIACOU REAL ESTATE

Land and houses for sale
For full details see our website:
www.islandvillas.com
or contact Carolyn Alexander at

Down Island Ltd
e-mail: islander@caribsurf.com
Tel: (473) 443 8182 Fax: (473) 443 8290

We also handle Villa Rentals & Property Management on Carriacou

Dominica

DOMINICA MARINE CENTER

UNIQUE IN DOMINICA
Roseau & Portsmouth
Tel: 767-448-2705 Fax: 767-448-7701
Dockmaster Tel: 767-275-2851 VHF: 16
info@dominicamarinecenter.com
www.dominicamarinecenter.com
The **Dominica Marine Center** is the home of the **Dominica Yacht** Club and your center for:

• Yacht Mooring Anchorage • Grocery Store & Provisioning • Bakery (Sukie's Bread Company) • Water at dock • Fuel (Unleaded / Diesel) • Ice • Yacht Chandlery agents - Budget Marine /Sea Choice Products Mercury Marine / Yanmar Marine • LP Gas (propane) refills • Showers & Toilets (WC) • Garbage Disposal • Security • Telephone & Fax • Mobile Phone Rental / SIM Top Up • Laundry WiFi Internet • Beach Bar • Nearby Restaurants • Taxi & Tour Operators • Whale Watching & Sport Fishing • Light Engine and Boat Repair • Customs / Immigration Clearance Information • Visa / Master Card accepted

Grenada

BEAUTIFULARTISTICSPECIALLY MADEGRENADIANORIGINALA HANDPAINTEDCOLOURFULFL ING BATIKCOMETOOURSHOPAN BROWSEINACOOLATMOSPHER ORCLOTHINGSPECIALGIFTSAN OURUNIQUECHICFASHIONFORY OUART&ACCESSORIESYESOU

ART FABRIK

#9YOUNGST-STGEO.440-0568ART GREATSTORELOVELYFABRICSAM

WINDPOWER 1Kw

Installation of
WIND TURBINES
SOLAR PANELS
Complete hybrid system for home and business.

On display in our shop

Reduce our dependency on foreign oil
Call or visit Turbulence ltd at Spice Island Marine in True Blue 1(473) 439 - 4495

continued on next page ⟶

Caribbean Compass Market Place

Grenada

SAILMAKING, RIGGING, ELECTRONICS

TURBULENCE LTD. GRENADA

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

TechNick Ltd.

Engineering, fabrication and welding. Fabrication and repair of stainless steel and aluminium items.

Nick Williams, Manager
Tel: (473) 536-1560/435-7887
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

Guadeloupe



Martinique



Le Ship
All the Supplies, Chandlery & Safety Equipment for your Boat
MARTINIQUE Open 7/7
Port de Plaisance 97290, Le Marin
Tel: +596 74 87 55 Fax: +596 74 85 39
email: le-ship-martinique@wanadoo.fr

Martinique

TOUS LES BATEAUX TOUS LES CARBURANTS
BICHIK SERVICES
TOTAL
Boissons-Glace-Gaz-Libre service-Laverie
Horaires NON STOP de 7h à 19h
Fermé le Dimanche
CENTRE DE CARENAGE - 97290 LE MARIN
TÉL : 0596 74 70 94 - FAX : 0596 74 78 08

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





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

MARINE CONSUMABLES
Composites . Paints & Varnishes . Marine batteries
Teak . Glue & Caulking . Maintenance products
W.I.N.D.
Martinique +(596) 596 682 128
Guadeloupe +(590) 590 992 769
www.wind-flag.com
WHOLESALE & RETAIL

A&C Yacht Brokers
Bateaux neufs et d'occasion
Concessionnaire Fountaine Pajot CATAMARANS
Dominique AMICE 06.96.28.70.26
DUFOUR YACHTS
Bureau: 05.96.74.94.02 acyb@wanadoo.fr acnewboats@orange.fr
www.acyachtbrokers.com Port de Plaisance 97 290 Marin Martinique F.W.I

St. Maarten

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

St. Vincent

Canash Beach Apartments



Yachtsmen's retreat
in St. Vincent's Blue Lagoon
Tel: 1 (784) 456-8528 / 493-3076
Fax: 1 (784) 456-2658
info@canashbeachapartments.com
www.canashbeachapartments.com

continued on next page ⟶

Caribbean Compass Market Place

Trinidad

Navtech Electronics Limited
SCS Pactor Raymarine FURUNO GARMIN ACR ICOM
AND MANY MORE OF THE BEST BRANDS!!!
Telefax No: (868) 634-1231
Cell: 766-0518
Email: navigationalelectron@tstt.net.tt
c/o Coral Cove Marina Hotel,
Western Main Road
CHAGUARAMAS.

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

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

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

General Contractors & Yacht Management
KNJ
MARINE SERVICE LTD.
• Topside Painting AWLGRIP
• Fibreglass & Gelcoat Repairs
• Osmosis Treatment
• Mechanical & Electrical Repairs
PHASOR
Peake Yacht Services, Chaguaramas, Trinidad & Tobago
Tel 868.634.1021 | Fax 634.4429 | Email knjm@cablenett.net

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

Outboard Propellers!
Prop Scan
Service & Replacement of Propeller Bushings
Caribbean Propellers Limited
Bring your propeller for a FREE inspection

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



Caribbean-wide

Atlantic Yacht Deliveries
1 Orwell Crescent, Fareham Hants, PO144JR UK
Tel: +44(0)1489550565 Mob: +44(0)7515736466
Email yachtdeliveries@yahoo.com
www.atlanticyachtdeliveries.co.uk
For deliveries back to UK and Europe please contact Atlantic Yacht Deliveries. We guarantee to beat any written quote.

CARIBBEAN CHANDLERIES
BUDGET MARINE
See our ad on the inside cover
The Caribbean's Leading Chandlery
www.budgetmarine.com

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

Arriving at your dealer
SavondeMer
Fresh & Salt Water Shampoo & Body Gel
Foams in salt water
Biodegradable pH-7
Counteracts the drying effects of salt and sun on your hair and skin.
The Ultimate Choice for sailors, swimmers, boaters, fishermen and campers.
www.savondemer.com

Island Water World
Marine Distributors
www.IslandWaterWorld.com
sales@IslandWaterWorld.com
St Thomas, St Maarten,
St Lucia, Grenada
P: 599-544-5310 F: 599-544-3299

CLASSIFIEDS

BOATS FOR SALE



1975 German Frers 39ft, 2 sets racing sails,US 57.000
1981 Cape Dory 30, US 39.000, St.Lucia duty paid
2000 Catana 471, 4 cabin, 460.000 Euros
1987 Irwin 44 US 105.000
1992 Dehler 37 CWS, 90.000 Euros
1981 CT 54 US 195.000
E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531

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



URGENT SALE - VENUS 46, 1984 KETCH fiberglass, gc, new engine, very well equipped, excellent live aboard and cruiser. Price reduced from US$199,000 to US$169,000 ONO for a fast sale. Lying St Lucia. For more info and pictures please e-mail venus46@live.com or phone +596696907429.



31' (9.35M) MURIA 1992 Bermuda sloop. Popular So. Africa design by Oswald Beckmeyer, built by Z-Craft in Durban, S.A. Yanmar 2GM20, Zetus manual windlass, many extras for cruising. Berthed at Grenada Yacht Club. Contact Selwyn Tel (473) 435-4174

PUMA 32 1978
Engine 2006 Sole Mini 32
Auto/wind pilot, GPS, VHF.
Ready to go US$25,000
E-mail: diverbram@yahoo.com

BENETEAU 37, 1987. Two heads, two staterooms, davits, solar panels 150wt. Carib 11' hard-bottom, 6hp Yamaha, good cockpit canvas, good sails, new range/oven, rigging updated, engine runs great, new hoses, mounts. Many spares, tools and cruising "stuff". We cruise the BVI area Feb. 11 to April 2. Everything works well.
$46,500 Bargain. 1-360-317-5015
Email:mackeye@rockisland.com
www.mackayeharborinn.com



S&S 34, Morning Tide - US$31,750. Excellent Condition – good inventory. Tel: (868) 704-1358
Email: pmorris@caribinfo.com



OYSTER 45' 1996. BEQUIA
Visit oysteryachtrainbowspirit.com to see details on this lovely yacht.Price US340,000
Tel (784) 532 1690



36' BRUCE ROBERTS cutter-rigged cruising sailboat, 1987. great roomy custom liveaboard. wood/epoxy composite. Yanmar 24hp diesel. recent batteries, new Airx wind generator, solar panel, and refrigeration. 9ft AB inflatable w/15hp Yamaha. US$18,500. located Virgin Islands. Tel (608)334-8553.

GREAT LITTLE 25' WEEKENDER '77 F.G. w/8H.P. Yanmar I.B., rigged in 05, lying in Grenada
$13 K USD, Tel: (473) 440 -7525

Catalina sloop 38 ft with everything. A/C, generator, new bimini, hull just painted. Owner relocating. For inventory email s.v.curvacious@gmail.com Patrick Tel (473) 406-8888

www.caribbeancompass.com



47' CLASSIC GAFF RIG Built 2000 using Brazil hardwoods, 25 tons, Mercedes 120hp diesel, Located Trinidad. Duncan, Tel (868) 361-3640



1999 MAINSHIP 430 TRAWLER EXPRESS power boat in excellent condition, fully equipped for extended cruising and living aboard. Fiberglass hull. Length 43'. Height 21'. 2x 350 HP Caterpillar engines, 1,200 engine hours. US $200,000. Contact: Jan (473) 456 1919 E-mail meditera_jan@yahoo.co.uk



42' POST SPORTSFISH Must sell, 2x671 Detroit Diesel Engines Gen. Set, MANY extras. US$85,000, OBO Barbados, Tel (246) 258-1052/230-3515 E-mail briagent_lisa@yahoo.com



'SOFIA' FRENCH BUILT CORNOU CLASSIC, 37' sailing boat, mahogany and oak with GRP outer hull and full keel, Yanmar 3GM engine, sails in reasonable condition, part restoration but bit more work to do, US$ 12,500, lying Rodney Bay, St Lucia – E-mail davedavis@mail.com



HARRIS 40 FT TRIMARAN Fully equipped, great live aboard US$ 35,000. ONO E-Mail diverbram@yahoo.com



VITECH 49 TS SPORT CRUISER Must Sell.Offers Accepted. Engines need work.
On dry dock at Ottley Hall
Phone 784 488 8414 E-mail: elizabeth@vincysurf.com

MISC. FOR SALE

SELDEN RIG for VINDÖ 35, deck stepped, boom, spreaders, lights, winches (has been changed for upgrade) 4000 US o.b.o ask for details 758 4528531 e-mail destsll@candw.lc

LOOKING FOR HOT SPOT TO DO FROZEN DRINK BUSINESS! Have eight frozen Daiquiri machines, one soft ice cream machine, long beer cooler, chest freezer, refrigerator and microwave to make FAST drink/food sales! Make me an offer I can't refuse! Tel (340) 998-7728 or E-mail montanacommunacados@juno.com! Any island, anywhere!

ENGINES FOR SALE Volvo 60hp or 20hp; Perkins 75hp w/ turbo-charger. Good working condition. New and used Volvo parts.Call Lawrence in Trinidad (868) 730-4036 E-mail dymphna15@yahoo.com

COMMERCIAL SINGER SEWING MACHINE with hand crank in walnut case. Perfect for sewing sails onboard.
Asking US$250 Carriacou
Tel (473) 443-6221 e-mail belaircottage@spiceisle.com

MASTERVOLT REAL SINE WAVE INVERTER/CHARGER COMBI New in Original Box.
24 VDC naar 240 AC /50Hz , 4000 Watt real sine wave charger 240 AC 50/60Hz naar 120 Amp 24 VDC laadstroom. Price US$3500 E-mail janvanroekel@hotmail.com

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

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

PROPERTY FOR SALE

BEQUIA, Lower Bay, Bells Point, House and Land. Serious buyers only. Sale by owner. Call (784) 456 0866 after 6pm. E-mail lulleym@vincysurf.com



BELLEVUE, CARRIACOU, GRENADA. 16 by 32 feet, solidly built with hardwood and baked enamel tin roof. Fence, plus gate, plus latrine and a 400-gallon water tank with gutter system in place. Southern panoramic view with a breeze, 5-10 minutes walk to secluded black sand beach. Tel (902) 648-0165 or go to http://www.carriacou.net/listings/WoodenHouseBelmont/

MT. PLEASANT, BEQUIA
Beautiful views
only US$4.00/Sq.Ft.
Tel: (784) 532-9224

RENTALS

Sapphire Resort Marina-St. Thomas, Safe-Private-Convenient. Long & Short Term Rentals 65 ft Max. $1,200.00 monthly. Adjacent Apartments also available. E-mail: lvc99@aol.com Tel: 787-366-3536

Sapphire Village St. Thomas Studios and 1 Bedroom Apartments. Short & Long Term Rates. Starting @ $1,100.00 month. Boat Slips also Available. See photos at www.vrbo.com #106617 Tel: 787-366-3536 or Email:lvc99@aol.com

SERVICES

BEQUIA - PROFESSIONAL UNISEX HAIR SERVICE JSM Beauty Salon, Villa and Yacht visits accepted. Contact Jill for an appointment. Tel (784) 457-3600 E-mail: jsm3beautysalon@yahoo.com

ST. VINCENT NAIL SALON, Upstairs Gourmet Food, between Sunsail & Young Island cut, Manicure, Pedicure, Various nail services. Call 526-5742 (Sabrina) VHF 68

PUERTO LA CRUZ, VENZ. INSURANCE SURVEYS, electrical problems and yacht deliveries. Tel Cris Robinson (58) 416-3824187 E-mail crobinson@telcel.net.ve

BEQUIA HOMEMADE BREADS & Cakes made fresh every day! Wholewheat, multigrain, banana bread, herbs & flax, butter crescents. To place order Tel (784) 457-3527/433-3008 E-mail bequiasweetiepie@yahoo.com Orders are delivered FREE

SPENDING THE HURRICANE SEASON IN PLC VENEZUELA? Bahia Redonda Marina, Slip to rent,$15 per day inc water, electricity,cable TV. Hauling out? I have a beautiful four bedroomed apartment,overlooking the pool fully equiped, internet, cable tv, huge terrace. Great rates for cruisers. E-mail boathouse6@hotmail.com

WANTED

SUPERVISOR SEE WWW.SHELTERBAYMARINA.COM with experience in marine repairs (sail and power) as well as waterfront and Travelift operations. Fluent English and some Spanish required. Must be willing to live on site or nearby. Contact Russ@shelterbaymarina.com

New BVI Publishing Company seeking a Graphic & Web Designer. Degree and experience in areas such as book layout, magazine design, web and video editing is required. Interest in water sports, travel, arts and crafts a plus. Email application and resume to: dreadeye@surfbvi.com or/and alex@surferspath.com.

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

CLASSIFIED ADS

US 50¢ per word – include name, address and numbers in count. Line drawings/photos accompanying classifieds are US$10.
Pre-paid by the 15th of the month. No replies.

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
A&C Yacht Brokers	Martinique	MP	Ciao Pizza	Union Isand	37	Grenada Marine	Grenada	26	Santa Barbara Resorts	Curaçao	24
Admiral Yacht Insurance	UK	41	CIRExpress	St. Maarten	MP	Grenadines Sails	Bequia	31	Savon De Mer	Caribbean	MP
Anjo Insurance	Antigua	35	Clipper Ship	Martinique	MP	GRPro-Clean	Martinique	MP	Sea Services	Martinique	16
Antigua Classic Regatta	Antigua	11	Cooper Marine	USA	42	Iolaire Enterprises	UK	21/40	Ship's Carpenter	Trinidad	MP
Art & Design	Antigua	MP	Curaçao Marine	Curaçao	10	Island Water World	Sint Maarten	48/MP	Sling's Upholstery	Carriacou	MP
Art Fabrik	Grenada	MP	Diesel Outfitters	St. Maarten	43	Johnson Hardware	St. Lucia	32	Soper's Hole Marina	Tortola	35
Atlantic Yacht Deliveries	UK	MP	Diginav	Martinique	11	Jones Maritime	St. Croix	41	Spice Island Marine	Grenada	27
B & C Fuel Dock	Petite Martinique	31	Discovery Marigot	St.Lucia	6	KNJ Marine	Trinidad	MP	Superwind	Germany	11
Barefoot Yacht Charters	St. Vincent	36	Dockwise Yacht Transport	Martinique	18	KP Marine	St. Vincent	41	SVG Air	St. Vincent	37
Barrow Sails & Canvas	Trinidad	MP	Dockyard Electric	Trinidad	MP	Lagoon Marina	St. Maarten	35	SVG Tourism	St. Vincent	5
Basil's Bar	Mustique	38	Dominica Marine Center	Dominica	MP	Le Ship	Martinique	MP	Technick	Grenada	MP
Benhanzin Entertainment	Antigua	8	Dopco Travel	Grenada	26	Lulley's Tackle	Bequia	30	Tikal Arts & Crafts	Grenada	40
Bequia Sailing Club	Bequia	13	Down Island Real Estate	Carriacou	MP	Maranne's Ice Cream	Bequia	39	Trade Winds Cruising	Bequia	42
Bichik Services	Martinique	MP	Doyle Offshore Sails	Tortola	3/MP	Marc One Marine	Trinidad	MP	Transcaraibes	Guadeloupe	MP
Bogles Round House	Carriacou	37	Doyle's Guides	USA	31	Marina Zar-Par	Dominican Rep.	15	Turbuence Alternative Energy	Grenada	MP
Budget Marine	Sint Maarten	2/MP	Echo Marine - Jotun Special	Trinidad	10	McIntyre Bros. Ltd	Grenada	40	Turbulence Sails	Grenada	27
BVI Yacht Sales	Tortola	43	Electropics	Trinidad	11	Mid Atlantic Yacht Services	Azores	MP	Turbulence Sails	Grenada	MP
Camper & Nicholsons	Grenada	23	Electropics	Trinidad	28	Navimca	Venezuela	33	Tyrrel Bay Yacht Haulout	Carriacou	30
Canash Beach Apts	St. Vincent	MP	Electropics	Trinidad	MP	Navtech	Trinidad	MP	Vemasca	Venezuela	29
Captain Gourmet	Union Island	37	Errol Flynn Marina	Jamaica	9	Northern Lights Generators	Tortola	21	Voiles Assistance	Martinique	MP
Caraibe Greement	Martinique	19	Falmouth Harbour Marina	Antigua	7	Old Fort Estates	Bequia	MP	Volvo	Martinique	20
Caraibe Greement	Martinique	MP	Fernando's Hideaway	Bequia	MP	Perkins Engines	Tortola	22	Wallace & Co	Bequia	31
Caribbean Yachts	Guadeloupe	43	Food Fair	Grenada	39	Petit St. Vincent	PSV	34	Wallilabou Anchorage	St. Vincent	42
Carene Shop	Martinique	28	Fortress Marine	St. Kitts	14	Piper Marine	Bequia	MP	WIND	Martinique	MP
Caribbean Marine Electrical	Trinidad	MP	Frangipani Hotel	Bequia	30	Porthole Restaurant	Bequia	MP	WIND	Martinique	MP
Caribbean Propellers Ltd.	Trinidad	MP	Fred Marine	Guadeloupe	17	Power Boats	Trinidad	MP	Xanadu Marine	Venezuela	29
Caribbean Woods	Bequia	MP	Gourmet Foods	St. Vincent	38	Renaissance Marina	Aruba	25			
Carriacou Silver Diving	Carriacou	MP	Grenada Around Island	Grenada	12	Salty Dog Sports Bar	Bequia	39			

MP = Market Place pages 44 to 46

What's New at Island Water World

March

BIO-SOLVE
Acetone replacement

NEW



PH35333

100% Bio-degradable Cleaning Solvent

The new alternative to acetone or xylene.

Ideal for cleaning or preparing surfaces to be painted or epoxied and for cleaning cured paints, varnishes and cured epoxy.

Available in Quarts.

BENTHOS SPEED JIG
Glow in the Dark

NEW



This diamond shape design drops vertically at high speeds and gets you right on top of the fish even with a heavy drift. Then the glow in the dark painted details will get the predator's attention and trigger the strike. A series of jigs that are a pleasure to fish with. Comes pre-rigged with a single assist hook.

Shown in Blue/Purple. More colors available.

LED 12 VOLT INTERIOR LIGHTS



Kirk - Utility Fixture
48 LED 5 mm
QK90343



Zelig BE LED
High Luminosity
Day Light
QK90191



Alex - Downlight
Recess 55/64 in.
QK90122



Elisabeth - Downlight
Recess 1 19/64 in.
with swivel QK90432



Lucrezia - Downlight
Recess 1 3/8 in.
QK90422



Zelig SE LED
27 LED
Replacement bulb
Side entry QK90171

NEW

FLEXIBLE LED READING LIGHT



Yasmeen
10-30V DC
with switch QK90372

What you need

NAUTICAL PUBLICATIONS & MAPTECH CHARTKITS



Full-color reproductions of government charts.
Regions: Virgin Islands, Puerto Rico, Bahamas, Leeward Islands, Windward Islands

OTHER NAVIGATION CHARTS

Atlantic Crossing Charts

North Atlantic, Southern Sheet - DM00120
North Atlantic, Northern Sheet - DM00121
North Atlantic, Southwestern Sheet - DM00124
North Atlantic, America - DM00012
North Atlantic Passage Chart - II00100

Archipelago Azores Plans E1 - II05100

Bermuda E5 - II05500

What's on Sale

AWLGRIP PAINTS, TOPCOATS, PRIMERS, CONVERTERS AND REDUCERS
All 25% OFF!*

The Awlgrip brand is an undisputed world leader in the Yacht Professional Topsides segment. Or to put it in the words of a leading boatbuilder:
"It's an industry standard. Every serious yacht builder and owner knows that an Awlgrip job IS a paint job" - JB Turner
Within the yacht industry, the reputation of Awlgrip is one of universal trust and respect.



PENN SENATOR REEL 9.0
15% OFF!*



- Stainless Steel Pinion Gear
- Multi-Disc Drag System
- Heavy-Duty Clicker
- One-Piece Rod Clamp
- Chrome-Plated Metal
- Anodized Aluminum Spool

HT-100

PR01159

PENN

Model	Line Capacity. YDS./LB.	Gear Ratio	Weight OZ.
115L	675/50	2.5-1	55

*Discounts valid for March 2009 while stocks last.

Island Water World
MARINE DISTRIBUTORS
Based on Knowledge **BUILT ON VALUE**

BOSTON WHALER — *Want to know more about Boston Whaler, the only truly unsinkable boat? Visit Island Water World!*

Authorized dealer of EVINRUDE E-TEC

St. Maarten, N.A.	St. Maarten, N.A.	St. Lucia, W.I.	Grenada, W.I.	Grenada, W.I.
Cole Bay	Bobby's Marina	Rodney Bay Marina	St. George's	Grenada Marine
Tel: 599.544.5310	Tel: 599.543.7119	Tel: 758.452.1222	Tel: 473.435.2150	Tel: 473.443.1028
Fax: 599.544.3299	Fax: 599.542.2675	Fax: 758.452.4333	Fax: 473.435.2152	Fax: 473.443.1038

Prices may vary in St. Lucia and Grenada as a result of customs charges and environmental levies.

Island Water World Marine Distributors • www.IslandWaterWorld.com • sales@IslandWaterWorld.com

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