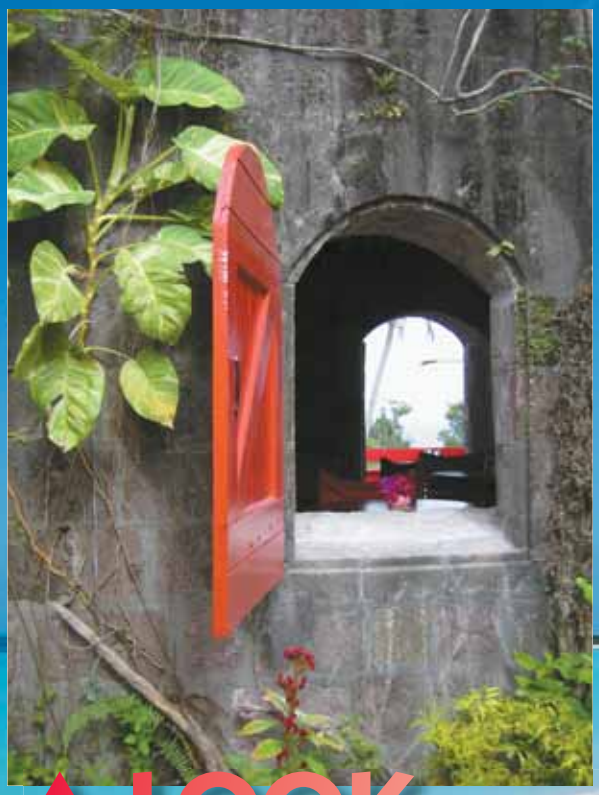
CARIBBEAN COMPASS
On-line
MAY 2009 NO. 164
The Caribbean's Monthly Look at Sea & Shore



A LOOK AT THE LEEWARDS

See story on page 22

CHRIS DOYLE (2)



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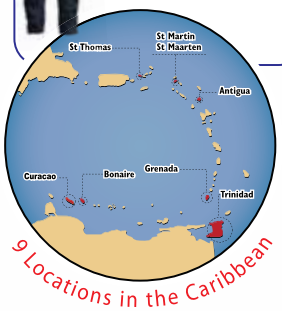
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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

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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 - Karen Maaroufi
Cell: (473) 457-2151 Office: (473) 444-3222
compassgrenada@hotmail.com

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

St. Lucia: 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, ericb@cirexpresslogistics.com

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

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

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

Trinidad: Ad Sales & Distribution - Jack Dausend
Tel: 868) 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.

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CALENDAR

MAY

1	May Day/Labour Day. Public holiday in many places
1 - 2	Sweet Cry Antigua Festival **cancelled**
1 – 3	Ethnik Festival, Marie-Galante (concerts, films, free camping). latitude21prod@yahoo.fr
1 – 4	West Indies Regatta, St. Barts. www.WestIndiesRegatta.com
2 - 10	St. Lucia Jazz Festival. www.stluciajazz.org
3	West Marine Atlantic Cup sets sail from Tortola, BVI to Bermuda. www.carib1500.com
4	Bank holiday (Labour Day celebrated). Public holiday in many places
5	World Environment Day
5	Youman Nabi. Public holiday in Guyana
7	ARC Europe sets sail from Nanny Cay, BVI, to Portugal. www.worldcruising.com/arceurope
8	Armistice Day. Public holiday in French West Indies
9	FULL MOON
9	Anguilla Sailing Festival. www.anguillaregatta.com
10 – 15	Mount Gay Boatyard Regatta, Barbados. info@sailbarbados.com
16 – 17	Capt. Oliver's Regatta, St. Maarten. www.coyc-sxm.com
18	Public holiday in Cayman Islands (Discovery Day) and Haiti (Flag Day)
20	Independence Day. Public holiday in Cuba
20 - 24	Round Guadeloupe Race. www.triskellcup.com
21	Ascension Day. Public holiday in Haiti and Dutch and French islands
21 - 23	Combat de Coques Regatta, Martinique. Club Nautique du Marin, tel (596) 74 92 48, fax (596) 74 62 02, club-nautique-du-marin@wanadoo.fr
22	Emancipation Day. Public holiday in Martinique
22 - 23	35th Annual Foxy's Wooden Boat Regatta, Jost Van Dyke. www.weyc.net
22 – 24	Vela Cup Race, Puerto Rico. www.puertoricovelacup.com
22 – 24	St. Lucia to Martinique Race (to be confirmed). www.stluciayachtclub.com
23	Labour Day. Public holiday in Jamaica
23 - 30	Curaçao Dive Festival. www.curacaodive.com
23 - 25	BVI Music Festival. www.bvimusicfest.net
24	Public holiday in Haiti (Mother's Day) and Bermuda (Bermuda Day)
25	Memorial Day. Public holiday in Puerto Rico and USVI
26	Public holiday in Turks & Caicos (National Heroes Day)
27	Abolition Day. Public holiday in Guadeloupe
28 – 1 June	Canouan Regatta. Canouan Sailing Club (784) 458-8197
30	Public holiday in Anguilla (Anguilla Day) and Trinidad & Tobago (Indian Arrival Day)
30 – 31	Yole (sailing canoe) Races, Martinique. www.yoles-rondes.org
30 – 31	Martinique to St. Lucia Race. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr
30 – 1 June	5th Zoo Regatta, Gosier, Guadeloupe. www.zoo-regatta.com
31	Pentecost. Public holiday in Bonaire

JUNE

1	Whit Monday. Public holiday in many places
5	Labour Day. Public holiday in The Bahamas
6	St. Maarten Laser Regatta. www.smyc.com
6 – 7	The Saintes Regatta. csbf.guadeloupe@wanadoo.fr
7	FULL MOON
8	Queen's Birthday (UK). Public holiday in Anguilla Corpus Christi. Public holiday in many places
13	Public holiday in Cayman Islands and Montserrat (Queen's Birthday UK celebrated) and BVI (Territory Day) Labour Day. Public holiday in Trinidad
14 – 21	19th Annual Jamaica Ocho Rios Intl. Jazz Festival. www.jamaicaculture.org/jazz
20	St. Jean Pursuit Race, Martinique
20 - 21	Caribbean One-Design Keelboat Championships, St. Maarten. www.tropicalsailloft.com
21	Summer Solstice
24	Battle of Carabobo Day. Public holiday in Venezuela
25 - 27	13th Annual St. Kitts Music Festival. www.stkittsmusicfestival.net
26 – 29	Charlotteville Fisherman Festival, Tobago
28 - July 5	HIHO Windsurfing Week, BVI. www.go-hiho.com
29	Fisherman's Birthday (St. Peter's Day). Boat and dinghy races in many fishing communities

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 photos by Chris Doyle, of Nevis (inset) and Barbuda

Info & Updates

Venezuela Navigation Notes

Melodye Pompa of the Caribbean Safety and Security Net reports: The channel markers at Chichiriviche, Venezuela, are missing, and, with the closing of the cement plant there, the marks are no longer deemed important and are unlikely to be replaced. The entrance requires care and very good light, as there are hard reef structures just below the surface.

The power cables at the channel to the Golfo de Cuare, mentioned in the Doyle guide, have been removed.

In Morrocoy National Park, all the markers have disappeared, making navigation difficult, but that entrance is a bit more straightforward, and like Chichi, once inside it's mostly (soft) mud banks, but considerably more shoal than the Doyle guide indicates.

Boaters for Books Delivers!

Boaters for Books is a volunteer project which began years ago when two cruisers gave a few storybooks to some children they met while sailing the Caribbean. The concept blossomed, more boaters donated and delivered more books, and now Boaters for Books, Inc. is an active non-profit organization based in Florida.

This year Boaters for Books shipped 115 cartons of reading and library books to schools in Carriacou, Dominica, Grenada, Nevis, and Union Island. Their efforts are supported by Tropical Shipping, which brings the books from Florida free of charge, and Ann Street Mini Storage, which provides space to receive, sort and pack the books prior to shipping.



The Dominica Lions Club president, right, presents books donated by Boaters for Books to Phillipa Daniel, librarian, Portsmouth Seventh Day Adventist Secondary School

In Grenada, arrangements were managed by Anita Sutton of Island Dreams yacht services, assisting Lillian Sylvester, Director of Libraries, Grenada Library Services. Cartons arrived in Carriacou from Grenada on the *Amelia A* ferry and were distributed by Natasha Lawrence, assisted by Sherwin Noel and Kennet Alexis. The Dominica Lions Club managed the distribution in Dominica, with Louisiana Dubique in charge. The Union Island books arrived from St. Vincent under the care of Heather Grant, Erika's Marine Services.

This is the ninth year Boaters for Books has collected and transported gently-used and new children's books to a growing number of English-speaking Eastern Caribbean islands, including Anguilla, Bequia, Montserrat, St. Vincent, and Trinidad & Tobago, in addition to those receiving this year's shipment. To date, nearly 150,000 books have been distributed. While the main focus has always been primary schools, in recent years, several secondary schools, public libraries, and a community college have received volumes to add to their collections.

Donors in the United States come from all walks of life, but all believe in encouraging children to read. This year's major donors include James Thomas and the Ames Free Library in Massachusetts, Harriet and Tom Linskey, Hands Across the Sea, Inc., Teri Bayus of Pismo Beach, California, the Visually Impaired Club of Oswego County (New York), Mary and Ernie Hamer of Fulton, New York, Edie Smith of Sarasota, Florida, and Jenny Setzer and the children of the Congregational United Church of Punta Gorda, Florida. In addition, there are many individuals and service groups who collect and send books each year, helping Boaters for Books to maintain a steady supply.

Boaters for Books welcomes all donations. Instructions on where to send books, as well as the types of books needed, can be found at www.boatersforbooks.org. Those who would like to become personally involved in collecting and/or packing books can contact Kathy Oberle, Director, at Kathy1@boatersforbooks.org. Those interested in helping to identify schools in the Eastern Caribbean with library needs can reach Melodye Pompa at boatmillie@aol.com.

—Continued on next page

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—Continued from previous page

Eight Bells

NEVILLE BAILEY

Early March saw the death of Neville Bailey, who was for many years one of the main taxi drivers for the yachting community in Antigua. Neville was the brother of Oliver Bailey and racing yachtsman Hugh Bailey of the Catamaran Marina, and is survived by his wife, Doris, other family members and many friends.

SIR HOWARD HULFORD

Cary Byerley reports: On March 9th, Sir Howard Hulford, co-founder of Antigua Sailing Week, passed away. In 1967 Howard Hulford and Desmond Nicholson were discussing ways of keeping the very short tourist season going in Antigua. The idea came up that they should have a regatta, and the next year Antigua Sailing Week was started. Desmond took care of the racing side of the regatta with the help of Peter Deeth, and Howard handled the shoreside activities and finances with the help of Ed Sheerin. Antigua Sailing Week soon became a "must do" regatta and brought many people to the island just to watch and party with the "in crowd".

Howard, owner of the Curtain Bluff Hotel, was an active member of the Antigua Hotel Association and was named Caribbean Hotelier of the Year in 1979. One of his greatest contributions to Antigua was the Old Road Fund, which he started to help people in need from the village that surrounds Curtain Bluff Hotel. The fund eventually disbursed $1 million on medical care and education, provided 45 young adults with a full university education, and sent 150 children to tennis camps in the United States.

PAUL VAN BEEK

On March 17th, long-time yacht skipper Paul "Piggy" van Beek passed away. Born in the UK, Paul was very much part of the sailing community in Antigua for the past three decades.

ANDREW BURKE

Dick Stoute reports: Famous Caribbean yachtsman Andrew Burke died on April 5th in Bayview Clinic, Barbados. He had a long fight with cancer, losing his left arm and shoulder to the disease several years ago and fighting on as the cancer reappeared in different parts of his body. Last year he sailed around Barbados — literally single-handed — to raise money for the Barbados Cancer Society. We will all miss him.

Compass correspondent in Barbados, Norman Faria, adds: Aside from his skills in winning at many local and regional regattas since he started sailing as a boy, Andrew was a well-respected yacht designer.

I first met him as a teenager when I was converting a GP-14 plywood sloop. He was walking by on the beach and he gave a few tips. Over the years we would meet up occasionally, including him inviting me to the official launch of his racing yacht *Countdown*. This was at his parents' house on Chelsea Road a few hundred metres from the "Burke's Beach" area on Carlisle Bay where he grew up with other Burke families and where his father, Owen, built several of the Heron sloops for local racing. Another time he gave me some rigging wire for a recyling project I was working on.

Andrew, like all in the Burke families, felt that more Barbadians from all walks of life should enjoy the beneficial sport of sailing. His concern for others was excellently epitomized by the noble part he played in raising awareness among Barbadians about cancer.

Andrew did a lot for the sport of recreational boating both at home and abroad. Barbadians and Eastern Caribbean peoples will always be grateful for his outstanding contributions. My condolences to his wife, Sally, and son, Chris.

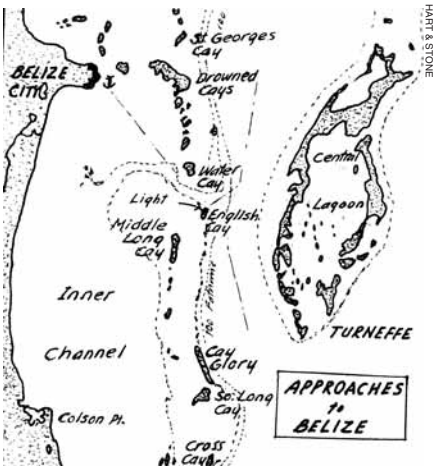
HAROON DEGIA

Norman Faria reports: Haroon Degia, the operator of the well-known Dive Shop watersports business next to the Grand Barbados Hotel on the shores of Carlisle Bay, Barbados, died suddenly of an apparent heart attack on April 12th, following a picnic with his family. He was 44. Haroon was the son of the late Abdulhai "Paki" Degia who was a pioneer, along with the late British-born Les and Muriel Wotton, of commercial scuba diving, waterskiing and coastal cruises for tourists and locals in the island during the late 1950s and early 1960s. Haroon began working with his father while at school and continued with the business up until he died.

Haroon's natural friendliness and courteous manner earned him respect and admiration from the many repeat clients who came from all over Europe and North America to dive with him and his staff. I knew both Paki, an immigrant from India ("Bajans called me Paki because when I arrived, the Pakistani cricket team was touring the islands and I looked like them," he said) and Haroon for many years. Aside from their valuable contribution to the Barbados tourism sector, they were staunch members of the Barbados Cruising Club, which was an alternative to the once restrictive policies of the (then Royal) Barbados Yacht Club. Paki had co-signed my application form to the Cruising Club. Haroon, born in Sobers Lane, Bridgetown, leaves his wife of 15 years, Fatima, and three loving daughters. He will be greatly missed by all those who knew him.

Stolen Yacht Recovered in Belize

The sailing yacht *Ishtar*, which was chartered from VPM charters in Le Marin, Martinique on February 28th and not returned as agreed on March 7th, was found some 1,600 nautical miles away in Belize on March 30th. The boat had been repainted and the transom bore a new name: *Victoria*.



The men aboard, most of whom carry passports from the Czech Republic, were taken into police custody. It is reported that three years ago one of them, Milos Gaspar, 43, stole a Lagoon 410 from Guadeloupe and that yacht was later recovered in the Cape Verde Islands. Gaspar is also reportedly wanted in the US state of Missouri for fraud — i.e. failing to return a rented RV.

The men had made an official entry into Belize at Cucumber Beach Marina, just south of Belize City at 17°28.153N, 88°14.775W.

—Continued on next page



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VOLVO PENTA
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—Continued from previous page
According to a report by Keith Swift at www.7newsbelize.com, Francis Woods of Crime Stoppers, Belize, said the boat rustlers "had some little issues with Immigration because they didn't come in with all the proper paperwork (but) they managed to get some bills of sale and a seaworthiness certificate for the boat to Immigration. That satisfied them…" The documents were later found to be false.

Woods added that had it not been for a flyer (provided by Marine Claims Service of Germany) circulated by Crime Stoppers in the Eastern Caribbean, "we would have never known that this was an illegal boat or a stolen boat." He added that circulation of the passport photos of the men was crucial, because the boat (a production Bénéteau Cyclades 43.3) had been repainted and given a different name. "Once I saw the poster and the passport pictures of the persons aboard, we realized that the sailboat was indeed in Cucumber Beach Marina. Then we notified the Belize National Coast Guard (and) Commander Borland sent out his team right away and notified police. I would say that within half an hour the police were here; the gentlemen aboard the boat were away for a little bit, but within two hours they were arrested."

Investigator John Burnie of Guadeloupe adds, "We had already anticipated their arrival in the countries along that part of the Central American coastline and they were caught very quickly. The police organization is highly efficient in Belize and in particular I mention Chris Garcia of Crime Stoppers, Belize, who coordinated the information flows."

Cruisers' Site-ings

Antigua-based photographer Jody Sallons-Day reports: "I'm excited about the launch of my new photo website, www.leadingimage.org — please check it out. The site will be updated as time goes on; it is only a small selection of what I have available. There will be other images posted by select photographers periodically to provide variety for you to feast your eyes on!"

St. Lucia Jazz Fest, May 2 – 10

The 2009 St. Lucia Jazz Fest, May 2nd through 10th, will feature British Grammy-winning stars Amy Winehouse and Estelle recently added to an international line-up including Patti LaBelle, Chaka Khan, James Ingram, Beres Hammond and rock band Chicago. Top local musicians including guitarist Ronald "Boo" Hinkson, saxophonist Barbara Cadet, singers Michel Aubertin, Teddyson John and Nicole David will help to boost St. Lucia's music industry. Set to perform on Pigeon Island's main stage on Thursday, May 7th, are Jamaica's Original Wailers, Grammy winner Angelique Kidjo from Benin, and the popular French Antillean group Kassav.

For more information visit http://stluciajazz.org.

St Croix Reef Jam 2009 is Coming

Reef Jam is a St. Croix grassroots organization dedicated to improving the health of the island's coral reefs through community education, stewardship and conservation programs that promote positive behavior changes toward the marine environment.

The second annual Reef Jam music-and-beach-festival fundraiser will be held on Sunday, May 24th from 1:00PM to 10:00PM at Rhythms at Rainbow Beach, Frederiksted. Activities will include live music from Siete Son, Kurt Schindler, and a surprise reggae artist backed by Red-I Band; Family Activity Corner with marine-related games and demonstrations; underwater photography contests; local and traditional food vendors; T-shirt sales and raffle items; guest speakers, information booths and more.

The St. Croix East End Marine Park will be coordinating and hosting the Family Activity Corner at this year's St. Croix Reef Jam.

For more information visit www.reefjam.com.

Lighten Ship Now!

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

These efforts make it possible for four to six students to attend the TA Marryshow Community College, for a large number to have the required uniforms and textbooks for primary and secondary school, for lunches to feed some hungry children, and to assist the primary schools in building and furnishing their computer labs and libraries. Your contribution makes a big difference in these children's lives.

If you are not rushing south, please join us in Carriacou in late July for the annual CCEF activities directly preceding the Carriacou Regatta Festival. This year we will top $100,000 in total funds raised since our beginning in 2000.

For more information contact boatmillie@aol.com.



AUSTIN ROGERS

Tyrrel Bay, Carriacou. Drop off your excess 'stuff' at the Yacht Club, or better yet, be here for the auction and stay for the Carriacou Regatta Festival

Errata

In the April issue of *Compass*, the caption for the photo accompanying the report on the South Grenada Regatta, page 17, was incorrect. This was not the crew of *Category 5,* but the winning skippers of all the various classes.

In the same issue, the photo on page 27 should have been credited to Roger Webb.

Welcome Aboard!

In this issue of Compass we welcome aboard new advertiser Caribbean & Sun of Grenada, page 38. Good to have you with us!

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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!

May

DATE	TIME
1	1810
2	1902
3	1949
4	2035
5	2121
6	2206
7	2253
8	2342
9	0032
10	0000 (full)
11	0124
12	0216
13	0307
14	0355
15	0442
16	0527
17	0609
18	0652
19	0734
20	0818
21	0905
22	0956
23	1051
24	1152
25	1257 (new)
26	1402
27	1505
28	1604
29	1658
30	1747
31	1834

June

DATE	TIME
1	1919
2	2005
3	2051
4	2138
5	2227
6	2318
7	0000 (full)
8	0010
9	0101
10	0151
11	0238
12	0323
13	0406
14	0448
15	0529
16	0611
17	0655
18	0743
19	0835
20	0933
21	1035
22	1141
23	1247 (new)
24	1350
25	1447
26	1540
27	1630
28	1717
29	1803
30	1849

BUSINESS BRIEFS

Technicold by Northern Lights Seeks Dealers

Technicold by Northern Lights is seeking to add to its roster of authorized marine air conditioning and refrigeration sales and service dealers across the globe.

Owners and operators of a broad range of marine applications from megayachts and trawlers to sport and commercial fishing vessels have all come to rely on Technicold climate control systems. The new possibilities that have arisen from the ability to have your Northern Lights generator sets and Technicold marine climate control systems custom-engineered, in one complete package, ensure more reliable vessel systems for years to come in any environment.

Applicants for a Technicold dealership should contact marketing@northern-lights.com for more information. For information on Northern Lights dealers in the Caribbean see ad on page 7.

Port Louis Grenada Meets with Local Stakeholders

The management of Camper & Nicholsons' Port Louis Marina, Grenada, met with local businessmen and stakeholders in the St. George's Lagoon area on March 25th at Port Louis Marina. The objective was to start a dialogue to ensure that Camper & Nicholsons keeps its neighbors in the business community updated on the development of the marina.

Project Manager Robin Swaisland explained the plans for further development at the marina during 2009, and circulated two drawings. The first showed the extent of berthing to be added, and the second the location and size of a construction-support area required by the contractors building the marina.

Present at the meeting were Patrick Brathwaite of Gleans Garage Ltd; David Otway of David Otway Ltd; Horatio Brizan, owner of Tropicana Inn; Grenada Yacht Club representatives Derick Steele and Richard McIntyre; Michael Minors from Bryden & Minors and Roger Lewis of Sea Port Restaurant. General Manager Clyde Rawls, Project Manger Robin Swaisland and Sales and Marketing Coordinator Danny Donelan represented Camper and Nicholsons.

Mr. Brathwaite noted the economic benefits of the marina to the Grenadian economy. This was supported by all present. In January, Camper & Nicholsons Marinas attended the London International Boat Show in England, and Boot 2009, held in Dusseldorf, Germany, and distributed marketing materials that showcased Grenada and Port Louis Marina.

The meeting ended with a call from Mr. Steele for more support for Junior Sailing. Camper and Nicholsons officials promised to consider this.

For more information on Port Louis Marina see ad on page 21.

Try St. Lucia this Summer

The Marina at Marigot Bay reports: Only a few more weeks to go before the onset of the Caribbean Hurricane Season and yacht owners and captains now need to decide: "Do we go to the Mediterranean?" or "Where in the Caribbean can we be guaranteed safe berthing during the next few months?"

No doubt the charter market has suffered a blow caused by the economic downturn, with yachts having fewer weeks of charter than in previous years. But, with the current global recession, does the Mediterranean really pose a more lucrative prospect for charter yachts than the Caribbean?

Maybe not! Therefore, The Marina at Marigot Bay is giving you an option — safe hurricane season berthing at the most competitive rates. And if you charter, the opportunity for a large share of the summer Caribbean market.

As nature's most beautiful hurricane hole in the Eastern Caribbean, Marigot Bay offers a level of wind and sea shelter unequalled between Puerto Rico and Venezuela. The Marina at Marigot Bay has a proven hurricane plan tested during Hurricane Dean in 2007 and approved by all insurance companies that have vetted it. Designed to support yachts up to 120 feet in 100-knot winds, our ground lines and mooring buoys are based on eight- and 16-ton concrete weights embedded in the silt bottom of the bay.

We offer low-season rates starting at US$24 per day for yachts up to 50 feet LOA or 16-foot beam. Electricity and water are heavily discounted for long-stay, low-season berth holders. The following amenities are available: WiFi and high-speed internet connection, single and three-phase electricity (50 and 60 Hz), high-speed fuelling at berth, floral arrangements, liquor and food provisioning, business center (FedEx, car rental, travel agency), spare parts ordering and delivery, chandlery shop and airport transfers.

For more information see ad on page 5.

Parts & Power, BVI, Adds Cutler-Hammer Products

Alastair Abrehart reports: Parts & Power, the Caribbean distributor for Northern Lights and Perkins, has just added Cutler-Hammer products to its inventory. Cutler-Hammer is one of the USA's leading manufacturers of circuit breakers, load centers, panels and switches. Parts & Power has over 1,000 items in stock. "Cutler-Hammer's products are a good addition to our product line," said Tom Gerker of Parts & Power. "They're used on yachts as well as ashore. With our new, larger warehouse in Tortola, we're able to carry a large selection for walk-in customers." Tom added that they can also special order and ship to anywhere in the Caribbean.

For more information on Parts & Power see ad on page 20.

Yachts on the Move with Dockwise

Despite news of tough economic times still lingering, or perhaps because of it, many yacht owners are planning quality cruising time. In late February, Dockwise



Yacht Transport's (DYT) 456-foot (139-meter) *Super Servant 3* left Port Everglades, Florida, for Toulon, France, unloading 18 yachts and loading one in St. Thomas, USVI, then moving on to Martinique where it loaded 18 more yachts — totaling 32 power and sailing yachts for a final cargo value of US$140 million. In early March, the second of DYT's fleet of semi-submersible transport ships, the 556-foot (169-meter) *Super Servant 4*, departed from Port Everglades, heading to Palma de Mallorca, Spain, with another $140 million worth of yachts.

"For the most part, the yachts are headed for the Caribbean and the Med for the spring and summer sailing season," said DYT President Clemens van der Werf. "Some are charter yachts but others are privately owned. In fact, many of the yachts we shipped to the Med went there for vacation as well as charter commitments in conjunction with such May events as the MYBA Charter Show in Genoa, Cannes Film Festival and the Monaco Grand Prix."

—Continued on next page

—Continued from previous page

All of this bodes well for the world's only float-on, float-off transport service. "Of course we feel the effects of the economy on our business," said van der Werf, "but it's clear that our services, which once were a novelty due to the unique way our ships accommodate their cargoes, are now integral to the economy of an extensive, and certainly significant, global network of marine businesses and waterfront developments."

A DYT vessel "sinks" to a level where yachts can be safely maneuvered on their own bottoms into the ship's cargo hold. The process alleviates the need for motorized lifting and shifting that puts strain on hulls and equipment. It also allows for assured safe passage over long distances, while captains and crews get much-needed breaks from delivery trips that also cause wear and tear on the yachts and add to engine hours as well as maintenance and fuel costs.

Headquartered in Ft. Lauderdale, Florida, DYT is a wholly owned subsidiary of Dockwise Ltd. (Hamilton, Bermuda), the global leader in maritime transports and installation. Since its maiden voyage in 1987, the company has transported over 10,000 motor and sailing yachts to various destinations around the globe, offering owners and charterers safe and easy access to many of the world's premier cruising grounds.

For more information see ad on page 12.

New Faces in Martinique

In Le Marin, Martinique, Bichik yacht services has new owners: Guy and Line Gabriel-Regis. Visit Bichik for beverages, ice, propane, laundry and much more — and to meet Guy and Line!

For more information see ad in the Market Place section, pages 44 through 46.

Imray Iolaire Charts: Los Roques/Aves Offsets

Don Street reports: Now, GPS positions can be plotted directly on all Imray Iolaire charts — except for D22 (Los Roques, and Los Aves Barlovento and Sotovento), where there is an offset.

A number of yachtsmen have said this chart was "off" on the latitude. They were either using a very old chart (the problem with water-, rum-, coffee- and Heineken-proof charts is that they last too long!) or did not plot the offset.

Also it should be noted that on the older charts, although the main chart was adjusted to WGS84 the insets were not, as we felt that entering and leaving harbors you should be using eyeball navigation. On the new charts the insets are to WGS 84, but we still feel that when entering and leaving harbors navigators should rely on eyeball navigation, not GPS.

A New Dining Delight on Carriacou



Main Street, Hillsborough, Carriacou features a new beachfront restaurant in a garden setting, Lyme and Dine, where you can enjoy European cuisine with a Caribbean twist. Chef Max, of Carriacou Silver Diving fame, has lived on Carriacou for more than 15 years and combines European cooking with the delightful aromas and spices of the Caribbean for a delicious fusion of flavours.

"Lyme" and unwind in the informal atmosphere and beautiful surroundings. Continental or full breakfast is served from 8:30AM to 10:00AM. Dinner is by reservation, since fresh local products are used. Inquire about our juicy fish fillet, roast pork with savory gravy, or a spicy chicken breast. Some evenings will feature Italian cuisine. Sit back and sip an espresso after dinner! Prices are reasonable and VISA and Mastercard are accepted.

For information visit www.lymeanddine.com or phone (473) 443-7979.

Art Fusion in Grenada's Carenage Town

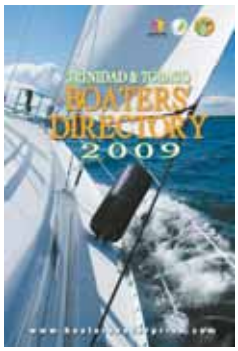
For 45 years Grenada has had an active art community, and now there is a new way for artists to exhibit their work on the island. After a meeting of "Go Carenage", the initiative to revitalize this landmark area of St. George's, art lover and restaurant manager Mark Campbell gave three artists wall space in his restaurant to exhibit their creations. Frances Francis, a fine art painter; woodcarver Victor Francis; and Lilo Nido, the batik artist from Art Fabrik, the boutique and workshop on Young Street, were invited to show their work.

Where is the place where culinary and fine art now meet? The famous Nutmeg Restaurant, on St. George's historic Carenage harbor. Don't miss this fusion of culinary and fine art when visiting Grenada!

For art lovers there are several more places to visit: Art and Soul in Spiceland Mall; Art Fabrik Boutique, Yellow Poui Art Gallery and Tikal Arts and Crafts on Young Street; Artistic Art Gallery on Halifax Street and The Gallery in Paddock. Also, the Grenada Arts Council is the organizer of an annual group art show, giving participating artists the opportunity to show and sell their work.

For more information contact lilo@artfabrikgrenada.com.

Trinidad & Tobago Boaters' Directory 2009 is Out!



Since its launch in 1995, the *Trinidad & Tobago Boaters' Directory*, published by Boaters' Enterprise, continues to be the primary source of information for the thousands of cruisers visiting Trinidad each year for boat maintenance and for hurricane protection. Through its yellow pages, the *Directory* enables you to locate marina facilities for haul-outs, secure boat storage, critical boat parts, skilled boat contractors, and much more. The *Directory* also provides information on Customs and Immigration regulations, tide tables, weather, maps, taxi services, shopping, eco-tourism and cultural events. All the important details that sailors are seeking about T&T appear in this 200-page book, now available free in T&T.

Back in 2000, cruisers worldwide were introduced to the Boaters' Enterprise website, www.BoatersEnterprise.com, which provides information and direct e-mail links to the many marine businesses in Trinidad. Since then, the website has been very effective, recording an average of 1,000 sessions per day from sailors seeking information. The Boaters' Enterprise website has been upgraded with more details about Trinidad's boating services; log on and see its many new features!

For those marine businesses that missed being in the print edition of *Trinidad & Tobago Boaters' Directory 2009*, ask about advertising opportunities via the website!

For more information, contact Jack Dausend, tel (868) 620-0978 or JackD@BoatersEnterprise.com.

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Caribbean Eco-News

Young Caribbean Environmentalists Excel

Students from around the Caribbean excelled in an international amateur video competition on the theme "Coping with climate change: Sandwatch leading the way". Sandwatch is an international youth environmental educational program focusing on coastal areas, supported by the United Nations Educational, Scientific and Cultural Organization. Out of the eight first- and second-place winners, seven were from the Caribbean.

You can watch the first-prize winning videos on YouTube: "We Are the Sandwatchers" by Hope Town Primary School, Bahamas, at www.youtube.com/watch?v=N56eMXfeIV0; "Sandwatch: Changing Beaches with Climate Change" by Coleridge and Parry School, Barbados, at www.youtube.com/watch?v=f4DmlC067FA; "Sandwatch Video Competition" by the Nevis Eco-Rangers of the Lynn Jeffers School, Nevis, St. Kitts & Nevis, at www.youtube.com/watch?v=lHSSM8vv5oA; and "Aqui las arenas son mas blancas" ("The Sands are Whiter Here") by ESBU Camilo Torres Restrepo, Havana, Cuba at www.youtube.com/watch?v=wd0ad7wJo3E.

Meanwhile, The Caribbean Regional Winner of the Interlux (yacht paint) Waterfront Challenge was the Jost Van Dykes Preservation Society in the BVI. Spearheaded by director Susan Zaluski, the Society's Student Environmental Awareness Programme promoted environmental stewardship among students by teaching them about local marine and coastal ecosystems. Combining educational events for teachers and students, a week-long environmental camp, a turtle-tagging program and a beach clean-up, the program drew together educators, environmentalists, students, parents and other community members to make sure local kids understood their unique island environment and learned ways to protect it.

For the Birds

Beginning on April 22nd, the Society for the Conservation and Study of Caribbean Birds (SCSCB), the largest single organization devoted to wildlife conservation within the Caribbean, launched month-long activities celebrating the diverse Caribbean culture as this relates to wild birds. These festivities, under the theme "Celebrating Birds in Culture," will form the 8th Annual Caribbean Endemic Bird Festival. This year's event will focus on popular culture that has referenced birds, such as the music Bob Marley with his song "Three Little Birds," as well as historical and anthropological perspectives on the value of birds beginning with the early pre-Columbian societies of the region.



BERTRAND JNO BAPTISTE

'Yellow bird, high up in banana tree...' This month, the 8th Annual Caribbean Endemic Bird Festival celebrates native birds, such as this black-and-yellow bananaquit, in local culture

For more information visit www.scscb.org, and then click on "Programs" and "Caribbean Endemic Bird Festival."

Meanwhile, the non-profit organization Environmental Protection in the Caribbean (EPIC) has initiated seabird surveys. According to Katharine Lowrie, Field Research Manager, there is no data on how many seabirds are in the Lesser Antilles or on which islands they nest. It is also not clear where they feed. Over the next two years EPIC will be compiling a Seabird Breeding Atlas of the Lesser Antilles. The EPIC team will be working closely with the islands' administration and conservation organizations to collect existing information about seabirds. They also hope to speak to schools and residents about their work, while gaining local knowledge from fishermen and others. The final Atlas will be available online. The results will also be integrated into the Caribbean Waterbirds Conservation Plan being drafted by the SCSCB.

Lowrie and her team will sail from St. Kitts & Nevis to the Grenadines in search of seabirds aboard their 75-year-old wooden Norwegian converted fishing boat, *Lista Light*. Many will be familiar with this 50-foot gaff ketch, which was a frequent visitor to the islands in the 1970s with former owners Noel and Mary Bevan.

ISAF Goes Green

The International Sailing Federation (ISAF), the global governing body for the sport of sailing, is working on a Strategic Plan for the environmentally sustainable development of sailing. ISAF has placed a focus on the environment, setting out the following objectives to safeguard our environment: develop and implement an environmental program for the sport and events; increase and develop awareness of environmental issues among all sailing stakeholders; support the development of ISAF event venues that are sustainable for the environment, economy and community; and position sailing as "environmentally aware".

An ISAF Declaration on Environmental Principles includes guidelines on discharge of wastes, habitat and species protection and "ten golden rules" for sailing in environmentally sensitive areas.

For more information visit www.sailing.org/1110.php.

Environment Tobago Newsletter

Congratulations to Environment Tobago for producing a top-notch newsletter and putting it on-line for all to share. Check it out at http://issuu.com/environment_tobago/docs/et_newletter_-_march_2009.



Grenadines Next World Heritage Site?

WORLD Heritage Sites are locations of cultural and natural heritage considered to be of outstanding value to humanity. There are currently 878 around the globe. Those in the Caribbean region include the Barrier Reef Reserve System, Belize; the Port, Fortresses and Group of Monuments, Cartagena, Colombia; Old Havana and its Fortifications, Cuba; Morne Trois Pitons National Park, Dominica; Colonial City of Santo Domingo, Dominican Republic; National History Park (Citadel, Sans Souci, Ramiers), Haiti; Historic Area of Willemstad (Inner City and Harbour), Curaçao, Netherlands Antilles; Fortifications on the Caribbean Side of Panama (Portobelo-San Lorenzo); Brimstone Hill Fortress National Park, St. Kitts & Nevis; Pitons Management Area, St. Lucia; Historic Inner City of Paramaribo, Suriname; and Coro and its Port, Venezuela.

The idea of establishment of a Grenadine Islands World Heritage Site is gaining momentum.

The United Nations Educational, Scientific and Cultural Organization (UNESCO) seeks to encourage the identification, protection and preservation of cultural and natural heritage around the world, through a treaty called the Convention Concerning the Protection of the World Cultural and Natural Heritage. As of April 2009, 186 nations have ratified the Convention. UNESCO is currently looking for sites in under-represented regions, which includes the Caribbean, and nations which as yet have no designated sites, such as Grenada and St. Vincent & the Grenadines.

UNESCO will help safeguard World Heritage sites by providing technical assistance and professional training; providing emergency assistance for sites in immediate danger; and supporting public awareness-building activities for conservation.

To be included on the World Heritage List, sites must be of outstanding universal value and meet at least one out of ten selection criteria. Among the criteria which the Grenadines might meet are:

• to be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;

• to contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;

• to be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;

• to be outstanding examples representing significant on-going ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals.

The Grenadines have considerable strength in both natural and cultural heritage. It has diverse marine habitats, including the most extensive area of coral reefs in the southeastern Caribbean. Present are also seagrass beds and mangrove, and it is a significant larval production area. The area is a breeding ground for whales. Terrestrial biodiversity is emerging as important also. There are several terrestrial endemic species, and the finding of a new species of lizard on Union Island is an example of what might be revealed with further investigation. The Grenadine Islands are excellent global examples of small archipelagic islands during their early days of geological evolution. They contain examples of the most active underwater volcanoes with associated endemic biodiversity along a subduction zone. Culturally, there is a wealth of pre-Columbian sites yet to be explored, traditions of boat building, sailing and whaling, well-preserved African traditions such as Big Drum and maroon festivals, and colonial forts, all within this relatively small area. The Grenadines is an area of outstanding beauty.



DAVON BAKER

How special is this? Many feel that the interaction of the Grenadines' people and environment has formed a unique cultural landscape that deserves World Heritage status

In February 2006, representatives from 15 Caribbean countries participated in a regional training workshop on World Heritage held in St. Lucia, to raise awareness on nominating marine areas from the Caribbean as World Heritage Sites. The participants recognized that by collaborating with other States, the chances of meeting the strict World Heritage requirements are greatly enhanced. At the same time such collaboration will help in better conserving the natural features in question.

Preliminary meetings regarding the Grenadines of St. Vincent & the Grenadines of Grenada joining to form a single World Heritage Site were held by the Sustainable Grenadines Project (SusGren) in both countries during September 2008. SusGren (www.cavehill.uwi.edu/cermes/susgrenadines-Index.html) is a trans-boundary initiative looking to strengthen and empower local communities in protecting their environment and livelihoods in the Grenadines.

On March 17th, 2009, with UNESCO support, SusGren hosted a workshop in St. Vincent with the aim of developing a joint effort between Grenada and St. Vincent & the Grenadines to approach both Governments on the relevant issues, pursuing support from UNESCO, and preparing a position paper on the possibility of the Grenadines becoming a World Heritage Site to submit to Cabinet in both countries. The 30 participants, coming from relevant government ministries and NGOs in both countries, agreed that the Grenadine Islands have the potential to become a World Heritage Site, and working groups were formed to plan strategy to pursue the goal.

For more information on World Heritage Sites visit http://whc.unesco.org/.



Record Participation, Light Winds

by Carol Bareuther

Rain doesn't stop the Carnival and neither did lack of wind on the last day of sailing stop the fun at the 5th Annual Culebra Heineken International Regatta, held March 20th through 22nd, out of Puerto Rico's offshore island of Culebra. "The weekend was all about good friends and good competition," says regatta director, Angel Ayala.

A near-record 61 big boats ranging from a Santa Cruz 70 to a Hobie 16 competed on offshore courses set south of Ensenada Honda, while a record 73 dinghy sailors — kids helming Optimists, Lasers and International 420s — raced in the 5th annual Culebra Heineken International Dinghy Regatta, which was held at the same time and inside the bay.

Six- to ten-knot winds the first day allowed most classes to get in two to three races. Yet come the second day, flat calm saw the fleet towed by powerboats in a conga line rather than racing around the island.

In the Spinnaker A class, it was Chris Stanton from St. Croix — a master of light air sailing — who with his brothers and friends drove their Melges 24, *Devil*^{3}, to a first in class.

"A smooth bottom, good crew and luck" is how St. Thomas' John Foster sums up the secret to the success of his Kirby 25, *The Good, The Bad & The Ugly*, in the Spinnaker B class.

Close competition in the Racer-Cruiser Class turned into a wide gap on the scoreboard when Puerto Rico's Sergio Sagramoso sailed his swift Beneteau First 44.7, *Lazy Dog*, on the wrong course during the second race of the day. This led Antigua's James Dobbs' J/122, *Lost Horizon*, to an easy win. "It's a bad way to lose. It's also a bad way to win," says Dobbs partner, Nicola Pears.

It took a tiebreaker to determine the winner in the Performance Cruiser Class. Winner, St. Croix's Jeff Fangman, sailing his Thomas 35, *El Presidente*, sparred with fellow islander, Tony Sanpere, who was driving his J/36, *Cayennita Grande*. "We were better upwind and he (Sanpere) beat us downwind. We'd catch him, and then he'd catch us, back and forth. It was close," says Fangman, whose *El Presidente* won the tiebreaker by winning the second and final race of the regatta.

Puerto Rico's Pedro Quinones, aboard *Bravisimo*, won handily in the highly competitive J/24 Class. "We all raced Optis together," says Quinones, about his crew, "then we went off to college and now we're all back sailing together."

A one-point lead over the BVI's Colin Rathburn's *Lime* gave Puerto Rico's Fraito Lugo, aboard *Orion*, the win in the IC-24 Class. "I was disappointed that there were only four IC-24s. I hope we're not seeing the death of the class."

In the Jib & Main Class, Edwin Romero's Hunter Legend 43, *Nemesis*, led with a duo of bullets. "My boat sails best in light winds," says Romero, who added that he sails with longtime crew who include his sons and friends.

Puerto Rican Olympic sailor, Enrique Figueroa, sailing his *DRD-Suzuki*, won the One Design Hobie 16 Class.

The Culebra Heineken International Dinghy Regatta marked the first regatta in the Caribbean to host an International 420 Class. St. John, US Virgin Islands' sailor Alex Coyle and crew Jozsi Nemeth, won the four-boat class. The regatta was a qualifier for the Puerto Rican team selection to attend the ISAF Youth Sailing World Championship in Brazil this summer. Raul Rios and crew, Antonio Sifre, won the selection.

In the dinghy event, Puerto Rico's Juan Carlos Franco Monllor championed the Optimist overall, while fellow islander, David Alfonso, won the Laser Radials.

The Culebra Heineken International Regatta is the second leg of the Cape Air Caribbean Ocean Racing Triangle (CORT) Series, which began with the St. Croix International Regatta in February and concluded with the BVI Spring Regatta & Sailing Festival in April.

For full results, visit culebra.result.vg.



DEAN BARNES

Waiting for wind on the last day didn't deflate the spirits of crews in this year's Culebra event



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SOMETHING FOR EVERYONE

by Carol Bareuther

Round-the-island and round-the-buoy racecourses. CSA-handicap, IRC-handicap and one-design classes. Custom 73-footers, Hobie 16s and everything in between. The 36th Annual International Rolex Regatta, sailed March 27th through 29th out of the St. Thomas Yacht Club, US Virgin Islands, offered something for everyone.

Sixty-four boats took to the seas for inter-island racing the first day when winds from the north made these courses most favorable. The second day's famous race into the Charlotte Amalie harbor and back brought a band of spectators to cheer on the fleets. The theme of "bringing Rolex to the island" got a double boost that evening when Yacht Haven Grande marina hosted a party for the sailors and the public.

Declining, yet still 12- to 15-knot winds blew over the final day's buoy racing when the winners — and new Rolex watch owners — were ultimately decided.

The homegrown IC-24 fleet saw some of the swiftest competition. Thirteen races gave the fleet plenty of practice, but no throw-outs meant one false move could spell disaster on the scoreboard. That's just what happened to Puerto Rico's Efrain "Fraito" Lugo, who has won this class more often than anyone else. One point from the lead going into the last day, Lugo's *Orion* ultimately parked itself in 8th place. "It wasn't my day," says Lugo. "You can't have a bad day in the IC-24s. It's just too close." St. Thomas' Chris Curreri, helming his *Brand-New Second Hand*, won by one point over the BVI's Mark Plaxton on *Intac*.

Spinnaker Racing proved the biggest class with 14 boats, including several of the northern Caribbean's hotshot racers. "It took us three years, but we finally clawed our way to the top," says the BVI's Dave West, who won aboard his Melges 32, *Jurakan*. Named for the Taino god of wind, West took all the secular measures his could to assure his boat's victory. "We started training in November," says West, "and we had Anthony Kotoun onboard." Kotoun is a former St. Thomas sailor, Olympic contender and 2005 J/24 World Champion.

Perennial winner Antigua's James Dobbs' J/122, *Lost Horizon*, had its work cut out in the Racer-Cruiser class. The USA's Bruce MacNeil's Morris 48, *Barra*, took over the lead the second day, until two bullets the last day secured the lead for Dobbs.

In the Non-Spinnaker Racing Class, the USA's Tom Mullen won aboard his J/120, *Shamrock*, while St. Croix's Joe San Martin, helming his Newick Trimaran, *Piglet*, won the Large Multihull Class — and was the lone entrant!

Five stalwart beach cats braved up to ten-foot seas and 20-knot-plus wind gusts to compete, with St. Croix's Chris Schreiber, on his Hobie 16, *Auto-Manic*, the winner.

Finally, the International Rolex Regatta was one of a handful of events this year to host a class specifically for IRC-rated yachts. Jim Mitchell, aboard his Reichel-Pugh, *Vincitore*, handily won with a near-flawless string of bullets. Of course, the rest of the class had fun too. "We had two spinnakers up at one point and three jibes, which weren't supposed to be," says the New York Yacht Club member Ron O'Hanley, driving his Farr/Cookson 50, *Privateer*, "but we had a great time. It's beautiful sailing here in the Caribbean."

For full results visit www.yachtscoring.com/event_results_cumulative.cfm?eID=218.



DEAN BARNES (2)



Above: Watch this! The IC-24 Class races into Charlotte Amalie harbor

Right: The BVI's Three Harkoms comes barreling down the race-course to place third in Spinnaker Racer Cruiser



OUT OF THIS WORLD!

by Stéphane Legendre



TIM WRIGHT (2)

Big boats, deep pockets, high winds, a spectacular turn-out and great fun — 35 superyachts raced for this year's St Barths Bucket honors

This year marked the 14th edition of the St. Barths Bucket regatta, held March 27th through 29th. The owners are rich; the big boats are beautiful. Seeing them, whether docked at Gustavia Harbor or out sailing, is just wonderful. For most of us, it is not our world — but it is part of our sailing community; the passion is intact. The wind was strong the first two days and the seas were bumpy, but for these yachts it did not make a lot of difference. Fun was everywhere: crewing or watching from shore, the spectacle of those monsters doing battle was outstanding.

Thirty-five superyachts turned up to race in two classes, nine boats entering for the first time: *Adela* (a 180-foot Pendennis restoration), *Baracuda* (a 186-foot Perini Navi), *Ganesha* (a 128-foot Fitzroy), *Meteor* (a 170-foot Royal Huisman), *Moonbird* (a 126-foot Fitzroy), *P2* (a 125-foot Perini Navi), *Salute* (a 184-foot Perini Navi), *Saudade* (a 148-foot Wally) and *Varsovie* (a 100-foot Swan). Among the repeaters were many exquisite yachts we are used to seeing racing around the Caribbean, such as the 115-foot Farr ketch *Sojana*, which looks small compared to the Perini Navi *Maltese Falcon* at 289 feet. The 170-foot schooner *Meteor* (with Jimmy Buffet aboard one day) came away with the top honours.

The first Bucket regatta took place in Nantucket, Massachusetts in 1986. As www.bucketregattas.com puts it, "During an evening that evolved into a rather torrid Rum Squall, debate raged as to what each yacht and crew could accomplish, and the stage was set for bragging rights. The following day, seven yachts sailed the first Nantucket Bucket, a 15-mile course in Nantucket Sound. Recollections are hazy as to exactly which yacht won, but the records clearly indicate that no yacht finished worse than seventh!" Winning is not important but participating is.

The first St. Barths Bucket was sailed in 1995 with a fleet of four yachts. A decade ago things got serious, after a few years of fishing, fun and a unique "Le Mans Start". Local authorities stepped in and, with the committee, organized a "serious fun" regatta.

The organizers of The Superyacht Cup regattas in Antigua and Palma recently joined forces with the organizers of the St. Barths and Newport Bucket Regattas to adopt the Bucket Rating system. The system was developed by Jim Teeters, Associate Offshore Director at US Sailing, and has been refined by Bucket Regattas over the last six years, creating an accurate system for rating superyachts of all designs and sizes.

The goal of the Bucket Rating system is to provide starting times for each yacht that result in the entire fleet converging on the finish line, and do this for a variety



Round-the-island and round-the-islets courses let boats measuring from 76 to 289 feet stretch their legs, and a fine-tuned rating system ensured close finishes

of courses in any wind speed. The Bucket Rating requires only measurements for length, weight, draft, ballast, rig and sail characteristics. From this, the yacht's Velocity Prediction Program is calculated and combined with some 'Observed Performance' adjustments to produce a combination of technical capability and real sailing performance. This system, modified over the years, proved itself with the results of last year's St. Barths Bucket, where the first ten of 26 boats finished within 150 seconds in a two-hour race.

This year, the around-the-island (anticlockwise) course on the Friday underscored the effectiveness of the rating system. *Meteor* led her class, followed 23 seconds later by the 108-foot Klaasen, *Shamoun*, with *Ganesha* finishing 40 seconds behind *Shamoun*.

Day Two was one of the most spectacular days of racing in Bucket Regatta history, with 17 knots of wind for the Wiggley Course, which takes the yachts around Ile Frégate and Le Fourche and back to the finish line at Gustavia, and saw 25 yachts finishing within ten minutes of each other.

The final race was around-the-island again — clockwise this time.

Before the Notice of Race is published each year, the applications overflow. The event's success is due in part to its non-commercial flavor: sponsorship is restricted to major shipyards such as Perini Navi, Royal Huisman, Alloy Yachts, Holland Jachtbouw and Vitter's.

For full results visit www.bucketregattas.com.

ST. BARTHS BUCKET 2009 WINNERS

Grande Dames des Mers (Cruising Division)
1) *Meteor*, Huisman
2) *Maltese Falcon*, Perini Navi
3) *Windcrest*, Hodgdon Yachts

Gazelles des Mers (Racing Division)
1) *Ganesha*, Dubois Performance Sloop
2) *P2*, Perini Navi/Briande Performance sloop
3) *Destination Fox Harbor*, Dubois Performance Sloop

Overall
1) *Meteor*
2) *Windcrest*
3) *Adela*

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LEAVE YOUR BOAT IN SKILLED HANDS

Tiebreakers Add to Excitement

by Carol Bareuther



DEAN BARNES (2)

Spinnaker fun as IC-24s round the mark. It was Lime *time, with skipper Colin Rathbun ultimately earning a celebratory champagne shower*

There was a definite air of excitement in the regatta village as well as on the racecourse at the BVI Spring Regatta this year. Much of it had to do with everything going "right" — Mother Nature cooperated with winds speeds that were "just right", the race committee got off a number of fast-paced races, classes were filled with competitive boats that ultimately made tiebreakers the norm, and best of all, the rum flowed sweetly all weekend long.

A near-record number of 122 yachts got down to serious competition April 3rd through 5th when the traditional BVI Spring Regatta got underway. Nearly half this number sailed in the BVI Sailing Festival, a low-key warm-up to the main event that featured a race up to the Bitter End Yacht Club in Virgin Gorda and back with competitive dinghy racing on the layday.

"We were really pleased with the number of entrants this year in spite of the global economic problems," says regatta director, Bob Phillips.

From the first day through the last, it was *Vincitore*, Switzerland's Jim Mitchell's Reichel-Pugh 52, which led the big boat Spinnaker A Class. The prizegiving was especially sweet. "We have three generations on the boat and today is my dad's 77th birthday," says Mitchell, who added that eight years ago he was diagnosed with cancer and today is cancer-free and happy to be out racing.

Three Harkoms, the BVI's Jim Hudleston's Modified Oceanis 440, easily fronted the Spinnaker B Class in spite of superb sailing — in all but one race — by Antigua's James Dobbs aboard his J/122, *Lost Horizon*. "We screwed up the first day," says St. Maarten crewmember, Alfred Koolen. "On the short two-mile race, we started late, hit the weather mark and finished a full minute behind everyone else."

It was a battle of former J/24 World Champs in Spinnaker Racing C. *Bad Girl*, a J/100, was sailed really 'good' by native Crucian and 2004 J/24 World Champ, Jens Hookanson, who took over the helm for owner, Rob Armstrong, who was away on business. Hookanson kept the BVI's Dave West and his ace crew — which included 2005 J/24 World Champ, Anthony Kotoun — aboard West's Melges 32, *Jurakan*, at bay, letting them win only once in the 11-race series. About racing with Kotoun, Hookanson says, "We sail against each other a lot in J/24s in Rhode Island."

Zero points separated first and second place in Spinnaker Racing D, while a half point away was the third place finisher. "It was incredibly close, right down to the last race," says St. Thomas' Chris Thompson, who sailed his J/27, *J-Walker*, to the win, with the BVI's Olson 30, *Rushin Roulette*, second and St. Thomas' Kirby 25, *The Good, The Bad & The Ugly*, third.

Puerto Rico's Julio Reguero won the Racer-Cruiser Class aboard his J/105, *Umakua*, and he didn't even start the first race. That's what Olympic training will do for you. Reguero, who lost his leg in a motorcycle accident in 2001, pursued a Para-Olympic sailing campaign in 2008 in the 2.4 dinghy. His sights are now set on training for 2012.

It took a tiebreaker to decide the winner in Jib & Main. "It was an amazing display of very different makes of boats," says the BVI's Robin Tattersall, who ultimately won the class on his classic Modified 30 Square Meter, *Diva*. "The top six boats in the class were often seconds apart. What it means is good sailing and that the ratings work."



The crew of Vincitore, *top boat in Spinnaker A Class, also had much to celebrate*

A three-way tie spelled drama in Bareboat A, but it was *Justice*, a Beneteau Oceanis 47, with California's Justin Barton and the BVI's "secret weapon" Presley King, a Bequia native and long-time employee of the Moorings, sharing the helm that triumphed with two firsts. "It was close, but we had better speed the last day," says King.

Finally, it was the BVI's Colin Rathbun who won the homegrown IC-24 Class on his sponsored *Lime*. "Spot on crew work, everybody was dialed in," says Rathbun. "We passed boats at every mark rounding, so we're feeling good." Winning his class at the BVI Spring Regatta, in the Cape Air Caribbean Ocean Racing Triangle (CORT) Series and being named Best BVI Boat led an exuberant crew to chase Rathbun down during the awards ceremony and douse him with champagne. It was a fitting end to a great regatta.

For full results visit http://bvisr.result.vg.







GRENADA ROUND-THE-ISLAND RACE 2009

A SMASHING EVENT!


JOSHUA YETMAN

Region Guadeloupe *setting off on a mission. At the end of the day, she sliced nearly two hours off the Round Grenada record*

by Jeff Fisher

Shattered, smashed, pulverized, and obliterated are the words to describe the demise of the previous Round Grenada sailing record.

Eleven boats entered the seventh annual running of this event, in its new pre-Easter time slot of March 14th and 15th, and were treated to free dockage at Port Louis marina, plus an early breakfast on the morning of the Saturday's big race.

I saw the start from Port Louis at eight in the morning on a glassy sea. As if on command, the wind filled in at the sound of the gun. Fresh from winning the inaugural RORC Caribbean 600 race, the ORMA trimaran *Horizon Region Guadeloupe*, owned and skippered by world champion Hobie Cat sailor Claude Thelier, was soon stretching her wings on starboard tack going north. I thought I would be smart and drive my car up along the west coast road and watch her make her way up. Never saw her. Crewmember Jaqcui Pascall, of Horizon Yacht Charters and sponsor of this entry, told me later that they tacked only three times to make it all the way around the island and hit a top speed of 29 knots. The record now stands at 3 hours, 54 minutes and 2 seconds.


JEFF FISHER

Meanwhile back at the beach, there was plenty of fun for young and old as they awaited the yacht race's finish

Roger Spronk's *Huff and Puff*, a Spronk cat and holder of the previous record of 5 hours and 40 minutes, was forced out of defending by a broken headstay chainplate halfway up the west coast. First monohull to finish was Peter "Champie" Evans on *Tanga Langa 3* in a little more than six and a half hours, though the corrected-time honors in Racing Class went to Richard Sjvjan's Hobie 33, *Category 5*. In non-spinnaker Cruising Class, Scott Watson's Jeanneau Sunfast 52, *Boxxer*, took both first to finish and first on corrected time. Val Havenga on *Seaduction* decided to change her status from racing to daysailing around the island.

Meanwhile back at Grand Anse Beach, Laser and Optimist races were taking place, sponsored by Budget Marine; Shakeem Collins won in the Optimist class and Michael McQueen in the Lasers. Kids from nearby schools participated in spoon-and-lime races, water balloon tossing, tug of war and face painting. Good DJ music and a fun crowd added to the mix.

Sunday was more of a relaxing day with a variety of local dishes to try out at A Taste of Grenada festival on Grand Anse beach. I enjoyed the local fish and fried plantains, but there was also oil down, fried breadfruit, and international fare like hamburgers, curry and sushi.

The first annual Bathtub Derby took place that day as well. Marc DeCaul won in the one-man class on his slim-hulled catamaran called *Trial and Error* and Ivor Trimm and his partner won the two-man class in the bicycle contraption called *Saltfish Souse*.

Plenty of live music filled the air; everything from steel band to drummers to rock played into the night to cap a truly "smashing" weekend.

For full results visit www.aroundgrenada.com.

Aboard *Region Guadeloupe*: MY ACTION THRILLER

by Danny Donelan

I had always looked at trimarans as a bit of an oddity, a curiosity, like the vessel used by Kevin Costner in the film *Waterworld*. Trimarans would be the kind of boat Mel Gibson would have if *Mad Max* were based on water, which I guess is what *Waterworld* was, except Mr. Costner was just not as roughneck as Mel was in his role. For that matter even Tina Turner was more gangster than Costner in the sequel, *Mad Max: Beyond Thunderdome*. The gills on his feet and using himself as live bait were the only redeeming qualities of *Waterworld* — and of course the trimaran he called his ride. Okay, I digress, so back to the story.

I get a phone call from skipper John Burnie one week before the Round Grenada Race saying that he is coming with *Region Guadeloupe*, an ORMA 60, to shatter the record. Of course the first words to pop out of my mouth are "You need crew?" He answers no; says that the trimaran is being sponsored by Horizon Yacht Charters here in Grenada and they have filled her with crew already. So my next phone call is to James Pascall at Horizon, begging and pleading to be part of the crew. "Sorry, Danny. All places are taken already."

At the same time another yacht in Grenada is calling me to be a part of their foredeck crew but I'm making excuses because in my heart I believe that the cosmos will align for me and I will make it onto the ORMA. So wished, so becomes reality. I get a call from James on the Thursday night saying that one of the crew has dropped out and I'm in.

So *Region Guadeloupe*, 60 feet long and 60 feet wide, sails into St. George's Lagoon, and owner Claude Thelier walks off onto the Super Yacht Docks of Port Louis Marina (the host marina and one of the sponsors for the race) after his zippy trip from Guadeloupe: 250 nautical miles in 15 hours. There is now a real buzz in the marina. Every single spot is filled as this weekend the marina is hosting both the Round the Island Race and the World ARC. *Region Guadeloupe* is sitting right next to another, older, trimaran, this one only 50 feet. Straightaway, with these two mean racing machines sitting at the dock looking like they are ready to jump out of the pole positions, everyone on the docks is hoping for a thrilling race.



DANNY DONELAN

Claude Thelier and John Burnie starred in 'Round Grenada — Raising the Bar'!

On Saturday morning after a huge breakfast at Victory Bar, our crew boards *Region Guadeloupe*. It's Claude, John Burnie, James Pascall and his wife Jacqui, Cuthbert Johnson, Dwayne Haywood, Olivier (I never did get his surname) and myself — all shaking with excitement. Claude and John assign us our duties and off we go.

Basically, the racecourse starts right outside St. George's Harbour, and you go around the 21-mile-long island in a clockwise direction, staying outside of Sugar Loaf and Glovers Island and ending back at the same position as the start.

Richard Sjyjan's Hobie 33, *Category 5*, is looking like she may have the best start. But within a few minutes we are very quickly pulling away from the fleet. After 15 minutes the other sails are rapidly becoming smaller and smaller. After an hour we no longer see them and miraculously we are already passing the town of Gouyave.

Now I'm one who is never short of words. I always find a way to express myself as eloquently as possible. This normally means that people have to stand around and listen to my words, which are never short (kind of like me explaining this last sentence). Anyway on this day, the only word that seemed to be working for me was "WOWWWW!" I must have said WOW about 30 times for the whole trip. I was just completely awestruck by the speed of this beast. With average speeds of 18 knots up the west coast, we are watching the land blur as we fly by. At one point, Badger in his sportfishing boat tries to get a little closer to get some pictures for the press and he must have burned up at least 500 dollars worth of fuel trying to catch us.

Heading down the east coast we are averaging 25 knots with a top speed of 29 knots. I have never been on a boat this fast in my life and the feeling of exhilaration and adrenaline is completely amazing: it makes you feel even more alive.

Outside of Glovers Island we call the racing committee to let them know that we are nearing the finish line. Their response was, "You joking, right?" We are on track to break the round-the-island record by over two hours. But 500 yards from the finish the bolt on the rudder snaps and we have to let the sails down and salvage the rudder before it drops off. We still manage to complete the race in less than four hours, a new race record by far.

I came off *Region Guadeloupe* on a natural high that I have retained for the past week. It was amazing being a part of this race aboard this boat. Thanks to Claude and John and congratulations to all of the racers and the organizers who put on an amazing event.

The bar has been raised. It will be interesting to see if there is any yacht out there that can beat this new record. Round the Island 2010 should be an interesting and really fast one. Anyone up for the challenge?





REGATTA NEWS

Sparkling 4th Route du Carnaval Yacht Rally

Stéphane Legendre reports: An event-record 14 boats rallied from Martinique to Trinidad Carnival, from February 14th through 24th, with layovers at St. Lucia, Bequia and the Tobago Cays, coming to rest at the 14 available berths kept especially for them at the



STEPHANE LEGENDRE

Trinidad & Tobago Sailing Association.

This year's Route du Carnaval rally faced unusual challenges in provisioning and preparing the boats at the Martinique start, owing to the general strike on that island in February. However, the stop in Rodney Bay, St. Lucia, on the 15th easily saw provisions and fuel tanks topped off, along with a crews' party on the beach that night and departure the next day, bound for the anchorage at the Pitons. Once there, a magnificent sunset was enjoyed in the awe-inspiring natural surroundings of this World Heritage Site.

On the 17th, a rollicking sail to Admiralty Bay, Bequia culminated in a marvelous cocktail and finger-food reception at Jack's Bar, hosted by the very welcoming members of the Bequia Tourism Association. This excellent introduction to the Grenadines was followed by two days in the unique Tobago Cays Marine Park, viewing the turquoise waters, sea turtles and reef fish.

The fleet set out on its longest leg — 120 miles to Trinidad — on the 20th. The yachts passed to windward of Grenada, propelled by 20-knot tradewinds that lasted nearly to the Bocas.

After completing entry formalities, boats were left safely at TTSA while their crews went immediately to their first Trinidad Carnival fête, starting at 10:00PM and lasting until 10 o'clock the next morning. On the Sunday evening, everyone went to the spectacularly costumed Kings and Queens Parade and the Calypso Monarch finals.

On the Monday, there was a rest for the ears as rally crews enjoyed a tour of the rainforest and lunch at a historic cocoa plantation.

The rally's activities climaxed with Mardi Gras, or Carnival Tuesday, an extraordinary day of impromptu street partying, music and world-famous costumed parades, leaving hardy crews just enough energy for the evening's Route du Carnaval 2009 prizegiving. The greatest prizes, of course, were numerous new friendships and life-long memories.

For more information visit www.transcaraibes.com.

World ARC 2008-09 Returns to St. Lucia

Having cruised up through the southern Caribbean to rendezvous at The Marina at Marigot Bay, St. Lucia, the final ten nautical miles of the World ARC's 23,000-nautical mile round-the-world voyage were covered in a spirit of festive fun with a Parade of Sail taking the yachts to their final destination at Rodney Bay Marina, where their adventure began back in January 2008. Falling in line astern of the 17 circumnavigators were local yachts from the St. Lucia Yacht Club to shepherd the fleet around Castries Harbour and then across a symbolic finish line laid in Rodney Bay.

Since leaving St. Lucia at the start of the rally, the World ARC yachts visited 16 countries and several off-lying dependencies, 33 official stop-over ports and many more islands and anchorages around the globe. Crews have benefited from the safety net and camaraderie of the rally on open ocean crossings, while being able to independently explore some of the world's best cruising areas. A team from the event organizers, World Cruising Club, provided assistance to the cruisers in each stopover.

As the sun set over Rodney Bay, the crews gathered at the beachside Royal St. Lucian Hotel to mark the end of the rally in style. Guests of Honor at the celebration included Laurie Barnard, Chairman of the St. Lucia Tourist Board, and James Hepple, Consultant to the Tourist Board. After a delicious Caribbean dinner, Dr. Hepple spoke on behalf of the Tourist Board, thanking the skippers and crews for helping to make St. Lucia a premier centre for yachting tourism, and congratulating them on their circumnavigation.

The skippers and crews were then welcomed on stage by Andrew Bishop, Managing Director of World Cruising Club, who presented each with a commemorative plaque, a trophy and certificate of achievement to mark their voyage. The final prize of the evening was awarded to David Holliday of *Kealoha 8* (an Oyster 72), for winning the overall competition within the rally. Speaking on behalf of the participants, David said, "World ARC has been a wonderful experience and I would not have done this voyage without being a part of the rally. I want to thank World Cruising Club for helping me achieve my dream."

The next World ARC will set sail from St. Lucia in January 2010 and it already has 33 yachts from 12 nations entered. World ARC 2010 will follow a similar route to 2008, circumnavigating via Panama, Australia, South Africa and Brazil. Routing and weather advice is provided for yachts at sea and daily positions are tracked via the rally website. World ARC yachts are also eligible for free entry in World Cruising Club's ARC and ARC Europe transatlantic rallies for those wishing to start and finish in Europe.

For more information visit www.worldcruising.com.

St. Lucia Hosts Mango Bowl Junior Regatta

Ruargh Findlay reports: The Mango Bowl Junior Regatta was the brainchild of the St Lucia Yacht Club, created primarily for the local young Opti and Laser sailors who had trained so hard for the (canceled) 2009 Schoelcher Week in Martinique, and who needed an outlet for all their training!



RUARGH FINDLAY

Alleviating junior sailors' disappointment at the cancellation of this year's Schoelcher Week in Martinique, the St. Lucia Yacht Club came up with a brilliant new event — the Mango Bowl. Here the inaugural Mango Bowl Optimist fleet races past Pigeon Island

Invitations were sent to other Caribbean youth sailing groups and, thanks to the presence of a very experienced coach, a few days of Optimist clinic and race training in advance, open to all participants, were added.

After the disappointment of missing the Schoelcher week, young Rhône Findlay from the Sint Maarten Yacht Club was determined to participate in the event in St Lucia, held April 1st through 6th. He arrived in time to attend the clinic as well, which Rhône considers the best he has attended to date.

The Saturday morning saw brisk winds. Rhône was first across the start line and battled into the wind ahead of his fellow competitors for the first race.

—Continued on next page



—Continued from previous page

However, choppy seas and a sudden gust nearly capsized his boat, requiring him to stop and bail, allowing eight boats to overtake him. Undaunted, Rhône proceeded to overtake boats one at a time, placing fourth at the finish. This performance took immense determination, and his success spurred Rhône on to perform better in each successive race, improving his overall placing.

The serious contenders were a young Lucian, Marcus Sweeney, a member of the Red Fleet (13- to 15-year-olds), and considered the local champion, and top female junior, Stephanie Lovell, another Red Fleet member. Marcus had two bullets and Stephanie one bullet on the first afternoon. They were closely followed by Thomas Meixner and Marc Spurway (both Red Fleet), also tough competition for Rhône, who is still racing as a Blue Feet competitor (11- and 12-year-olds).

The Sunday dawned with a strong-wind forecast. Undaunted, Rhône was the first to be rigged and out on the water to practice in the chop. At the starting horn for the first race, Rhône flew across the line and clearly stamped his name on the lead position. First to the windward mark, first to the second mark, with the distance increasing on each leg of the race between Rhône and the flock of sails behind him, he won with a lead of one minute 55 seconds.

However, the next three races had spectators on the edges of their seats, as Rhône and Marcus fought for position at every tack, with Marcus showing his experience by winning each of the next two races. In the fourth and final race at the final rounding of the leeward buoy, Marcus was in the lead by half a boat length but Rhône came up on the inside and powered into and over every wave as he increased his boat speed. Slowly his lead increased and the victory was his. Two firsts, three seconds and two third places sent Rhône to the podium only three points behind Marcus, and nine points ahead of Stephanie's deserved third place.

Rob Hemming, the senior coach, videoed many aspects of the races, and organized a final debriefing, ensuring that every child benefited to the maximum from their experience. The organizers then distributed awards, prizes and keepsakes, promising that the Mango Bowl 2010 will be a definite on next year's Caribbean Youth Racing programme. Roll on 2010, as we from Sint Maarten will be back — and thank you again!

Captain Oliver's Regatta, St. Martin's Joy

The Joy of Living: That's the theme for the 2009 Captain Oliver's Regatta, with racing scheduled for May 16th and 17th, on the island of St. Martin. Olivier Lange opted for this theme to celebrate the fifth edition of the regatta he initiated: "We all need some joy, especially in these difficult economic times; and the joy of living is a sentiment we can share with friends!" he declared with gusto at a luncheon held at his restaurant at Captain Oliver's Resort in Oyster Pond, where he launched this year's regatta with members of his organizational team. And since there's no point in replacing a winning team: Hervé Harel, president of Captain Oliver's Yacht Club, remains as president of the regatta, and Stuart Knaggs as race organizer.

Since 2005, the number of boats has increased every year for Captain Oliver's Regatta, and last year 40 sailboats competed.

Berths at the dock are free, three evening parties are on the schedule beginning on Friday, May 15th, and participants receive great prize packages.

The boats are divided into six categories: Monohulls, Racing Monohulls, Multihulls, Beach Cats, Cool Class and Corporate Challenge.

On May 16th, the boats will sail around St. Martin counter-clockwise, starting from Captain Oliver's Marina. On the 17th, the competitors will battle on the waters between Oyster Pond and Ile Fourche.

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

Florida-to-Cuba Race Hoped for in June

As Toni Whitt reported in the March 24th edition of the *Herald Tribune,* now that President Barack Obama has taken office in the USA, a group of sailing enthusiasts is hoping to reopen routes from Florida to Cuba through competitive sailing events. Jay Meyer, a member of Sarasota Yacht Club's sailing team, has applied to the federal government for permission to compete in a sailing regatta off Cuba's coast — something he last did 15 years ago, before the United States prohibited virtually all travel to the island nation. While travel to Cuba is still heavily regulated, Meyer, who is hoping the new administration will allow him to take as many as 100 boats and their crews to Cuba for a 15-mile race this June, said he sees an opportunity to bring back "spirited competitions".

The Obama administration recently relaxed some travel restrictions, allowing US-based relatives to visit their family members in Cuba once a year, and expanding the definition of family members to include cousins, aunts and uncles. Because the sailors would not be visiting relatives, they must apply for a specific license from the Department of Treasury's Office of Foreign Assets Control, which permits travel for competitive events under strict guidelines.

Cuba's sailing team and its Hemingway International Yacht Club of Cuba prompted the request by inviting the Sarasota Yacht Club to participate in an offshore race near Havana, which would restore a 70-year-old international sailing tradition.

Don Payzant, the fleet captain at SYC, said sailors from Cuba and the west coast of Florida raced regularly until Fidel Castro's coup in 1959, with occasional races in the ensuing years. Cindy Clifton, regatta organizer for the SYC, said her husband has been to Cuba for racing events a dozen times, making friends there whom he has now not seen in years.

The Sarasota Sailing Squadron organized an 84-boat race to Cuba in 1994. Clifton said the group organized another regatta during President George W. Bush's first term in office, but their permits were rescinded days before the race. "Nobody I know has sailed to Cuba since 2002," Clifton said.

Sailors formerly had little trouble going to Cuba so long as they brought along their own provisions and did not spend money in Cuba. But in February 2004, as part of his Homeland Security initiatives, President Bush signed a presidential proclamation declaring that US boats could be boarded and seized if federal agents believed the operators were going to Cuba, citing the "terrorist threat" posed by that country.

"Clearly any (US citizen) at this point who wants to travel to Cuba for any reason, wants to make sure they get the appropriate permits to travel," said Lawrence Friedman, a partner in the Chicago-based global trade law firm Barnes, Richardson & Colburn. Friedman said it could be easier for the Sarasota sailors to get permits to travel to Cuba under the current administration given the changes already approved. "It's not a slam dunk for them, but given the facts that they are going through the process, it's an organized sporting event and they are being careful to avoid contributing to the Cuban economy, there is a chance," Friedman said. "There is a history of making exceptions for actual competitions and opening trade through sports."

Heineken Regatta Curaçao is Here to Stay

Bram Reukers reports: The Heineken Regatta Curaçao — with the slogan "Real Different" — is here to stay!

After a successful first edition of the Heineken Regatta Curaçao in November 2008, the contract between the Curaçao Sailing Festival and Heineken Curaçao has been extended for another ten years.



The city of Willemstad provides a remarkable venue for the multi-faceted annual Heineken Curaçao Regatta, including a unique urban starting line and waterfront Regatta Village

The regatta is a unique experience for both sailors and the people of Curaçao. The former were challenged with exciting starts and finishes in the Annabaai (located in the heart of the city of Willemstad) and raced on exciting courses all around the island. The spectators can enjoy the event from the UNESCO World Heritage Site: the Handelskade, also where the Heineken Regatta Village is built.

The Heineken Curaçao regatta is *real different* in another way. Almost anything that floats races in different classes, including Sunfishes, fishing boats, microboats, kitesurfers and waterskiers, with an amazing lighted boat parade on the Saturday night. The Heineken Regatta Village becomes a premium concert area at night. Last year the people were entertained with performances of Green Synergy winner DJ Tico, Basic One and, as the main act on Sunday, the "Queen of Soca" Alison Hinds, who made sure that this great weekend ended in style.

We are already preparing for the second Heineken Regatta Curaçao on November 6th, 7th and 8th, 2009. Curaçao Sailing Festival and Heineken would love to welcome everyone to the beautiful island of Curaçao to experience this spectacular weekend. (We already contracted the international artist who will perform on Sunday, November 8th!)

For more information see ad on page 13.



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Splendido, *anchored in San Juan Harbor off the fishermen's dock where we found a friendly welcome*

Give Puerto Rico a Chance

by Jeremy Smith

I'd never thought of Puerto Rico as a very welcoming place. Whenever it was mentioned in conversation, the first image that would pop into my head involved a shady character selling stolen Rolex watches in a dark alley. I had been to this island many times, although my experience there usually consisted of nothing more than grabbing a meal at the airport's food court while waiting for a connecting flight.

In December of 2007, I sailed to Puerto Rico's capital of San Juan on *S/V Splendido*, a Beneteau 57 on which I work. *Splendido*'s owner, Michael, and I were to spend New Years' Eve there with several friends who were flying in to meet us for the holiday.

We anchored near the San Juan Bay Marina and took the dinghy to shore for the evening so we could get our bearings. As we walked out of the marina and through a Sizzler Restaurant parking lot, our preconceptions of Puerto Rico were almost immediately confirmed.

We began walking along a dirty four-lane highway toward downtown Old San Juan. Along the two-mile walk through a ghetto, we walked through several floods as raw sewage bubbled out of manholes. We were approached by beggars and offered various creative substances as we walked along the pitch-black street. Michael and I thought, "Yup, this is Puerto Rico."

The next day, we mustered up the courage to make the trek to Old San Juan again and became determined to find a way to anchor *Splendido* closer to the downtown area prior to our guests' arrival. We had been impressed by Old San Juan, but weren't so crazy about the trek to get there from the marina.

We came across a fisherman's village, Villa Pesquera, near Fort El Morro and noticed they had a small dock. We approached the locked gate and asked a fisherman if we would be allowed to use the dock for our dinghy. At first he was a bit hesitant, as he explained in very limited English that they had a dangerous watchdog and their dock was broken. Eventually, he agreed and we later moved the boat so it was anchored out of the shipping channel and in front of their property. We anchored in front of the fishermen's village at GPS coordinates 18.27.740N, 66.07.196W. The location is approximately three quarters of a nautical mile up the channel from the first set of markers and on the port side.

Within a few hours, the fishermen had gone out to the local hardware store and happily made us a copy of the key to their gate. They spent most of the next day repairing their dock specifically for us and did a beautiful job. Throughout our weeklong stay there, they were as friendly and helpful as they possibly could have been. We developed friendships with many of them. We even bought some treats for their dog, Bong-Bong, but unfortunately he never showed too much enthusiasm.

Little did we know, our great experiences in Puerto Rico were only beginning. Whenever we went out in town, the friendly locals almost constantly greeted us. If we needed information about something or even looked like we might be lost, someone was there to help.

To ring in the New Year, we went into Old San Juan with our guests, expecting a party resembling Mardi Gras. After all, we assumed, "This is Puerto Rico. These locals all must be party animals!" We were surprised to see very few people out on the street, and many of the bars and restaurants were actually closed. We learned that the Puerto Ricans actually view New Year's Eve as a holiday that should be spent at home with their families, not the typical partyers' paradise seen in so many other places. There were no wild parties to be discovered, but it was refreshing to find a place that still prioritizes family values over drinking.

Once the holiday was over, Michael and I had to visit San Juan's US Coast Guard Base to take care of some administrative business with our captain's licenses. Concerned about the red tape we were about to endure, we went to find the office, get fingerprinted, and fill out a couple of forms. Security reluctantly permitted us to enter the complex and directed us to the appropriate office.

We entered and sat across from a man who, at first, seemed like a strict administrator. We started making conversation with him, and before we knew it we had learned much about his family and culture. The whole bureaucratic process would normally have taken no more than a half hour, but instead we were in the office for almost three hours socializing. Before we left, we had become his newest friends.

We returned to Puerto Rico again in December 2008 and visited Fajardo, a port on the island's eastern coast.

—Continued on next page

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PARTS & POWER

—*Continued from previous page*

We anchored in the harbor and were initially not very impressed. Compared to many of the other ports we had recently visited, it was not terribly scenic and the shoreline was littered with big marinas and commercial docks.





We took the dinghy to Sun Bay Marina and found a place to dock it. As we were tying it up, a woman from the nearby office called us over and introduced herself as Olga. We assumed she was going to tell us we couldn't leave the dinghy there. Actually she wanted to let us know that we could leave the dinghy there if we wanted to, but we could also go to a nearby lower dock within the marina so we wouldn't have to climb over the high seawall. Even though we were not customers at the marina, Olga was more than happy to help with our many questions about where to go for provisioning, marine stores, and all the other cruising essentials. As we walked out of the office, she told us that she would make sure the marina's security guards watched the dinghy while we were gone.

Once back at the boat we couldn't resist moving into Sun Bay Marina, something we very rarely do, since the rates were so low and Olga so helpful.

While onboard the boat at the dock the next day, we were approached by a man named Michael who runs Caribbean Sailing School out of the same marina. He had noticed us sail into the harbor a few days before and was curious about the Beneteau 57, so we invited him aboard. He was impressed with the boat and asked if he could come back later with his wife. Around cocktail hour he came back with his wife, along with two friends. It was time for a party! The six of us had a great time and by the end of the evening, a whole new social circle had adopted *Splendido's* owner and me.

During the next few days, we visited our new friends almost every day. We went out to dinner with them and even were invited several times to their beautiful home on Isleta Marina, an island within Fajardo's harbor. We felt like we had instantly become part of their family, although we had only met these people days before.

Left: Michael (at right) and I at the gate to Villa Pesquera — our new friends there made us a copy of the key

Below: Partying with more new Puerto Rican friends at Fajardo. We'll be back!

Despite my initial concerns, Puerto Rico's locals are friendlier than those on almost any other island I have visited. This island should be viewed as a gem of the Caribbean. In both San Juan and Fajardo, our initial impression of the area was poor but we were quickly proven wrong once we met the wonderful residents. The Puerto Ricans impressed us over and over again and I would recommend to anybody that they visit this fantastic island. Remember, you can't judge a book by its cover.

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Notes from the Northern Islands

Despite some unusual dramas there in recent months, a cruise through the Leeward Islands proved a typical mix of good news, bad news, and the ever-lovin' status quo...

St. Martin Fees

In St. Martin in January, I find everyone is abuzz when the port authority in Marigot decides to put a fee on boats anchored there. There is talk of a mass exodus, but when I sail from Anguilla over to Marigot a few days later, it seems pretty normal with plenty of yachts around. It turns out not to be that onerous. You can navigate into the Marigot side of Simpson Bay Lagoon from the Dutch side and thus avoid paying more than the 5 Euro service charge. If anything, regulations have eased up now that the Customs procedures have been taken over by the Port Authority. You can anchor anywhere on the French side and take a bus over to Marigot to clear. The Captainerie at Radisson Marina can also clear you in.

On the Dutch side, the fees are not unreasonable for a short stay, but are punitive for the long-term visitors, so they stay away. At least credit cards are now accepted for fee payments, which is a big improvement.





ALL PHOTOS: CHRIS DOYLE

Above: The English Harbour area in Antigua saw a new yacht race and improved security this year
Left: Anchoring fees imposed in French St. Martin in January 2009 might or might not be suspended, but in any case they can be avoided

Nevis News

I am always ambivalent about development. At first I really did not like the Four Seasons Hotel in Nevis. But over the years I saw how many jobs it brought and how much it helped the local community, so became adjusted to realizing it was a good idea. This year the Four Seasons Hotel is closed after being once more inundated with seas from a hurricane. Having a hotel right on the beach looks great on brochures but has its downside, especially when its foundations are below sea level. While clearly everyone in Nevis would like to see it rebuilt (it is worth about 700 jobs to the island) I cannot see that this will be particularly easy to achieve. The situation is complicated: Four Seasons is just the management company; another company owns the real estate. Pinney's Beach also looked a little sad as most of the coconut trees were dying from a bacterial infection.

On the other hand the Port Authority moorings, while a little overbearing to the eye, are very strong, convenient and reasonably priced. In addition, the popular beach bar Double Deuce now has WiFi beaming out to the nearby moorings, making Nevis attractive to those of us who are wedded to our computers.

Antigua Anomaly

"Murder in Antigua!" — the news spreads fast across the water. A superyacht skipper murdered right in the English Harbour area. Once again there were stories of a mass exodus, but when I sail in there seem to be more yachts than ever. Murders often occur in places you would never expect them; I am immediately reminded of the murder of four on a yacht in Barbuda some years before. At the time I could not imagine a less likely event.

—Continued on next page



Although the mooring field makes the waters off Nevis look like a municipal car park, they are strong and reasonably priced

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—*Continued from previous page*

These things are so unpredictable that I don't think you can always avoid them by picking your destination. I thought the Antigua police did an excellent job: they caught a suspect, apparently still with a gun.

In the meantime, yachting in Antigua is thriving and I was there for the start of the first-ever RORC Caribbean 600, a 605-mile non-stop ocean race among the neighboring islands. I used my *Compass* credentials to get aboard the press boat and take some pictures. It was a great sight as the wind was honking. The huge trimaran *Region Guadeloupe* came steaming by at about 20 knots. As she passed I realized she had not yet raised the jib.

French Island Strikes

All I have been hearing about Guadeloupe is strikes and strife, so I have my friend Paul, who is coming from the States to join me for a few weeks, fly to Antigua instead.

As a further matter of avoidance we sail first to the Saintes, where we have a great few days. It is much the same, except Yves Cohen's daughter Rachel and her husband Aou have opened a cute little crêperie/ice cream parlor in the back of his shop Maogony.



Left: It's always a pleasure to spend a few days in the Saintes

Right: In Dominica, Ras Moses cooks us a meal in his 'Rastaurant'

I doubt many have visited the haul-out in Marigot in the Saintes. Well, too late now: it is no more. The municipal authority decided to tear the building down. I walk over there anyway; it is a pretty hike. At the end of the footpath (there is no road) are a couple of boatbuilders, and the island's only gas station. I guess that came about when everyone went by sea and no one by road. So now whenever someone needs gas for their car or scooter, they have to send some cans with a fisherman to fill.

Despite the strike, Point-à-Pitre on Guadeloupe seems fairly normal except for the giant Cora supermarket and a few rental agencies being closed down. Some weeks before, the strikers went daffy and burned down the giant chandlery Electro Nautic. Are the company's dozens of employees, now out of a job, among those cheering this on? It is hard to imagine. The burning was not just vandalism: a lot of outboard motors were apparently removed first. It is hard to control a riot, but some well-placed cameras transmitting images to a secure location, could give the police the necessary information to arrest those responsible when things get back to normal.

Down in St. François, there is not much evidence of a strike. I enjoy the fact that the St. François marina has been rebuilt and looks better. The work area is not yet finished but the hauling ramp is done, and all they need is a trailer. While no provision was made for a dinghy dock, there are several steps in unused parts of the marina wall where you can lock your dinghy. The anchorage as usual is a pleasure — miles of turquoise water heading off into the distance, behind which are many giant windmills. When two of these overlap a bit, the blades execute a kind of strange *pas de deux* in the air. In front, colourful kite- and windsurfers scream across the bay.

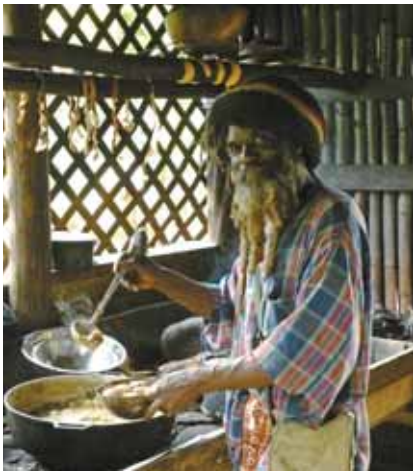
It is a Sunday so many businesses are closed. But it is the one day of the week that one of my favorite restaurants, the Iguana Café, opens for lunch. It is about a mile's walk away, but well worth the effort. It is the kind of place where you arrive at noon and leave several hours later feeling much like the Goodyear blimp, but the food has been so great, not only don't you care but the whole world seems wonderful. There is something about the very best French restaurants that has this effect on the mind. Maybe that is why the French manage to eat fatty foods and avoid heart attacks.

It is always a pleasure to visit Iles de la Petite Terre and their mother island, La Désirade. When we arrive at Iles de la Petite Terre a slight swell is running, enough to create the occasional breaking wave over the bar. We press on regardless and get a good soaking from one of the waves while entering the anchorage. But it is lovely and calm as ever inside. As we tie up to one of the park moorings, two big eagle rays are under the boat, inviting us to go snorkeling. As usual, a couple of big day-charter cats have the big beach full of people, and some enterprising crewmember has lined up about 20 topless young women to sit on the water's edge for a photo.

A few years ago, visiting La Désirade was only possible for really shallow-draft boats, owing to a coral bar of about six feet in the entrance channel. This was removed a few years back, and this is my first visit since then. The depths are a good nine feet right to the harbor wall. The depth inside the wall heading up into the fuel dock is a good seven feet, but the anchoring area, on the inside of the harbor entrance measures more like six feet. However, everyone assures me that the mud is so soft that yachts of six-and-a-half-foot draft do visit frequently and manage to anchor, and that they have no problem. We stop for a fine Creole lunch of court bouillon and gratinée vegetables at Mme Zamia's Lagranlag, and then sail the seven miles back to Iles de la Petite Terre for the night. Another tough day at the office.

Sailing from Iles de la Petite Terre to Marie Galante, we see a fishing boat in which a crewmember is waving his oilskin conspicuously. I am not sure whether they are warning us of their nets or need help. I alter course to go close round the leeward side. It is help they want: both engines are failing to start. Luckily it is reasonably calm. In the excitement I drop the spinnaker rather badly, dunking some of it over the bow, but we manage to retrieve it. Under main and engine, in these moderate seas, it still takes us a couple of passes to get a line over. Once they are under tow we stop the engine and roll out the jib. To my surprise we still make about five knots, plenty fast enough to be towing. However, for the towee, used to bouncing over the waves at 20 knots, it is slow and boring, and in about an hour he had figured out his engine problem (from his explanation I think he may have borrowed his relative's boat and not realized where the spare fuel was) and got it started, so cast off to go fishing again.

Despite the strike, Grand Bourg seems a bit more active than in previous years, with a lot of new shops. What I had marked on the chart as the "dinghy dock" has sprouted a new building which turns out be a fuel station — unfortunately de-taxed and for local fishing boats only. There is no shortage, however, of other places to leave the dinghy. The only downside I could see in town is that a greengrocer has morphed into a "magnetic shop" where they sold "positive energy" and the "secret of angels", a sign of our softening brains maybe.



Dominica's Delightful

Guadeloupe's misfortune in terms of the strike seems to have given Dominica a bit of a boost with a good yachting season, even if it started late. Up to 75 boats have been seen in Portsmouth in a day, and up to 60 in Roseau. So many boats came over from Guadeloupe for fuel that five times in two months Dominica ran out of fuel.

PAYS, the people who bring security to Portsmouth, are doing a good job and the new president, Jeffrey (*Sea Bird*), came up with an ingenious solution to help keep the group solvent. On Sunday nights PAYS puts on a big beach barbecue; it costs EC$50 and includes rum punch. The cruisers love it. Besides getting blasted by rum and good music, and eating your fill of fish or chicken, it is a great way to get to meet other cruisers in the bay.

Dominica is, as ever, spectacularly beautiful, and the people really open and friendly, without (with one or two exceptions) being at all grabby. I hike with Sea Cat and Jason (two of the Roseau guides) from Perdu Temps, a hidden valley that is home to several beautiful Rasta farms, over the mountains to the east coast, where we had lunch with Moses in his "Rastaurant". It was especially fun as none of us had done that hike before.

I am happy that so many sailors have got to experience Dominica this year, and that most have loved it, some staying long enough to do volunteer work for schools, Friends of Calls and other charity organizations.



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Yacht Delivery: Curaçao to Panama

by Glyn Jerling

MY husband Dave and I were asked to deliver a yacht from Curaçao to California, via the Panama Canal. I'd like to share the details of the Caribbean portion of the trip with *Compass* readers.

On April 4th we hauled our own boat at PMO, Puerto La Cruz, Venezuela. The following day we went by overnight bus to the town of Valencia, and from there



Our line handlers in the Panama Canal were great. This is Lee Roy

flew to Curaçao. After an expensive taxi ride we arrived at Kima Kalki Marina where the yacht *Colibri*, a Golden Wave 48, had been berthed for the past year.

Colibri is Spanish for hummingbird, but this sloop is not tiny. At 48 feet, she has a 16-foot beam and semi-full keel with a 6.6-foot draft and loads of volume below deck, a 95-horsepower Perkins diesel engine, and a spacious cockpit area. The downside for me was the five-foot diameter wheel, which I could gladly have used as a Frisbee. Other than that, *Colibri* was a very comfortable sailing vessel.

The next day we started checking systems and getting her ready to leave. Three things were immediately apparent: the engine was overheating, the radar was not working, and the mainsail was in appalling condition. In retrospect we should have convinced the owner to supply a new main, as this sail was to give us many problems and some pretty close calls in the months to come.

Once we had bent the genoa on we saw that the track cars were missing, so new ones would have to be imported. On inspecting the engine we found that the overheating was due to a badly fitted freshwater recirculating pump. The pulley was loose and in the process of malfunctioning had destroyed the key and the keyway. Fortunately the local mechanic had a new pump in his car, and took the pulley in for repairs, saying it would take about one week.

We then moved on to the radar. The electronics guy came to check and found that the radar cable had been run through the hydraulic backstay fitting and was binding, so every time there was an adjustment to the tension there was a corresponding tension placed on the cable, which of course had by now destroyed the cable. To make matters worse there was not a cable to be found in Curaçao. The electronics guy tried to splice a new length of cable but it was not the same cable and he could not get it to work so we gave up on radar for the time being

We initially thought we would be able to leave after two or three days, but with all these repairs, we had a couple of weeks of delay.

When the new water pump had been fitted, we were as ready as possible to leave Curaçao. We checked out and left the next day, motoring slowly out of the marina in light wind. At West Point we switched the autopilot on. It had been working while stationary in the marina but refused underway, so we were faced with the exciting prospect of hand steering for the next 750 miles.

Most of the way we had good winds and quite big seas. We also had to motor some way along the coast of Colombia, staying offshore about ten miles. We motored across the Magdalena River mouth, where the water was brown and wild and we saw wood and logs in the water. Finally we arrived off Punta Hermosa (Puerto Velero) anchorage at 5:00PM and went into the lagoon behind a reef. It was blowing 20 to 25 knots but this was a very nice and protected anchorage, a good place to relax after hand steering all those miles.

On May 1st, we left Punta Hermosa and motorsailed to Porto Bello, Panama. This was a handy stop for a day or two for a rest and some peace and quiet before tackling the rigors of the city of Colon and the Panama Canal. We put the dinghy in the water — its first time off the deck in a year. After going through three lockers we finally found the dinghy plug, then tried the outboard engine. It started.

Shelter Bay Marina, near the entrance to the canal, had a berth for us. This wonderful marina, surrounded by jungle, has good facilities, showers with Jacuzzi, laundry and restaurant. There is also a bus service at 8:00AM to Quarto Centro mall with many shops and a supermarket. It should take about an hour but can take a lot longer as you have to cross the Canal. If the locks are closed, you wait.

But that was the least of our waiting worries. We were told there was a two-month delay going through the Canal, as the workers were on a "go slow". This was not good news as hurricane season was looming and we needed to get a move on.

At least the delay at the Canal gave us time to sort out boat problems. The radar set-up on this boat had to be the worst I've seen. It was mounted on a gimbaled device on the backstay about 15 feet up. This really made for some interesting gymnastics as the thing weighs about 30 pounds and I found myself balancing on a ladder trying to remove it for repair. Fortunately we met someone in the marina who had recently replaced his radar cable and had ten feet or so left over. It was for a Furuno but our radar was Raymarine and the two cables are not the same. However, with a bit of cursing we managed to splice them and could not believe that it actually worked, and in fact continues to work.

Also thanks to the delay we enjoyed some of the really nice hikes in this area. There are many abandoned buildings and numerous roads which provide walkways through the otherwise impenetrable tropical jungle, which makes for fun exploration.

One day we walked from Shelter Bay to the mouth of the Chagres River, 20 kilometers there and back. This river is the main outlet for Gatun Lake in the rainy season and we had once spent a delightful five days anchored in the river. Whiteface monkeys and howler monkeys are abundant on the hike to the river mouth, which is guarded by the San Lorenzo Fort.

Another interesting trip is to take the bus to the Canal bridge and spend some time in the Panama Canal viewing centre and museum, which costs US$5. It is interesting to watch massive "panamax" ships going through the Canal, as they only just fit. On the day we were there we were lucky to see a huge Disney cruiseship go through.

Eventually Bruce, the boatyard manager, came round with the new autopilot that had just arrived by FedEx. This we fitted, and in light of all the repairs being done and the ongoing Canal delay, we decided to go back to Porto Bello and wait there till we had a date to go through.

At Porto Bello, we chose the north anchorage, as far away from the busy town as possible, and anchored near the base of Fort San Fernando, one of the three forts the Spanish built to protect the bay in colonial times. We went for long walks, cleaned the hull and stanchions, and polished. We phoned every other day to hear if our date to go through the Canal had changed. They were starting to clear boats more quickly and our date was being brought forward.

After ten wonderful days in Porto Bello we returned to Shelter Bay Marina. To get everything done efficiently, we hired Stanley, an agent, who did our checkout and organized the extra lines and tires (for fenders) that we would need for the Canal transit.

We began our transit on Friday, May 30th. The transit cost US$1,334 including the agent's fee, and $440 for the four line handlers. *Colibri* is 48 feet on deck, but when they measured, with gantry and dinghy it came to 53 feet, so we had to pay an extra $200.

—Continued on next page

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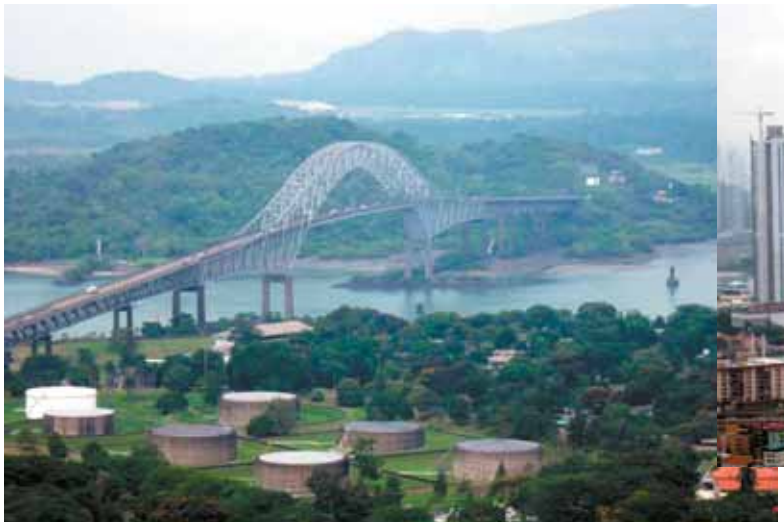
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The Bridge of the Americas, where we said good-bye to the Caribbean and the Canal, and hello to the Pacific



Panama City is modern with good shopping and lots of places of interest to visit. We went to a different park each day

—Continued from previous page

The line handlers arrived at 6:00PM. The line handlers were Carlos, a taxi driver; his son, also Carlos; Lee Roy; and José from Peru, all very nice guys. They positioned the tires and got the lines ready. We left the marina and anchored at The Flats to wait for the advisor, who arrived at 8:00PM.

We had supper, and then motored along the channel to the first lock and tied up with two other boats. We were on the outside. The centre boat had a French lady captain and was the same size as *Colibri*. On the other side was a 30-footer. The centre boat had to drive us through — we just kept the engine idling.

It was very interesting to go through the Canal, an unforgettable experience. The entire path is lined with thousands of lights, which illuminate the whole place at night. It took about 20 minutes per lock and there are three locks, raising us 85 feet. We motored out of the last up lock and separated, then motored a mile to a big buoy in Gatun Lake and tied up for the remainder of the night.

Saturday was a clear-to-cloudy day; thank goodness we had no rain. When the advisor arrived complete with a trainee, we dropped the mooring lines and started the long motor through the huge Gatun Lake. On arrival at the down locks we once again tied up together with our Canal buddy-boats, French boat in the middle. Their advisor was careless — always talking and not watching — so the boats would drift and almost turn full circle. Our advisor went to talk to him, and they decided to put *Colibri* in the middle, with the small boat on our starboard side.



Colibri *at Shelter Bay Marina. At 48 feet, she has a 16-foot beam and semi-full keel with a 6.6-foot draft and loads of volume below deck — despite some gear hiccups, not a bad boat to deliver*

Miraflores has two locks, taking us down the 83 feet to the Pacific Ocean. All went well through the locks and we all congratulated Dave as he did a very good job.

After the last lock we separated again and bid farewell to the other yachts. Boats came to fetch the advisors, and we continued to motor toward Balboa, a short distance. We arrived at about 3:00PM, and the shore-ferry driver showed us which buoy to pick up. The mooring cost US$20 per night. The line handlers took the fenders and lines, and then left aboard the ferry.

What a relief to be through the total 50-mile length of the Panama Canal with no problems and good weather, and now to be on the Pacific side.

We spent five days in Balboa buying charts and provisioning the boat, as prices rise as you move further north. It took some getting used to the 16-foot tide changes on the Pacific side. Panama City, on the Pacific side, is different than infamous Colon at the Caribbean entrance to the Canal. Although there are bad areas, the city on a whole is modern with good shopping and lots of places of interest to visit. We went to a different park each day and also visited the artisan market; the Balboa Park, where people jog or cycle; the hill of Ancon; and the Metropolitan Park (US$3.00 entrance fee). This park is in the centre of Panama City. We walked up to the view site, with views over the city, the Canal and airport, and many birds and animals.

We did our last provisioning at the Allbrook Mall. What a surprise: a huge shopping centre and supermarket. As we planned to be moving pretty fast from here on, we plumbed the watermaker so that we would not have to worry about refilling the tanks. Once all the preparations were done we dropped the mooring, filled up the tanks and left for the offshore islands. California, here we come...

Glynis and David Jerling left South Africa in S/V Dignity *in 1994, and sailed to the Caribbean, US East Coast, Europe, and back to the Caribbean. Glyn was the publisher of five editions of the Puerto La Cruz, Venezuela yacht-services directory,* PLC Yacht-Info.

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British Yacht Attacked off the Paria Peninsula, 2009

by Christine Webster

The British yacht *Navarna III* tied up alongside the Customs dock in Chaguaramas, Trinidad on Sunday morning, April 5th, 2009. She was a mess. Most of the wheelhouse windows had been shot out; there were shotgun pellet marks in the fibreglass and several bullet marks in the hull, one on the waterline. Owner Dave Jones and his girlfriend Laurenths looked exhausted, but relieved to be here.

Dave recounted the tale of the attack. Apparently *Navarna*, a solid-looking Fisher 37, set sail from Isla Margarita on Saturday, April 4th, and Dave's intention was to sail directly to Trinidad. The seas were uncomfortably rough and Laurenths felt decidedly seasick. It was her first passage on a sailing vessel.

Dave, who is an experienced sailor and has sailed this passage numerous times, decided to close in on the Venezuelan coastline to find calmer waters. About three



CRUISING GUIDE PUBLICATIONS

Unlike many of Venezuela's varied cruising and yacht-service destinations, where crimes against yachts vary from avoidable to non-existent, the northern coast of the Peninsula of Paria has been the scene of several armed attacks. Among past incidents, a convoy of four yachts was attacked by five armed men about two miles off Cabo Tres Puntas in January 2003. Cruisers are advised to stay at least ten miles off this stretch of coast

miles off the coast near Cabo Tres Puntas the motion of the boat became much more comfortable and they were beginning to enjoy the sail along the beautiful peninsula.

Around 6:00PM they were approached by a *peñero* (pirogue) containing four men, two of whom were armed. The man in the bow carried what looked like a Kalashnikov AK47 and another had a shotgun. Someone yelled over for *Navarna* to slow down, but when Dave, fearful of his and Laurenths' safety, carried on, a shot was fired which shattered the aft wheelhouse window, missed Dave's head and exited through the windscreen. That wasn't just a warning shot; Dave was convinced that they intended to kill him, possibly rape and kill Laurenths and sink the boat.

Adrenalin kicked in: he yelled to Laurenths to get below, he crouched low in the wheelhouse, still steering the yacht, and he powered forward as the bullets pounded the boat. Laurenths lay on the cabin floor with anything she could get her hands on pulled around her for protection. She counted 16 shots. The assailants must have thought that Dave was dead as they couldn't see him, but Dave managed to reach for the flare gun and when the peñero was alongside, he opened the wheelhouse door and fired a single flare in the direction of the assailants. He then powered out to sea, knowing that they could easily overhaul him. He had only one flare cartridge remaining in the gun and he was determined to save that for a last desperate act in the event that his yacht was boarded.


WEBSTER

Dave with the flare gun that deterred attackers from boarding. A bullet-shattered window can be seen over his left shoulder

The peñero did pursue and circle *Navarna* for a while but gave up after a mile or so. Dave continued powering in a northeasterly direction until they were about 12 miles off the coast, and only then altered course to the east. He made a Mayday call as soon as he could after the attack, but there was no response. Eventually, about three hours later, he managed to raise North Post radio in Trinidad and they patched him through to the Trinidad coastguard. The Trinidad coastguard has no jurisdiction in Venezuelan waters but they monitored his progress.

To add to the misery of the trip, as they approached the Bocas, *Navarna's* exhaust hose blew off the skin fitting and she began to fill with water. Dave requested help and two coastguard vessels met *Navarna* at the Boca de Huevos and escorted him to the Coastguard base. There, one of the coastguard personnel kindly attended to Dave's head wound, shaving a patch of blood-soaked hair and applying a plaster to the cut. Laurenths had a few small cuts to her neck as a result of the first shots.

Dave said that *Navarna* is built like a tank and the hull of a lighter built boat could have been holed. *Navarna's* wheelhouse windows will need to be replaced, as will their buckled frames. The fibreglass of the hull was not penetrated but the deep scarring needs to be filled. Unfortunately the new teak-and-holly floor of the wheelhouse is severely scratched and will need to be sanded and varnished.

Dave's head wound is fairly minor as are Laurenths' neck scratches, but they are both digging out glass from their feet and suspect it will be some time before the glass fragments are eradicated from both yacht and feet.

It was a very lucky escape. Dave would like to thank the Trinidad coastguard for their care and attention. He broadcast part of the story on the Chaguaramas VHF Ch 68 net, where he recommended that yachts do not attempt to sail along the Paria coastline but keep at least 15 miles out.

Christine Webster is cruising the Caribbean aboard the sailing ketch Quadrille II.

NARROW ESCAPE AT CABO SAN FRANCISCO, 2008

by Angelika Gruener

Picking up the new *Compass*, which stories are you reading first? Most readers are looking for the "What-happened-to-others-articles" to get thrilled. But if piracy has never happened to you, you can't imagine how it is, to be part of the scene, to be traumatized for months.

One year after having a confrontation with pirates, we are able to talk about it. We feel lucky to survive. Pirates nowadays still have the same mentality as hundreds of years ago: they will kill to get valuables or maybe even the boat itself.

During the Christmas 2007 and New Year 2008 holidays we were on our way from Puerto la Cruz, Venezuela, to Trinidad, motoring along the north coast of the Paria Peninsula at night in the low-wind periods. During the day, we stopped at several places described in Chris Doyle's *Cruising Guide to Venezuela*. When we anchored in Puerto Santos, some youngsters came out to us, and we gave them our copy of the October 2007 issue of *Compass*, which included the article "Cruising the Northeast Coast of Venezuela" by Elaine Conklin with a photo of a fisherman from Puerto Santos. Elaine's article described how friendly people of that village are. They really were!

Our last hop along the Paria Peninsula was 70 nautical miles from Puerto Santos to Cabo San Francisco, an uninhabited bay we had visited several times before. It is marvelous there, with freshwater rivers, countless flowers, and high mountains. We went ashore, fetched water, did the laundry, and soaked in freshwater pools — in all, having a nice morning.

It was 3:00PM on January 2nd, 2008, when suddenly a pirogue approached from the east around the cape with five strong young men aboard. I went below to dress properly. Our 20-something son put on his military shirt. The pirogue came close very fast. "Hello my friend!" one man shouted in perfect English. Unfortunately, this phrase often means trouble.

Immediately the boat was along our port side. Aboard were one black and four light brown men aged from about 23 to 30, their clothes absolutely clean, down to white sport shoes. Usually the pirogues are planked only on the outside of the wooden stringers, with the inside left free to facilitate bailing out bloody water from fishing. This pirogue was, however, additionally planked on the inside for extra strength, so that the full load of the two 75-horsepower Yamaha Enduros could be used in heavy seas. The name "SHADOW" was written in black block letters on the side of the white hull. Inside the boat were packages, apparently wrapped water-tight, in blue netting. The packages looked similar to those in a picture published in the December 2007 *Compass*'s article about a sinking drug-smuggling boat. They looked as if they had been pulled out of the water. Four men were standing; one sat in the stern and operated the outboards.

The first sentence was, "We need water," reminding me of an incident that happened about three years before, when an Italian skipper with two friends sailed his catamaran toward Los Testigos. About 50 nautical miles out of Testigos, a boat with five men, camouflaged in military uniforms, stopped them, asking for water. When the skipper turned to go into the cabin to get water he was shot in the back.

Back to us. My husband gave the five men a five-litre container of water, which was standing handy on deck. It was thrown carelessly into the pirogue. Thirty metres away, a freshwater river poured into the sea. After some discussion, the men wanted to sell us marijuana. We declined. Next they offered cocaine, which we didn't want either. During the conversation, the men showed lots of nervousness and their pirogue repeatedly banged onto our yacht's port side. When I told them to hold their pirogue off, they became very agitated. "Money, money," one guy then shouted. "What for?" I asked. There was a short discussion among the five. It became clear that they intended to board the boat and rob us.

My husband, son and I had discussed what to do in case of piracy, so we were well prepared and shoved the pirogue off before the men could come on board. They immediately got angry. Two of them pulled out pistols from under their trousers: a 9mm Beretta and a Smith & Wesson Kal 40. In that moment I could have had time to shoot them with our shotgun. But Customs in Martinique had confiscated it a year ago. All this went through my head in a fraction of a second.

When the man in the bow loaded his pistol, I jumped down the companionway to make room for our son and my husband. The first shot was fired. Next, the black pirate aimed and shot directly at my husband, who ducked at the right time, grabbed the loaded flare gun, aimed, and shot just above the bandits' heads. The detonation of the four-calibre flare gun was incredible. The ricochet of the explosion from the high mountains made the shots from the pirate's 9mm seem like toys.

The gangster at the engines accelerated; more shots were fired towards us. Our son reloaded the flare gun, and my husband shot after them again. By now they were fleeing with full power in the direction they had come from — to the east.

They left us with several hits; they shot at least four times through the cockpit, missing my husband and our son only by centimetres. The toughened glass in the doghouse was shot through and they tried to shoot holes into the hull below the waterline. Fortunately, our vessel is made of steel.

You won't believe how fast we heaved anchor and headed far out to sea, seeking the roughest waves where the bandits would have less chance to hit us.

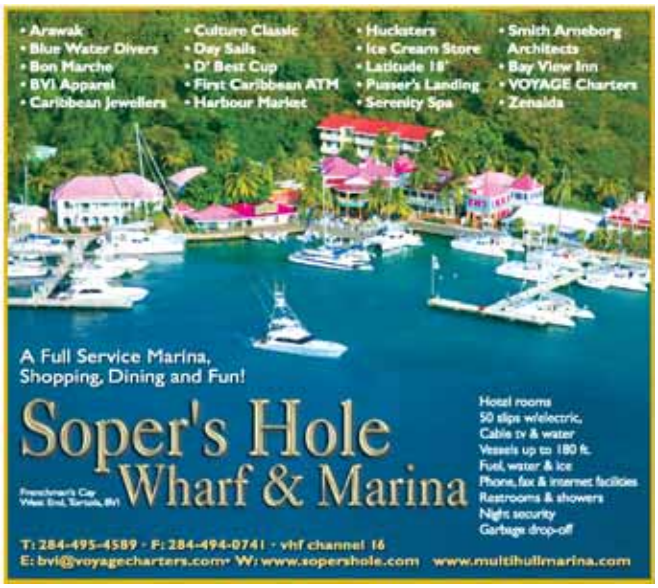
We were totally exhausted when we arrived in Trinidad, where we expected to find sanctuary, but met exactly the opposite. We were "greeted" by a whole army of coast-guard and police, well armed and in bulletproof vests. Once ashore, we were not allowed to go onto our boat or to touch anything, not even the lifeline, even to fend off our boat that was banging onto the dock. Five divers searched our boat from the outside (but left all the barnacles on). For six hours, three officials (in my presence) turned everything inside our boat upside down, leaving an incredible mess, while my husband and our son stood up in the blazing sun on the jetty guarded by machine guns. Of course we had absolutely no drugs on board — only eight jars of 15-year-old New Zealand honey the importation of which is prohibited, and ten bottles of rum and wine. A receipt for the confiscation was strictly refused. What a disappointing reception for a traumatized sailing family!

Everybody should think about what to do in case of piracy. If you encounter pirates, don't think of getting any help. You are alone with the situation. Even if you have contact on the radio or phone, the coastguard can only act in its own waters. Therefore Customs should allow skippers to have rifles for self-defence. In certain islands, firearms have to be surrendered to the police. Our seven-shot pump gun was confiscated in Martinique with the end result of protecting those pirates. So, we left those five men to attack somebody else! Only when there are no pirates, will we not need guns.

Cruisers must be informed of what is going on. Please, take your time and look in the Caribbean Safety and Security Net's website, www.safetyandsecuritynet.com, at "Island reports" — e.g. "Venezuelan islands", or others — for reference.



Like Dave Jones' boat (see story on previous page), Angelika's also received bullets through the doghouse windows while cruising along the Peninsula of Paria





Guns on Private Yachts:

ARE THEY WORTH IT?

by Don Street

This subject is debated ad infinitum. Despite the fact that at one time I did have a gun on *Iolaire*, the personal view I have held for the past 30 years is that the average cruiser should not have firearms aboard, but rather cruise in areas where they are not needed.

Because of the tragic death of my late wife Marilyn, who was killed at our home in Grenada by an intruder in the early 1960s, when I married my second wife, Trich, 43 years ago, I got a gun for self-defense. It was a waste of time.

Trying to teach Trich to shoot straight was a dead loss; she always shut her eyes before pulling the trigger. So any potential shooting would have to be done by me. But when we were sailing on *Iolaire*, the gun was useless for defense because whenever we cleared into a new country the authorities would usually take it and lock it up ashore until we cleared out — even in places where you were legally entitled to keep a gun on board. (The one exception was when I arrived in Trinidad in 1968. In the 1950s and early '60s thievery and burglary against visiting yachts was so prevalent in Trinidad that many US insurance companies would not cover yachts in Trinidadian waters, or if they did they charged a hefty extra premium. When I cleared in, Customs said that they would have to seal my gun in a locker. I pointed out that if it were sealed up in a locker it would be useless to repel an attack. They said no, they would put it in a readily accessible locker sealed with a light wire that I could easily break if I needed to use the gun. An officer added, "If you do need to use it, please shoot straight and notify us as soon as possible afterward.")

After five years of regular hassles with the Customs, I threw the gun overboard. My advice? Cruise where you don't need guns

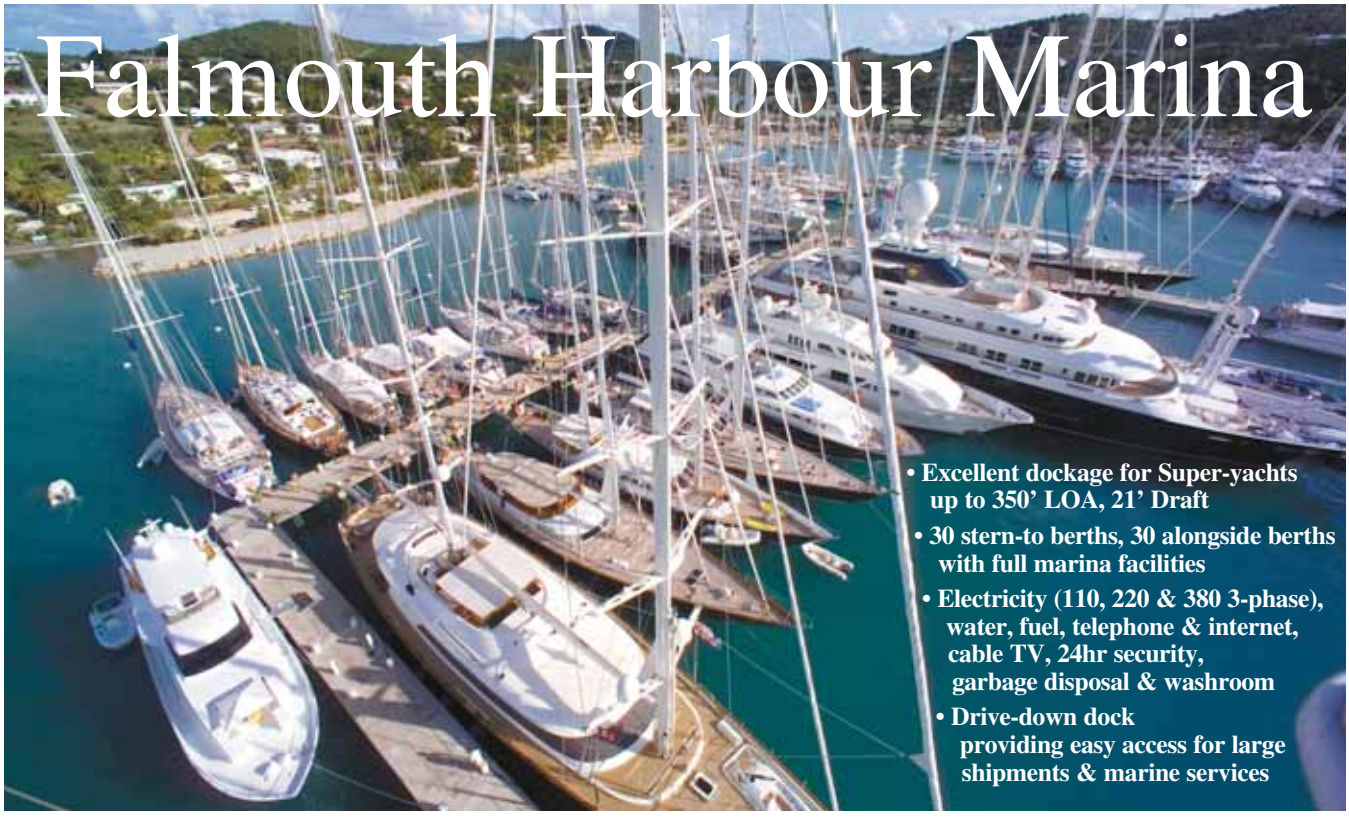
After five years of regular hassles with the Customs every time I cleared in and out, I threw the gun overboard.

If you are determined to carry a gun on board you should have one with stopping power and know how to use it. If using something bigger than a pistol, as Sir Peter Blake learned so tragically, the gun must be semi- or fully automatic. The best gun in the world to repel boarders is a sawed-off, pump-action 12-gauge shotgun loaded with heavy buckshot. However, it is a short-range weapon so, like the men on Bunker Hill, "don't shoot till you see the whites of their eyes". If you show your hand too soon, the boarder may stand off out of range and blast you from a distance that is completely safe from your counter-fire. Also, since an intruder might shoot back if he is not disabled by your first shot (or if he arrived unarmed, wrest your gun away from you and use it against you), you must react as they did in the Old West: "Do not pull a gun unless you intend to shoot, and if you shoot you must aim to kill."

But few Caribbean cruisers are that cold-blooded, and the average sailor is not trained or prepared to act effectively in a shoot-out with criminals, so most of us are better off leaving the guns ashore. The vast majority of sailors I talk to feel that the best defense is to avoid trouble spots or, if you must transit trouble spots, figure out other means of preserving your safety.

Editor's note: We'll present an article on "Security Precautions for Real-Life Cruisers" by Devi Sharp in next month's Compass.





RED (LUG) SAILS IN THE SUNSET

It was a beautiful, if unusual, sight: a thick-looking, plumb-stemmed replica of a 19th century lug-sailed British fishing boat beating up into Barbados' Carlisle Bay in front of a dying sun.

It was the *Veracity* with proud owner Marcus Rowden and his companion Jess Harris on board.

A few days later, I rowed out to them and learned the remarkable story of how this fine-looking replica was built and also about the fascinating history of that particular working craft.

It is called a pilchard driver, and hundreds of them sailed out of fishing ports on England's southwest coast in their heyday from 1750 through the early 1900s. *Veracity* was actually the name of one of them (registration number PZ111), built in 1902 at Mousehole Harbour near Penzance by a staunch Methodist (hence the name), Paul Humphreys.



NORMAN FARIA (2)

Marcus and Jess, cruising the Caribbean aboard the replica 'pilchard driver' fishing boat Veracity

Marcus explained that the plans were obtained from the Maritime Museum. He faithfully followed them, the minor changes including raising the freeboard by one foot to give more room inside the cabin. It took him one year to build the replica in the Dartmouth area. He used one-and-a-half-inch-thick larch for planking, copper-fastened over oak frames. Original boats used mainly pitch pine or red pine on oak with fastenings being wooden or iron spikes. There were two versions: one, like the *Veracity*, was 30 feet LOA, while larger models up to 60 feet were also built according to the owners' finances. The smaller one, called a Tosher, could be built on the beach in three months. The beach also supplied the stones for internal ballast — just like beaches in the Caribbean did for the working schooners here.

The pilchard drivers had to be fast. As with most fishing boats, they had to get to the market at certain times — the tides also played a part — and catch the vendors. Hence the 1400-square-foot spread of canvas on the dipping lug sails to get them out to the fishing banks and back on broad reaches from the prevailing westerly winds. Marcus said the smaller boats could get up to six knots. Sails were usually reddish-brown from oak tanning and boiled linseed oil. A 30-footer could carry five tonnes of pilchard, some of which found their way into Italian markets (probably in brine-filled casks).

By the 1920s, as Marcus explained, the pilchards were gone. The boats rotted away. Some were preserved and are raced every summer in a vibrant owners' association to which Marcus belongs. Jess's mother has a 42-foot version, the *Lorraine*, which she crewed and virtually grew up on. (See the website www.veracitylugger.co.uk for photos.)

Like most working craft of that era, the pilchard luggers didn't have engines. *Veracity* (the replica) didn't when it was first launched in 2004. When visiting Portugal on the present trip, Marcus installed an electric motor made by the Lynch Motor Company in Devon. It develops 30 horsepower and leaves the boat's interior spacious and free of diesel fumes. The eight batteries also add to the three tonnes internal ballast. Another two tonnes are on the outside in the keel.

Marcus, who is from Brixham where another type of fishing boat — the famous Brixham trawler — evolved, said he and Jess left England last year in August. They visited Senegal and Gambia before calling at the Canaries and crossing the Atlantic to Barbados.

Like some of the original builders who may have gotten fittings from wrecked craft, Marcus used a lot of recycled equipment. The big wood-and-coal-burning AGA stove in the cabin came from a Scottish farm. The Aries self-steering gear was acquired, like some other fittings, from a second-hand store. Marcus, who worked in boatyards, also fabricated some of the metal fittings from scrap metal.

It was indeed a pleasure to speak with Marcus and Jess about this project in keeping alive a part of the rich cultural traditions the British fishing culture. They asked to be kept informed of a similar project in Barbados to build a replica of a traditional Bajan (gunter-rigged with internal ballast) sailing flying fish boat of the 1940s and '50s which itself was influenced by British vernacular design.

THE BEAUTY OF STEEL

From the shore, the wooden mast gave it away.

The dark-hulled sloop out in Barbados's Carlisle Bay anchorage must be 1950s vintage, I thought. Which boat built these days would have such a spar?

And the curving sheer and spoon bow also spoke of another era.

Yes, the *Zeevonk*, as it is named, was made in 1954 in the Netherlands by the Huisman firm. This was the smaller firm — not the one making luxury boats, explained its owner Wouter De Boer. And *Zeevonk* was made of steel.

"Is it a class boat? How many were made? And how do you keep it so well maintained?" I asked Wouter.

"It was a one-off. The first owner worked for the Dutch airline KLM and he apparently had access to materials like steel plate. He seemed to love it because he sailed it around the Baltic Sea until 1983 when he passed it on to his daughter and I bought it from her in 1991," he answered.

He continued: "The builders did a good job but with all metal boats there is a certain amount of chipping and painting to be done. There was a big refit in the 1970s."

Wouter said he had rearranged the cabin layout. Most of the interior wood was still good, but he also used some recycled oak from a bed frame he found in a garbage skip.

The original mast and boom are made of white spruce from the US. The original galvanised turnbuckles and other fittings however were replaced with stainless steel gear. The first engine was a British-made Coventry Victor but there is now an 18-horsepower Yanmar, put in four years ago.

And the name hasn't been changed either. It means "sea spark" or "phosphorescence".

The Netherlands has a deep tradition of boat and ship building in steel. "We were smart in Holland. We were making steel barges around 1900. It made sense in many ways, such as having more space inside, and lasting longer than wood," said Wouter.

Wouter, 37, says he too loves the boat. "There's the beauty of the compound curves in this type of boat and it really sails well, too," he says. He made the crossing from the Canaries in 22 days, a fairly good passage.

Sometimes he has to haul *Zeevonk* out in yards and head back to his hometown of Amsterdam to work. Wouter plans to see some of the Caribbean before moving on.



A spoon bow and sweet sheer distinguish Wouter De Boer's 55-year-old, steel-hulled beauty



Treasures of the Bilge: A Resurrection



by Alex Nebe

No, this is not a fairy tale of life in an ideal world... this is the story of two young people experiencing what life has to offer.

At the end of 2003 Dominique and I met. I was assisting her dad in moving a yacht into its mooring from the dockside in the small harbour of Hout Bay, South Africa, by tying a tow line around my waist, and paddling as hard as I could on an unstable surfski... totally unaware of Dominique watching. I suppose it was just as well, for had I noticed her, the urge to impress would more than likely have made me end up in the drink!

Subsequent parties, *braais* (South African for barbecues) and band practices brought us together and the connection grew stronger. It was the beginning of something that would lead to a few changes of attitudes and latitudes, and with them an element of surprise.

Dominique is originally from Durban, South Africa, and lived an active life, moving every several years to new homes all over the northeastern part of the country. At the time that I met her, her family had sold everything and bought a yacht named *Springtime*, on which they lived in Hout Bay Marina.

I, on the other hand, spent my early years in the small village of Hout Bay, and at the age of nine sailed with my big brother (Tristan) and parents (Paddy and Gerfried) aboard their Shearwater 39 across to Brazil, into the Caribbean, and up to the States, before returning to South Africa.

It was purely by chance that Dominique and I shared common interests and friends. In fact, it turned out that it was an article written about Paddy and Gerfried sailing their Miura, *Gandalf*, on their first trip in the 1970s that helped *Springtime* and her crew leave Durban in pursuit of their dream!

It has been almost five years now since our union was made. We sailed the Atlantic with Dominique's parents, Thomas and Johness, aboard *Springtime*, cruising from Cape Town via St. Helena, Ascension, Salvador and its many coves and rivers, up to Recife, Fernando de Noronha, and Forteleza, where we said our good-byes to Brazil and sailed on to Devil's Island in French Guyana, Suriname, and finally to Tobago and then Trinidad. We shared the 7,000 nautical miles with Thomas and Johness, celebrated the highs and endured the lows together, and cherish the experience. But our lives were to change.

Upon arrival in Trinidad we met up with old friends of my folks, who introduced us to the island and a handful of its people.

—Continued on next page



A young couple made their own cruising dream come true after being given a neglected yacht in Trinidad, as the before (below) and after photos of their Sparrow *show*





—Continued from previous page

But more importantly, they introduced us to what is now our new home. In the depths of the marina yard where *Springtime* was moored lay a neglected lady of dilapidated beauty. The story was told that the original owners of *Sparrow*, a 34-foot Seafarer yawl, had sailed many a mile on the cute yacht, but had purchased a larger vessel and had been trying to sell little *Sparrow* for years, and had reached a point where they were selling off equipment.



Above: Dom making locker covers with wood left over from a recently built catamaran



Top right: Dom's parents helping Alex (at left) bed the toe rail

With encouragement from Niels and Ruth aboard *Baraka*, I sent the owners an e-mail, suggesting that Dom and I would take the boat off their hands. The response came: "If the boat is indeed still on the hard, you should consider her yours! Regards, Ron and Mary-Ann." No one could believe that we had been GIVEN a boat! But that's not where the generosity stopped.

I arranged to launch her from her berth at the Trinidad & Tobago Sailing Association (TTSA) and tow her around to Power Boats' yard at Chaguaramas, where we had been given a very special arrangement in light of the circumstances. The day before the move I spent plugging all the through-hulls with greased rags and wooden plugs, and stuffing the centerboard casing with more greased rags and then covering it with rubbish bags taped to the hull. At 5:00AM on the morning of the launch, I, Dom, Thomas, Terry (a fellow South African cruiser) and Malcolm, the owner of a towing vessel whom we had met the night before, sped around the headland from Chaguaramas to TTSA in a Boston Whaler.

Already *Sparrow* was looking as if she had a new lease on life. Dom and Johness had scrubbed her hull and decks and emptied her interior of all the rubble that had been left by people stripping what they wanted from her. (It had taken me several hours extracting the oil-and-diesel cocktail from her bilge and in the process getting a few mouthfuls' taste by accident.)

She was delicately carried from her place of dilapidation to the shoreline where she rested happily half in the water while a final check for leaks was performed. It was the most perfect of mornings. The water was glossy turquoise and shimmered in the morning sun without the disturbance of any whispering wind. The tow line was secured between the two boats and *Sparrow* once again felt the water moving beneath her. It seemed that guardian angels were looking after us, because as we glided in to the slip at Power Boats with the momentum we had gathered from towing, the wind raised its breath to a steady breeze.



Alex fitting the engine

It took a solid three-and-a-half months of hot and sweaty work on the hard at Power Boats to finish the jobs that needed to be done. With endless assistance from people from all over, *Sparrow*'s make-over was made possible. We renovated her interior with leftover wood from the recently built catamaran *Wild Vanilla*, making bunk beds, locker lids, companionway stairs, a nav table and switchboard box. The cabin walls we sponged with orange enamel paint and in the process half the paint was accidently spilt on the floor, hence the colour scheme turned to orange. The cushion covers are made of inexpensive cotton from Trinidad's many fabric shops, which we then tie-died in reds, blues and purples. The cooking-utensil holder and spice rack were designed from offcuts of the local woodworking shops.

Her bowsprit and mizzenmast, along with a hard cockpit roof, were removed, restoring her original pretty lines. All the rigging was redone and her sails patched. All the ropes and halyards onboard were donated by the Budget Marine rigging shop. Her topside colour was determined by two pots of British Racing Car Green polyurethane paint that were on special, which we rolled on with one roller, later also used for the antifouling.

In total, the resurrection of *Sparrow* has cost approximately US$6,000 and would not have been possible if it weren't for the generosity of others. We were given our Taylor stove, a Raychart GPS, the foam for our saloon seats and bunks, a MP3 CD/radio, all our deck hardware, a Navik windvane, cutlery and crockery, pots and pans, a gas bottle, and many more bits and pieces that have all helped put the *Sparrow* puzzle back together.



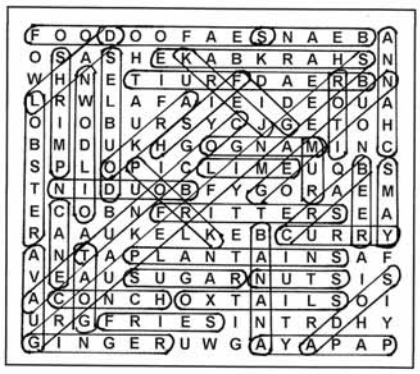
Thomas removing masking tape from the newly repainted topsides

Our story bears testament that if you are able to stay in Trinidad for long enough, you can put an entire boat together with what other people donate or discard.

Sparrow has spent the last year on the hard while we were overseas working and getting married, but now we are looking forward to the adventures the we will share aboard our little yacht. We would like to send a BIG thank you to everyone that has been involved in the resurrection of *Sparrow*. You know who you are.

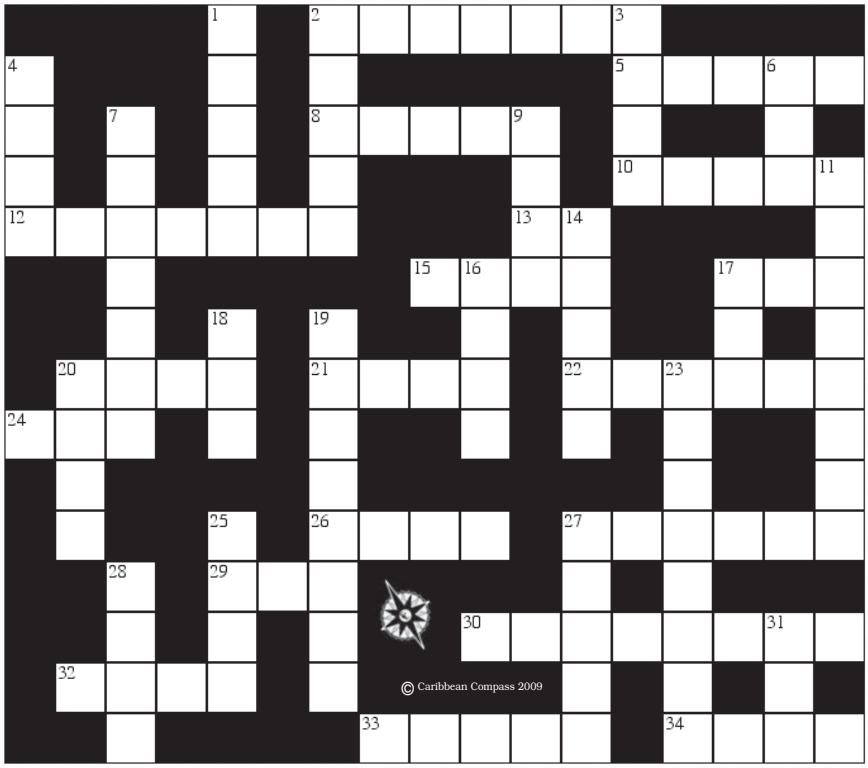
Wishing fair wind and calm seas to all.

CARIBBEAN FOOD WORD SEARCH
Solution





Compass Cruising Crossword



'HAND'

ACROSS

2) 20 Acrosses have these; so do 31 Downs
5) 25 Down _____: quilting method or dental tool
8) The tips of 12 Across
10) 2 Down that work hard are usually _____
12) Digits on your 2 Down
13) Exists
15) Frayed wire ____ can hurt your 2 Down
17) 25 Down ___: pistol
20) Get water in the galley from a 25 Down ____
21) 25 Down ____: simple rig for fishing from a boat
22) Spanish for mast
24) "___ ashore that's going ashore!"
26) 25 Down ____: ordinary screwdriver, for example
27) Carriacou Regatta has a double-_____ race
29) A 26 Across for chopping wood
30) A digital clock is this
32) ____ a 25 Down: help
33) 27 Down _____: a watch tackle
34) 25 Down _____: sails were formerly this

DOWN

1) 25 Down _____: Capstan bar
2) "All _____ on deck!"
3) Mast or pole
4) Reduce sail
6) Notched wheel
7) A lot to handle
9) Vessel
11) Fibreglass construction method (2 words)
14) Sometimes sails rip along these
16) Pull 21 Across in 25 Down ____ 25 Down
17) Obtain
18) Deck ___: racing crew
19) Hard work with a 25 Down 26 Across can give you these
20) 25 Down___; finger puppets
23) Channel beacons mounted on poles
25) Deck ____: sailor
27) Term applied to sailboat quick in stays
28) 2 Down
31) 25 Down 26 Across for cutting wood

Crossword Solution on page 33

TIME TO KILL BEFORE LUNCH? WHET YOUR APPETITE WITH THIS CARIBBEAN FOOD WORD SEARCH PUZZLE!

Word Search Puzzle by Pauline Dolinski

CARIBBEAN FOOD WORD SEARCH

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

BANANA
BEANS
BEER
BOUDIN
BREADFRUIT

CANE
CHANNA
COCONUT
CONCH
CRAB
CURRY

DAHL
DOUBLES
FIG

FISH
FOOD
FRIES
FRITTERS
GINGER
GOAT
GROUPERFINGERS
GUAVA
JERK

LIME
LOBSTER
MANGO
NUTMEG
NUTS
OILDOWN

OKRA
OXTAILS
PAPAYA
PLANTAINS
PORK
ROTI
RUM

SEAFOOD
SHARKBAKE
SHRIMP
SODA
SUGAR

TEA
YAMS

Word Search Puzzle solution on page 31



MAY 2009

♈ ARIES (21 Mar - 20 Apr)
Got handholds? If your love life hits rough seas at this time, you will be pushed to and fro emotionally, so hang on tight!

♉ TAURUS (21 Apr - 21 May)
Finish any creative boat projects you started last month. Do this before the 21st when the sun sails into Gemini and takes inspiration with it.

♊ GEMINI (22 May - 21 Jun)
The sun cruises into Gemini on the 21st. Complete any onboard jobs you'd like to finish by using this energizing aspect to full advantage.

CANCER ♋ (22 Jun - 23 Jul)
Minor irritations might distract you from the usual calm and serenity of the master cabin. Don't let them get to you; they're not important.

♌ LEO (24 Jul - 23 Aug)
The very aspect that means headwinds for Aries and Cancer will blow romance into your sphere. Enjoy it!

♍ VIRGO (24 Aug - 23 Sep)
Business, which has been languishing at anchor, will get new winds in its sails after the 17th.

♎ LIBRA (24 Sep - 23 Oct)
Your love life will be in irons this month and no matter which tack you try you will meet with confused seas. Take a short solo sail until romantic aspects improve.

♏ SCORPIO (24 Oct - 22 Nov)
You will find it difficult to proceed in any creative projects you attempt and crewmembers will be argumentative, which will not help your mood. Just ease your mainsheet and the way you have on will carry you through.

♐ SAGITTARIUS (23 Nov - 21 Dec)
Hey, Archers — don't waste the arrows in your quiver this May; they will all be off the mark. This aspect will blow away on the 31st.

♑ CAPRICORN (22 Dec - 20 Jan)
Concentrate on any creative cruising leanings you feel and leave romance tied up at the dock for now.

♒ AQUARIUS (21 Jan - 19 Feb)
Take time off. Leave boat projects on the hook and enjoy yourself.

♓ PISCES (20 Feb - 20 Mar)
Boat business aspects are negative, so go ashore for a while and spend time with friends to get your mind off your worries.

Crossword Solution

ACROSS
2) HANDLES
5) PIECE
8) NAILS
10) ROUGH
12) FINGERS
13) IS
15) ROPE
17) GUN
20) PUMP
21) LINE
22) MASTIL
24) ALL
26) TOOL
27) HANDED
29) AXE
30) HANDLESS
32) LEND
33) BILLY
34) SEWN

DOWN
1) SPIKE
2) HANDS
3) SPAR
4) REEF
6) COG
7) HANDFUL
9) SHIP
11) HAND LAID
14) SEAMS
16) OVER
17) GET
18) APE
19) BLISTERS
20) PLAY
23) SPINDLES
25) HAND
27) HANDY
28) CREW
31) SAW

The Children's Point Of View

Island Poets

You hear the grownups' point of view,
On what they think of yachtin'
But what about us children, too?
We feel we've been forgotten.

We children sleep in the stern cabin,
With lack of space and air,
While back at home, we'd our own beds,
With lots of room to spare.

My brothers like the PS2,
They really go quite hectic,
"But sorry, boys," my daddy says,
"I'm afraid there's no electric!"

At home we had a lot of pets,
We thought we'd take them, too,
But when we asked our dad, he said,
"That simply will not do!"

Don't get me wrong, it's not all bad,
There's things that make it fun,
Like swimming pools and golden sand,
And a shining yellow sun.

And visiting new places,
There's a lot to be explored,
And also finding many friends,
It's hard to be too bored!

—Shelly Mullan


WILFRED DEDERER

Shelly, age 13, and her family are cruising the Caribbean aboard the yacht Wendreda.

CARE FOR THE SEA

We need to care for the sea;
Help keep the sea litter free.
Don't throw plastics in the sea
Because it affects all creatures from A to Z!

The sea has so many purposes:
Swimming, sailing, and it also supports us.
Many use the sea to earn a living,
So stop all the littering!

When we litter, it's marine life we're killing.
When the marine life is gone, where's the income for living?
Let us work together to care for the sea —
Help me as I pledge to keep the sea litter free.

— Dillon Ollivierre

parlumps marooned



FACT-OIDS

Although an avid fan and reigning champ, Captain Nabokov decided to outlaw Russian Roulette anyway as he sailed home alone.



Peter Pelican lives on

by Lee Kessell

Continued from "Peter Pelican Battles for His Life".

The hurricane blew in from the sea with the force of a thousand demons, but not one of them found Peter huddled close against the old stone wall or even breathed upon the little snake who had taken comfort against Peter's warm body.

When the last of the wind and rain had retreated and the sun came out to warm the stricken countryside Peter emerged to look about. He didn't like what he saw, all that broken land was too depressing, so after quenching his thirst from a puddle of water and eating whatever he could find, he said good-bye to the little snake and flew across the sea to the first of the small islands that make up the Virgins, those lovely gems in the indigo blue sea. Here he fished and rested, preparing himself for the long journey south. He bypassed St. Martin and stopped in Anguilla, but although he liked the lizard-shaped island he was anxious to move on to Antigua. But Peter didn't make his turn to the south soon enough and found himself flying over Barbuda, a lovely little island with a mangrove swamp and lagoon and he circled down to have a look. There were lots of nesting birds in the mangroves and a few adult Frigates on the nests but most of the parents were out foraging for the day. Peter fished in the lagoon until his belly was full and just as he was settling down for the night hundreds of Frigate Birds returned to the rookery and they angrily drove him away with pecks from their horrible hooked beaks.

Sorrowfully Peter found a shelter for the night by the coast and next morning he made his turn to the south. Later in the day he landed on the sandy shores of Antigua but it proved to be too dry and thirsty so after a short stay, he flew on south. Guadeloupe came next and Peter thought it was two different islands with the one he was flying over, low with lots of marshland and he liked that. But before settling down, he circled about to the west to have a quick look at the high land he had seen and crossed over the narrow strip of land that joined the two "islands" together. What a surprise! Guadeloupe is shaped like a deformed butterfly, as if one wing had cramped inside the chrysalis. Peter quickly returned to the safety of the marshes and breathed a big sigh, but it was more from despair than relief. Peter was becoming more and more disheartened and he was very lonely. Even the little snake had seen him as a friend but most of the birds he met instantly took offense and rudely drove him off. He wondered if he would ever have a chance to meet the bird of his spirit. Peter brooded amongst the mangroves, just pecking at this and that because he was so unhappy that he had lost his appetite.


A THODY

Then, one night in a dream that he was home and still just a nestling he heard his mother's voice crooning softly in his ear: "Peter my little one never despair and never look back. One day you will find your dream, it only takes courage." Peter woke to a fresh new day with sun glinting on the still water and he felt ashamed of himself. He fished as he was born to fish and grew strong again and full of new hope. So continuing his journey, Peter next flew over the flat pancake of Marie Galante and took rest on the gentle, western shores of Dominica. The descendants of the original Carib people who still settled this part of the island were very kind to him. They understood his needs and even brought him fish. They encouraged him to stay, but as he could find none of his kind here, he left one day at early dawn and rested again in Martinique. But here it was the same story of hostility and he was lucky to escape with his life.

Peter had heard that St. Lucia had an offshore, rocky outcrop called Pelican Island, so full of hope he crossed the channel and sure enough he landed on that very island. But where were the pelicans? All he found were brown boobies and seagulls. A friendly Booby invited him to stay and after fishing together, the Booby told Peter a frightful story. "Oh yes, St. Lucia was the home of hundreds of pelicans, just like yourself and this was their favourite place to raise their young, but the babies are full of oil and the islanders used them to light their lamps and ate their flesh. In no time at all, every baby was gone and the parents in grief flew on south and were never seen again. Since that time, no pelican has ever settled here and you are the first we have ever seen." Rage and sorrow filled Peter's heart and he flew down the coast the very next day, determined to fly on as quickly as possible. Peter didn't know that the island now had lots and lots of bird-lovers and those that saw Peter with his ragged, worn wings, rejoiced at the sight and hoped that their beloved pelicans had returned.

Next stop was St. Vincent, but Peter didn't like those ragged mountains and deep gullies and the black lava flows that had poured out of the volcano and solidified as they burnt out their anger in the sea. He rested and flew on over the first of the Grenadines where his eyes were dazzled by the clear, turquoise waters. How lovely these precious islands were, but they were all the haven of boat people and tourists and he didn't want that. He rested and fished when he could and after many days flying from island to island he left Carriacou with its boat-building artisans and crossed the shallow waters to Grenada.

Oh, pelicans in great numbers! Friendly, welcoming pelicans! Pelicans just like him! Peter's heart rejoiced. Peter fished with his new friends and the only trouble he had to look out for were the greedy seagulls who waited to steal some of the catch.

It didn't take Peter long to fatten and take on his majestic size once more. His feathers were renewed and he was glossy and bright and only now did he think himself worthy to look around for his special mate. Then one early evening a petite young pelican flew into the mangroves and looked around for a place to spend the night. She was very proud and haughty and the bachelors whispered to Peter that she was immune to all their charms combined: "Leave her alone." But Peter had fallen in love at first glance. This was his soul mate; he was sure of it and win her he would.

The arrogant young lady in question had pretended not to notice the newcomer but she felt odd stirrings in her heart, an altogether new sensation and not at all disagreeable. Needless to say, Peter's advances were not rebuffed and shortly they were fishing together and roosting beside each other at night. But marriage? Out of the question. Serena wasn't ready to settle down and raise a family. This was just what Peter wanted to hear, but he said nothing of his own travel plans for a week or two until one evening as they sat together at the very top of a mangrove tree, watching the setting sun fill the heavens with a golden glow as it cast gold flakes over the dark waters, Peter turned to Serena and boldly proclaimed: "Serena I love you more than life itself, but a settled life is not for me. I plan to see the world." Serena looked downcast. She didn't want to settle down either, but she loved Peter with all her heart and didn't want to lose him. Now Peter, after pausing for what to Serena seemed a lifetime, went on. "But Serena, golden joy of my heart, will you come with me?" Serena did the pelican equivalent of jumping for joy and it wasn't long before the whole mangrove swamp was celebrating at a big send-off party. Although the newlyweds were sorry to leave all their good friends in the swamp, they flew off side by side, happy to be together and full of the thrill of adventure.

And you'll be happy to know that Peter and Serena, birds of the same spirit, are flying still.

THE END



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

The old saying, "There's plenty more fish in the sea" is, unfortunately, no longer true. The populations of many species of fish have declined drastically over the last few decades.

Many studies have been carried out in the last 50-odd years on the state of Caribbean coral reefs and the fish that live on them. Only recently, however, has the data from all these studies been put together to give an overview of what has been happening in the region's reefs. An international team of researchers analyzed the data from 48 different studies of 318 Caribbean reefs and have published their findings in the scientific journal Current Biology. Their report contains some very worrying facts and figures.

The new study shows that the number of reef fish remained fairly constant from 1955 to 1995. After that, the fish populations dropped sharply, some species by as much as 72 percent. The study compared the numbers of bigger fish species that were caught for food with the number of tiny species that were not fished. The losses were similar so it doesn't look as though the population decrease was caused by overfishing. Rather, as the reef structure falls apart after coral dies, survival of the reef fish is threatened. Some of the fish that are disappearing are those that feed on algae. These are important to the surviving reefs as they keep them clean and healthy.

In 2003, a study suggested that, between 1975 and 2000, there had been an 80 percent reduction in the amount of hard coral in the Caribbean Sea. Hard (or stony) corals provide the rocky foundation of a reef. Soft corals grow on top of the hard ones so, obviously, if the hard ones die, the soft ones will have nowhere to grow and the whole reef is destroyed. The researchers felt that there were several causes of this destruction including pollution, warmer oceans and disease.

The reduction in the number of fish seems to follow the loss of the corals by several years and more research on this is proposed so that the patterns of the decline can be seen. In the meantime, it is important to conserve the reefs and fish that we have left. Many people rely on fishing for their income. The disappearance of our reefs could have social and economic effects on all Caribbean countries which would be devastating.

WORD PUZZLE

Hard corals are named according to what they look like. Use the definitions given below to find the names of ten different types of hard coral.

Bed covering	_ _ _ _ _
Long hollow cylinder	_ _ _ _
Plant without green colouring	_ _ _ _ _ _
Flower	_ _ _ _
Organ inside skull	_ _ _ _ _
Male deer antler	_ _ _ _ _ _ _ _
Hand digit	_ _ _ _ _ _
Flames	_ _ _ _
Heavenly body	_ _ _ _
Leafy plant used in salads	_ _ _ _ _ _ _

Answers on Page 38

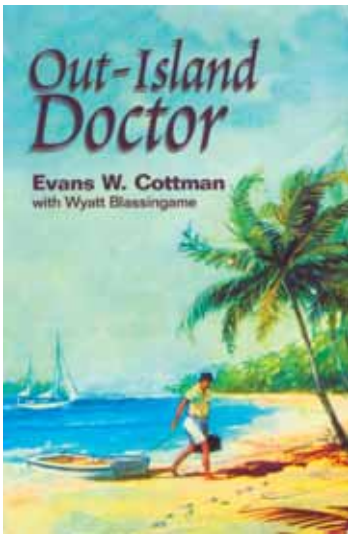
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BOOK REVIEW BY BOB BERLINGHOF

BEWITCHED DOCTOR

***Out-Island Doctor**, by Evans W. Cottman, with Wyatt Blassingame, Media Publishing, ©1963, reprinted in 1998. ISBN: 976-8170-17-4, paperback, 234 pages.*

Out-Island Doctor is the autobiography of Evans Cottman, a mild mannered, tee-totaling high school science teacher who, as the story begins, lived with his parents in Indiana. What is extraordinary about Evans is that he yearned for something *different*, so he traveled to the Bahamas in the years preceding World War II and then decided to live there after his 20 years of teaching would earn him a pension. The story he tells is as enchanting today as the experience was to him back then, maybe more so; Evans found the Bahamas "strange and wonderful," and he never lost that sense of amused bewilderment towards the locals and ex-pats he encountered.



Early on we meet Percy Cavill, an impoverished Australian jack-of-all-trades, living alone, who sails Evans to his remote island:

We anchored and waded ashore carrying our supplies. A path wound up through a maze of scrubby bushes. At the top was a clearing with a pathetic little garden: some parched and worm-eaten cabbages, tomatoes, a few plants I didn't recognize. Beyond the garden was a small yard littered with a fantastic collection of odds and ends: broken tree limbs and bits of firewood, parts of an ancient automobile motor, empty oil tins, a Dutch oven; a net hung from a nearby tree, a fish spear stuck upright in the ground. Near this a hole had been dug. It was evidently some kind of garbage pit for it was half filled by small, amazingly white, polished bones.

Beyond this was his house. It was (I measured it later) exactly nine feet by twenty-one feet long. The walls were of clapboard, the roof thatched with palm fronds. Cavill pushed the sagging door open with his foot — and instantly a large black hen rushed out between his legs, followed by a saucy little Dominic rooster. "Come in," Cavill said. "Drop your gear anywhere."

The inside was, if possible, more disorderly than the outside. The floor was of naked, hard-packed coral earth, with empty boxes and tin pans and tools of various sorts scattered everywhere. Against one wall was a table made of planks placed across two upended boxes. On it were more pans, unwashed dishes, an ancient kerosene lantern, and a lamp with a dirty chimney. Cavill's bed was an ancient affair with a high iron headboard, the straw mattress only partially covered by a crumpled blanket. Underneath the bed was a hen's nest. This was of straw, very carefully fashioned. It was, I think, the neatest thing in the room.

Evans then meets Captain Rees, a retired British war hero, who sailed across the Atlantic in his 29-foot yacht. Cavill and Evans are invited for dinner aboard and happily accept:

The food was bully beef out of a can, but the service was something else again. The Captain brought out a complete set of sterling silver, each piece bearing the Rees coat of arms, and set to work polishing it. Meanwhile he talked, mixing a wild collection of ancient British jokes with personal anecdotes about people he referred to only by their first names. It was a long time before I realized he was talking about various members of the British royal family.

Pioneers like Cavill and Rees inspire Evans, who becomes a pioneer, husband, and father during the course of this book. In the early chapters he suffers from seasickness, hunger, thirst, sand flies and mosquitoes thick enough to choke on, yet he still returns to the Bahamas — he has become bewitched. Upon his parents' death he moves to Crooked Island with his local bride, Viola Sawyer. In order to supplement his meager pension, he embarks on a career as an Unqualified Medical Practitioner. With doctors non-existent on most islands, people adept at science were allowed to treat patients with the blessing of the government — they even performed minor surgery.

Evans took his new vocation seriously enough to overcome chronic seasickness, build a ketch, and sail himself to places where no white men had gone before. When people saw the boat with the green cross the word went out from village to village, "de doctuh come." Usually someone would offer him a space ashore to sleep and practice; if not, he would row his patients out to his boat for treatment.

Along the way he makes many friends and learns the local lingo: to "cascade" (vomit), and "de trash" (thrush), among other gems. He recounts many wonderful stories of his close encounters with both generous and sullen locals, nasty hurricanes, and dirty fuel clogging his motor's filters time and again. Then there was the case of the woman who had beaten her husband so badly she wound up in jail. She wanted to sue the government when she fell through the floor of the jail's outhouse. Evans' diagnosis was *"temporary stinkitis and a punctured ego. Nothing serious." The constable looked perplexed; the lady was swift to take advantage. "You hear what de doctah say? You hear all dem big disease I got!" "But dot ain' seious," the constable argued, "I heah de doctah say so myself." ...All the way down the path I could hear them arguing over the portents of my diagnosis. As they turned the corner out of sight I heard the lady cry, "Punctured! Dot's what I is! I goin' to sue..."*

This delightful tale takes the reader back to a time when ten acres of Bahamian land with 500 feet of beachfront cost 40 dollars, when many people couldn't pass their eye examinations because they wouldn't admit they didn't know the alphabet, when no roads existed and the only means of travel was by foot or by boat. The Bahamas 60 years ago were mostly unchanged from the 19th century — a far cry from the marinas and internet cafes of the 21st. That the Bahamas can still retain this charm is why many ex-pats and sailors still flock here, and Cottman describes this era and its characters with wit, grace, humour, and lucidity.

Available at bookstores in the Bahamas or from Amazon.com.

ANJO INSURANCES

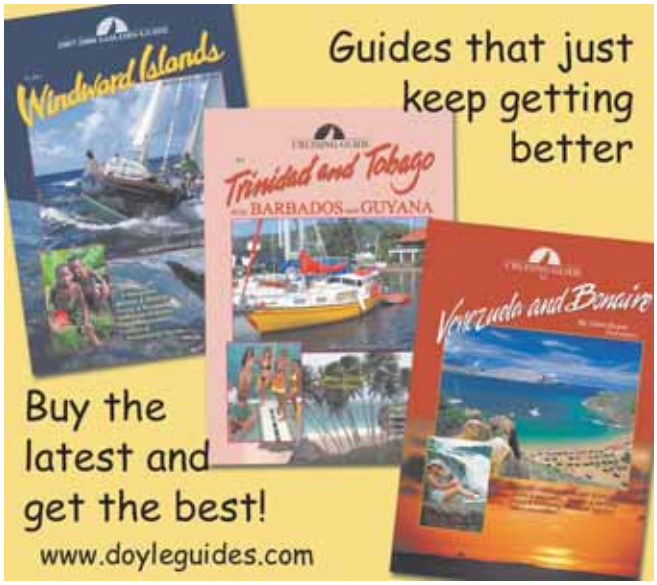


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Keep up the good work.
The mag's a good read that we send to our yacht club back home in Blighty!



Regards,
Ray and Irene McTear
S/Y 'C-Drifters'

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SERVING AT SEA BY SHIRLEY HALL

The Enchanting Chickpea

Chickpeas are a great source of easy-to-prepare and tasty protein. This is an excellent healthy addition to any galley. As a major food source throughout the world, this bean translates to chickpeas in English, garbanzos in Central and South American countries, ceci in Italian, and chana in East Indian. The Latin term is *Cicer arietinum*, which means "small ram", referring to this bean's ram's head shape.

Chickpeas are consumed as a fresh green vegetable, dried, fried, roasted, or boiled, as a main course, snack food, a sweet or a condiment. It can be ground into flour and used for soup, dhal, and bread. I first discovered the taste of chickpeas in Trinidad where they are called chana, the main ingredient of "doubles". A double is a Trinidadian staple of fried dough filled with a curry of boiled chickpeas seasoned with chadon bene (cilantro), garlic and salt, and topped with chutney and pepper sauce.

Chickpeas have been grown around the Mediterranean for some 8,000 years. This high-protein legume was probably cultivated first in the Middle East and then traveled to the ancient Egyptians, Greeks and Romans. In the 1500's Spanish and Portuguese explorers brought them to other subtropical regions of the world. Today, the main commercial producers of chickpeas are India, Burma, Pakistan, Turkey, Ethiopia and Mexico.

Chickpeas have a nutty flavor, yet the overall taste is like starchy butter. We usually see beige beans, but there are black, green, red and brown varieties. One Cup of chickpeas provides 260 calories, and is a great source of protein, fiber, manganese, molybdenum, copper, phosphorus, and iron. Eating them as sprouts will increase their food value. Chickpeas provide slow-burning carbohydrates, manganese, and iron needed for a long energy supply while its fiber stabilizes your blood sugar. Unlike hard-to-digest meat, chickpeas are low in calories and virtually fat-free. However these beans do contain purine, so individuals with kidney problems or gout may want to avoid them. Research has found that a seven-day diet (one meal a day) of chickpeas cooked with onions and turmeric powder will drastically reduce your overall cholesterol.

Dried chickpeas should be whole (not cracked) and without any insect damage. As with rice, it is best to inspect the beans before cooking to remove any stones and damaged beans, and rinse them in a strainer. In an airtight container, they should keep for a year. Once cooked, they will keep two or three days in the fridge. This is one of the few vegetables that have about the same nutritional value canned or dry. Soak dry beans for eight hours or overnight, and then cook them 20 to 25 minutes in a pressure cooker or boil for about 2 1/2 hours. Rinse and drain canned beans before using.

Chickpea varieties are widely used in Middle Eastern, Indian, Spanish, Italian, Greek, Asian and North African cooking. Add them to penne pasta mixed with olive oil, feta cheese and fresh oregano for a unique tasty lunch or just add to simple mixed vegetable soup to enhance its taste, texture and nutritional value.

Hummus
1 pound well-cooked chickpeas
2 cloves garlic
1/4 Cup fresh lemon juice
1/4 Cup water
1 teaspoon salt
1/2 Cup sesame tahini spread (optional)
2 Tablespoons olive oil
pepper and spices to your taste

Put all ingredients in a blender or food processor and blend until smooth. Serve as a dip with pita bread, sada roti, or crackers (biscuits).

Roasted Chick Peas
1 pound cooked chick peas, drained
2 Tablespoons olive oil
1 teaspoon soy sauce
spices to your taste

Mix ingredients in a bowl and spread on a baking sheet. Bake at 450°F for half an hour or until brown and crunchy. Serve as a snack.

Falafel
1 pound cooked chickpeas
1 large onion, chopped fine
4 cloves of garlic, minced
2 Tablespoons chopped parsley
1 teaspoon ground coriander
3/4 teaspoon ground cumin
1/2 teaspoon salt
2 Tablespoons flour
spices to your taste
oil for frying

Combine all ingredients in a bowl or food processor, mashing the chickpeas. It should become a thick paste. Form into small, slightly flattened balls (about the size of small ping-pong balls). Fry in two inches of very hot oil for a few minutes until golden brown, turning once. Serve hot or cold in pita bread as a sandwich (with lettuce and tomato), or as a side dish with salads or barbecues.

Chickpea Burgers
1 small onion, chopped
2 cloves of garlic, minced
1 Cup diced sweet pepper
1/2 hot pepper (optional), minced
1 medium tomato, chopped
1 teaspoon chili powder
1 teaspoon chopped fresh or dried oregano
salt and spices to your taste
2 Tablespoons olive oil
1 pound of well-cooked chickpeas
1 Tablespoon chopped parsley
2 Tablespoons chopped chadon bene (cilantro)
1/3 Cup breadcrumbs
2 Tablespoons flour

Sauté onions, garlic, peppers, tomato, and spices in one Tablespoon of oil until liquid is gone — about four minutes. In a blender or food processor mix this sautéed mixture with chickpeas, parsley, chadon bene, and breadcrumbs. Press resulting mixture into four burger shapes and dredge in flour. In the same frying pan, add remaining oil and fry these patties about five minutes a side. Pile on the usual hamburger condiments and enjoy.

Algerian Chana
3 Tablespoons ground coriander
3 Tablespoons paprika powder
2 Tablespoons ground cumin
1 Tablespoon dried thyme, crumbled
2 teaspoons cayenne pepper
1 teaspoon ground cinnamon
1 Tablespoon olive oil
1 medium onion, minced
2 cloves garlic, minced
2 pounds well-cooked chick peas
2 large ripe tomatoes, chopped
1/4 Cup fresh parsley, chopped
2 Tablespoons chadon bene (cilantro) chopped
salt to your taste
2 Tablespoons fresh mint, chopped

First, combine the first six ingredients (spices).

In a frying pan on medium heat, heat the oil and add onion, garlic and one Tablespoon of the spice mix (save the rest for the next time you make Algerian Chana), and cook for five minutes. Add chickpeas and cook for another seven minutes. Reduce heat and add tomatoes, parsley and chadon bene and cook for another five minutes. Serve warm with rice or pasta, garnished with mint.

Chick Pea Sprouts

Wash chickpeas and soak overnight. Drain and discard the water. Put the beans in a cheesecloth or a light cotton kitchen towel. Roll it up, place in a cool, sunny spot and don't let it dry out. The beans should sprout in two to three days. The sprouts can be steamed or stir fried, or eaten raw.

For the Gardener

Chickpeas are usually imported to the islands. They take a little work, but will grow about anywhere and need little water. The chickpea plant has branches near the ground and will grow to two feet high. Rain usually provides enough water, but it will thrive with irrigation. In India, it is grown in sugarcane fields. Although usually considered a dry-land crop, it develops well on rice lands.

To grow, get raw seeds at the market and wrap in a slightly moist paper towel for a few days until they begin to sprout. Have a nice patch of soil well prepared with few clumps. Plant the seeds two inches deep, about a foot apart. Chickpeas require occasional weeding and slight fertilizing with 12-24-12 and will tolerate long dry stretches. They are ready to harvest in four months. These dry pods are more difficult to shell than pigeon peas because they are sticky and cave in rather than split apart.

Tide's Table

BY ROSS MAVIS

Cast Iron is Best

If I were ever to be marooned, I would not want to be without my cast iron cookware. No matter how trendy you might find colourful glazed ceramics, sparkling stainless steel or gleaming copper-bottom pans, you still can't beat black, heavy, uninspiring cast iron cooking utensils.

The very pots, pans and ovenware that kept our forefathers and foremothers satisfied and well fed are every bit as valuable today. While shopping for a last-minute gift for friends recently, I spied starter sets of cast iron cookware on sale. It was all I could do to restrain myself from adding to the two ancient frying pans, stove-top griddle, Dutch oven and muffin molds now in my possession.

Throughout my younger days, an overnight fishing trip made by boat was never undertaken without at least one cast iron fry pan safely stowed in the galley. Few other cooking utensils were needed.

The pans are coal black now but like most fine wines, they have not suffered from age. On the contrary, cast iron cookware improves with age and use.

These are the precursors of the fancy non-stick cookware of today. Some basic handling is necessary to "season" cast iron to produce a non-stick lifetime surface. When new, be sure to coat the cooking surface with bacon fat or lard. Don't use oil. Place the pan into a 275°F oven for about 15 or 20 minutes and then pour off the excess melted fat. Place the pan back into the oven and bake for about 2 hours. This process can be repeated several times if you wish to develop a very strong bonded surface. This is called seasoning your cookware. Some sticking may occur the first few times you use a new pan but will lessen if you cook pork belly or bacon initially.

Once cast iron cookware is used, wash when it's still hot, using hot water and a cloth. Don't use a Brillo pad or other steel scouring pads or cleansers of any kind as these can remove the seasoned surface you have carefully developed. Be sure to dry your cookware well and apply a light coat of lard to the cooking surface before storing in a dry locker. Dampness can cause rust and you'll need to re-season your pan if it develops.

I once had a cast iron frying pan so large it was all I could do to lift it with two hands. Propped up on three large rocks with a small fire built underneath, this pan produced many a delicious meal on many beaches.

Oh yes, one other necessity for cast iron cookware is a pair of heavy oven mitts to protect your hands. The handles get almost as hot as the cooking surfaces. I used a welder's glove for years as it didn't get wet easily and could always be counted on when a hot pan had to be adjusted or moved from the fire.

Like some chefs who insist that egg whites whipped in copper bowls produce lighter meringue I believe some recipes produce better results when cooked in cast iron cookware. Take fish cakes, for example. Leftover potatoes and virtually any cooked fish from the previous evening's meal make a great start for fishcakes.



Once the bacon is nicely brown and crispy, drop these delightful fishcakes into the still hot fat and cook until browned, turning once. Cast iron cookware outdoes all other pans for browning. Nestle a hot crispy fishcake next to a spoonful of home-baked beans, a couple of slices of thick fried bacon and a slice of crusty brown bread and voilá — you have a meal fit for royalty.

Easy Fish Cakes

Three large potatoes, cooked and mashed
1/2 pound cooked fish, flaked with a fork
1/2 teaspoon black pepper
One teaspoon salt
One medium onion, diced
One egg, lightly beaten
1/4 Cup fresh parsley, chopped
Cornmeal to coat

In a large mixing bowl, mash potatoes with all other ingredients and form into patties. Dredge these in cornmeal and roll to shape nicely. Place in hot skillet with bacon fat and cook until browned, turning once. Serve hot.

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DOLLY'S ANSWERS

Ten different types of hard coral named according to what they look like are:

sheet
tube
fungus
rose
brain
staghorn
finger
flame
star
lettuce



Dear *Compass* Readers,

I wish to comment further on the letter submitted by Tom Hankins in the March edition.

Despite having missed previous readers' correspondence on the subject of sailing without insurance, which has obviously been a topic in past columns of this organ, I find the letter from Tom Hankins stands alone as warning to those who would consider "self insurance", to use the polite term, as a responsible policy when cruising.

Mr. Hankins postulates two scenarios as examples of the risks of sailing uninsured — both are realistic and possible, if unlikely, events. However there is a much more common and therefore greater risk to the uninsured, and in this case "fully insured", yachtsman that he, like most of us, was probably unaware of.

It has happened to me.

Be aware that if another vessel drags its anchor or mooring onto your own moored/anchored yacht and you suffer damage as a result, the insurers (if insured) for the vessel that dragged onto you will avoid paying any third-party claims until you can prove negligence on the part of the owner or captain of the dragging vessel. The onus is on you.

I quote legal advice given to me when incredulous that such a situation could exist:

"Whilst I understand your apparent frustration I can only advise on the basis of the facts, evidence and how they relate to the law, in this case Negligence. Negligence is of course a civil wrong but it is the party wishing to show negligence (in this case you) to make your case, ultimately to a court, and not for the defendant. In consequence the burden falls on you although a good defence will also obtain evidence to counter any issues that you consider relevant to a case in negligence. In negligence we have to show that the other yacht owner owed you a duty of care and breached that duty."

To prove negligence in a court of law is incredibly expensive and difficult to do. Unless a substantial claim is on the books, even if you had additional legal cover (as in my case), more often than not your insurers or lawyers will drop or advise you to drop the case.

In my case, the owner of the dragging vessel had abandoned it for the winter on a "summer mooring" in Mallorca and returned to England without appointing any local representative to handle things in his absence. This summer (lightweight) mooring dragged 50 meters until it fouled my own substantial mooring blocks thus arresting its voyage to the surrounding rocks where it would inevitably have become a total loss. Despite separating the two vessels, spending half a day with two helpers and a dinghy to re-moor the offending yacht, and thereby saving its owners and insurers a massive claim, my only reward was months of correspondence, and loss of a ten-year no-claims bonus and my US$1,000 excess, apart from weeks in a shipyard and all the hassle that goes with it. Not a single word from the owner of the other boat.

Insured or uninsured, be very aware of that badly moored yacht ahead of you.

Chris Long
Yacht Tropical Dream

Dear *Compass* Readers,

As some of you know, we on *S/V Second Millennium* have not been avid supporters of eSeaClear [*as covered in* Compass *and commented on by other readers for the past several months*] since its introduction. One of our concerns is access to the Internet for vessels wanting to use the system, so when we arrived in Rodney Bay and found several clear, consistent, free wireless Internet signals that reached our boat, we agreed that we would give it a try. Maybe we were being too harsh!

Between the two of us, we have some 44 years of experience in business system solutions/computer systems: designing and developing solutions, writing code, testing, implementation, training, writing documentation, support, and follow-up, as well as managing those functions. This experience gives us the credentials to critique both the software and the process.

1) It took seven minutes to boot the computer, log on to the Internet and read the legal stuff, which cannot be printed (we do not have a printer set up at all times) or saved, as suggested, so reading all of it online is a necessity.

2) Another several minutes were taken up by setting up an account, exiting the software, signing on to our e-mail system to get approval and then accessing the eSeaClear software again. We cannot/do not LINK from our e-mail to URLs (many don't as they are paying the e-mail service a per-minute charge) and so must copy the URL to our browser, in which case the URL took us back to EXACTLY the same spot where we were told to check our e-mail for approval. Just what this step is supposed to accomplish is a mystery and what people without e-mail addresses or with addresses like WINLINK, which use white lists to allow incoming mail, are unable to go any farther than this step.

3) Seven minutes to add the vessel information.

4) Four minutes to add two crew, which never changes on our boat, but we were unable to designate the roles on board. Incidentally, US passports provide state and country of birth for those born in the US, so our eSeaClear data now does not match our passports as the software will accept only country of birth. The calendar function is foolish; there are much easier calendar functions available and can be used repeatedly through the software. Also, it is not necessary to require the passport issuance date as that doesn't appear anywhere on the forms; as long as the passport expiration date is still in the future, that should be sufficient.

5) One minute to add the weapons data.

6) Four minutes to create a new notification. Incidentally, the ports list shows both "Admiralty Bay" and "Bequia" — since Port Elizabeth in Admiralty Bay in Bequia is the only port of clearance for the island, listing both is unnecessary.

7) Three minutes to add the crew for this trip, including editing each crewmember to indicate master/crew since that field was not available on the original set-up.

8) Two minutes to add the Stores detail.

This process took a total of 25 minutes to create the initial data records and nine minutes to create a new notification.

Now, off to shore to do the actual clearing. Granted it was a Sunday but the time spent was still excessive. Upon arrival, John was the first in line and was courteously escorted to an office in the back of the station, where he spent 15 minutes with the officer, retrieving the data records, printing them, stamping them and stapling the sheets together. In addition, another several minutes were taken up waiting for apparently the senior customs officer to finish with a paper customer in order for him to collect the overtime fee and write the receipt.

Rather than one page per station (Customs, Immigration, Port Authority, and boat copy), now there are three pieces of paper, because the print function is simply calling up a page and printing the page, and why Customs needs a paper copy is a mystery, since they have all the data online. This could be cut to no more than two pages because the Stores page could easily fit on the Vessel page, if formatted to print, and even front and back of the same sheet. In addition, extra space is taken on the Crew page with a section to add new crew (because it is simply a printed copy of the online page) and a line per crew for weapons (the vessel carries weapons, not individuals on the vessel). It may be that three pages of printer paper plus the ink plus a staple costs less than one page of carbonless paper but the storage space has now tripled, to say nothing of the environmental impact of so much paper.

Not a function of eSeaClear but of concern is that a cricket match was being televised with the Windies versus England, and it took the Immigration officer six minutes to scan our passports, as he watched TV throughout.

The bottom line is that we spent 25 minutes setting up a new account, if you will, and 27 minutes creating the arrival notification and visiting the Customs office. This compares to a total of ten minutes to complete the same process manually in our most recent check-in at Bequia, where we were also first in line. The long lines at times in some offices are not addressed by eSeaClear unless some methodology is put in place to separate the paper people from the eSeaClear people AND there is a different officer to deal with the eSeaClear people.

It is certainly true that yachtsmen doing the data entry relieves the Customs officers of that function, but the entire process takes a yachtsman, based on this experience, nearly three times as long as the paper process. While computer stations in the various Customs offices may provide slightly faster Internet time, suggestions that yachtsmen use Internet cafés to set up and/or update their data adds still another step. The convenience of doing the data entry on board may be an advantage but, in most ports, that requires paying for the wireless signal, and in many ports, that is not an inexpensive price tag.

—Continued on next page

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And, in the case of changing the notification location and/or date, using an Internet café means violation of the law that requires us to stop at Customs first before any other errands.

The software itself is relatively easy to use, although there are some unnecessary steps and data fields, as outlined above. But the process does not make clearing in any easier, faster, more efficient or add value, as has been touted in past press releases. As we quoted to our teams and each other in past lives, "If one automates an inefficient manual system without improving the process that goes along with it, they end up with an inefficient automated system."

All this is not to say that the process itself lacks room for improvement, but someone knowledgeable in process management must be involved to spot the bottlenecks and suggest appropriate changes. This is a very specialized skill not available from most individuals.

Melodye Pompa
S/V Second Millennium

Dear* Compass *Readers,

The following letter appeared in the February 2009 issue of Compass. *Denis Webster has since received a reply from the Trinidad & Tobago Ministry of Tourism, which he would like to share with other readers. It follows his letter.*
CC

Open Letter to the Ministry of Tourism
Republic of Trinidad & Tobago
Dear Minister,

We have just recently departed your country and wish to bring to your attention a matter of concern to my wife and I.

We have made many visits to your country since 1994, but I fear this will be our last. We have always enjoyed the people of Trinidad & Tobago and the many sights of the islands, while sailing our yachts *Tiger Lily* and *Tiger Lily II*. Your facilities are most impressive. However, dealing with officials has become so onerous that we will not be returning.

Instructions for departure provided by the Trinidad & Tobago Customs and Excise officials at the Chaguaramas boarding station were both contradictory and confusing. My wife and I are committed to complying with the regulations of the countries that we visit as guests. However, after three visits to the Chaguaramas office to obtain outbound clearance, at 9:00PM we were told to leave at 10:00PM. These clearance procedures, of course, are determined by the clearing official. We were most concerned and nervous about departing through the Boca in the dark because of several incidents of piracy in that area over the past few months.

The incident, however, which finalized our decision not to return to Trinidad, was what we viewed as the unprofessional conduct of the two Customs officials who made derogatory comments about my name and asked, "What kind of a name is that?" Such rude comments are not what might be expected from government officials.

Minister, I provide this information for your attention and action.

Denis Webster
Yacht Tiger Lily II

Dear Mr. Webster,

I refer to your letter to the Minister of Tourism dated January 19, 2009, regarding the unprofessional conduct and the offensive behaviour of two of our Customs Officials. Please be assured that we will investigate your complaint, as we place great importance on the conduct of our public officers and the welfare of our visitors.

Your complaint will give us the opportunity to remedy any problems that exist.

Please accept our sincerest apologies for any distress this situation may have caused you and your wife.

Yours faithfully,
Mrs. Melba Dedier
Permanent Secretary
Ministry of Tourism
Trinidad & Tobago

Dear *Compass*,

When the air-floor in our new Avon inflatable began leaking around the valve, we began bracing ourselves for a long warranty slog with Avon. We remembered the nightmare it was extracting warranty repair from Bombard in the past, and now Bombard, Zodiac and Avon are the same company.

We were wrong. Seagull Inflatables in Falmouth Harbour, Antigua, repaired our Avon floor and we were able to retrieve it the very next day. Seagull courteously informed us that they would deal with Avon.

That kind of service is worth writing home about. So now you know where to go if you need inflatable work done or your life raft checked in and around Antigua.

Gerard Lacroix
Veronique Briand
S/V Walita

Dear *Compass* Readers,

To all thinking of buying a wind generator: what is more important than how much power it puts out is how silent it is. Before buying a wind generator, contact sailors who have already purchased that model and ask how quiet it is. Many are silent, some make bearable noise, and with others the noise is unbearable and they must be shut down when it blows over 20 knots. The Ampair 100 that once was on the top of *Iolaire's* mizzenmast was dead silent. Even when we were surviving Hurricane Hugo off St Martin in 1989 (the anemometer at the airport was registering 70 knots before it blew away), the Ampair 100 only gave a buzz. We have now installed an Ampair 400 and have been pleasantly surprised. *Iolaire* has been laid up ashore but I have been on board working when it was blowing a full gale, certainly gusting 50 knots, yet all one could hear was a gentle hum. Check carefully before buying, as if silent a wind generator is wonderful, but if noisy it can vary from being bothersome to insufferable.

Don Street
Iolaire

Dear *Compass*,

Henry Hugh Smith asked my wife and me to join him at Rodney Bay, St. Lucia for two weeks aboard *Drum Horse II* to make a leisurely passage south to the Grenadines. We departed about 1400 hours to try to pick up a buoy between the Pitons in the Soufriere Marine Management Area, but were too late to find one of the obligatory mooring buoys between the Pitons. Anchoring is prohibited, so an obliging boat boy escorted us a mile north to Malgretout, close to the Harmony Beach Restaurant (13°50.5N 61°03.8W). There he passed us a buoy near to the shore and took our stern line to the shore, where he passed it to the local coconut salesman who, also requiring his cut of EC dollars for helping us to moor, leapt up.

Just before dusk, a local fishing boat appeared from nowhere. Other men on shore secured the end of a net. The fishing boat pulled the net along our starboard side and looped it around our bow encircling our mooring buoy. There was almost continuous shouting in the local patois. The fishing boat then laid the net, heading towards the shore on our port side and passed the end ashore. *Drum Horse*, her mooring buoy and line ashore, was all encircled by the net held to the surface by a succession of small buoys.

"Let go your mooring buoy," they shouted. "This is an emergency!" Our skipper thought otherwise and radioed the Park Ranger who had passed by to collect our dues before the fisherman arrived. "Let go your mooring line," shouted a swimmer by our bow. "We are calling the Park Ranger," I replied. "No need for that; just let go your mooring buoy, only for five minutes!" Meanwhile the circumference of the net was closing in on us as the fishermen ashore pulled in the slack.

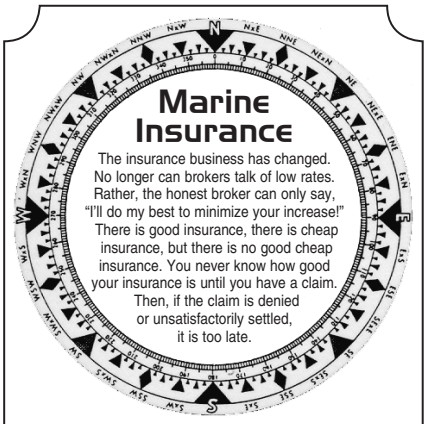
The Park Ranger appeared. The empty outer mooring was untied from its sinker and passed with much shouting to the Park Ranger who seemed a bit unhappy. He then arranged for the fishing boat to drop an anchor to seaward of the net and pass its rope over the net to us. We then slipped our line to the mooring buoy, several swimmers submerged this under the net, up it popped outside the net; we were reattached to the mooring buoy over the top of the net. However *Drum Horse* was still imprisoned within the net stretching round her bow and down both sides to the shore 30 yards behind us. The Park Ranger, who was obviously unnerved by the presence of so many fishermen, departed, and the net slowly closed in on us.

By this time it was dark and we wondered what would happen next. The bight of the net was tight under our bow. The sides of the net slowly moved along the sides of the boat to the front of the keel (the boat draws 7'6") to the skeg-supported rudder and then the line of net buoys appeared across our stern. It reminded me of the conjuror demonstrating that no wires held his suspended companion aloft. There were several swimmers about, some with air tanks, so they must have skillfully manoeuvred the net under the hull.

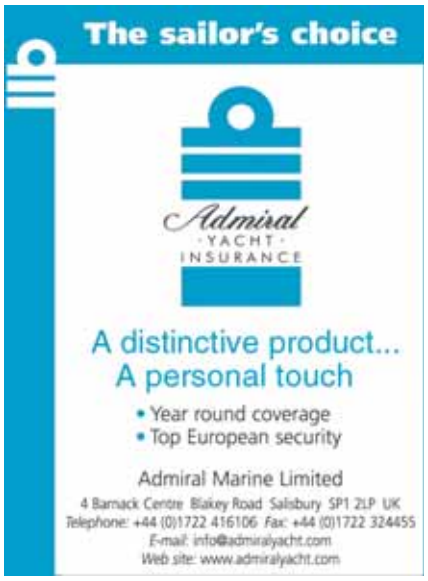
Someone shouted, "We will tie the net to your stern and be back in the morning," and passed a line onto our stern, considerably adding to our skipper's fury. This was supposed to be a peaceful anchorage in a State Park; no doubt fishing in such a place was prohibited; we had paid our mooring fee and the boat boy and the coconut salesman; we had been shouted at, un-moored, ensnared in the net, swum under and used as a mooring for the net.

Next morning at dawn the fishermen returned in several boats and, with a considerable shore party, proceeded to empty the net. We had hoped to see a catch of biblical proportions but the major part of the catch seemed to be half a sack of small fish; perhaps the shore party also carried away some part of the catch. We never did discover what sort of fish they were after but they had made a very good job of catching *Drum Horse* before cleverly letting her out of their net. Our quiet evening had been rudely, and somewhat alarmingly, disturbed. It is believed fishing in the Marine Management Area is illegal and the Park Ranger certainly seemed frightened of upsetting the fishermen.

—Continued on next page



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On reflection, the owner should have contacted Benny, the owner of the Harmony Beach Restaurant, only 100 metres or so away; it cannot be in his interest for this apparently illegal fishing activity to take place so close to his successful restaurant, in the process alarming and upsetting legally moored yachtsmen.

George Curtis, Rear Commodore
Ocean Cruising Club, UK

Editor's note: The SMMA website says: "The uniqueness of the SMMA lies in our effort to manage the sustainable use and development of marine resources in the area, providing equitable sharing of those resources to stakeholders." Far from being illegal, fishing — a livelihood for many in the local community — is allowed in the SMMA except in the zones designated as Marine Reserves. In certain other zones, fishing is given precedence over all other activities. The SMMA Zoning Map (www.smma.org.lc/Maps/Zoning_map.htm) shows Fishing Priority Areas on either side of the Yachting Area at Malgre Tout. We attempted to get clarification from the Soufriere Marine Management Area management regarding the status of fishing in the Yachting Areas, but received no response as of press time.

Dear *Compass* Readers,

This is kind of unusual, and my first time writing to *Compass*. Normally my husband Erich is the writer, but he prefers to write about bad things and complain and in this little story there is nothing to complain about, so I feel urged to write it down.

My husband and I have been sailing for almost ten years in the Caribbean with our *S/Y Key of Life I* (www.8ung.at/ankh). Before that, we were seven years with a motorsailer in the Adriatic Sea and Mediterranean, and before that, he was with his first *Key of Life* also seven years in the Mediterranean and before that, he sailed for another decade with several different boats. And in his early career he even started as seaman on the Danube. After more than 30 years spent on the sea by my husband, and 17 years on boats by me, we are thinking of finally dropping the hook for good in Petite Martinique in the Grenadines.

Waking the first time in Petite Martinique, my husband felt like he had been here before. Déja vu? Then memories came back of Ilovik, a little island in Croatia, where he started his career at sea. Petite Martinique looked all the same to him. So we fell in love with PM, and the idea came in our mind that if we settle down anywhere it must be here. Since that time we have been looking for property here in PM because my husband's next idea is to build a pyramid! Since we are sailing aboard the *Key of Life*, and the Sailing Club Ankh was founded by my husband in 1984 (and therefore celebrates this year the 25th anniversary), it is only natural to build a pyramid-shaped house. But because PM is part of Grenada it is also natural that it should be a "spice pyramid". We plan to include accommodation for a few paying guests on a club membership basis, and have written to the Grenada Ministry of Tourism about our plans. See a sketch of the spice pyramid idea at www.ankh-refugium.com.

Sitting here in this wonderful environment, surrounded with smiling people, we are enjoying ourselves and ideas are flowing and we created this little project. If we can build our spice pyramid and our dreams come true, we will make 200 yards of spices, herbs, trees and flowers. It could become an attraction and my husband can picture himself getting old in his self-created spice pyramid, watching the sunset in the midst of fragrant flowers.

So it happened that we spent our 3,000th "boardday" (our 3,000th day aboard) anchored at PM and Erich asked our friend Fire, who owns the Hotspot bar, if it could be possible to celebrate somehow. Although the appointed day dawned rainy, our friend organized a tent and put the tables and chairs from his shop down on the beach where they erected a party tent. Then our friends went out diving and caught plenty of fish and lobster. They cleaned, spiced and grilled them, chopped the wood for the fire and cooked potatoes and veggies. The men did all the work without the help from any woman and provided food for more than 20 people. I ended up the only female, because we did not know that we should have invited the ladies a few days in advance. But this was kind of spontaneous and I enjoyed every minute of it anyway. I enjoyed the fresh catch of the day and, equally important, the company of our friends who make us feel good and welcome. I want to say thank you all again for this wonderful feast and all the fun and happy moments we spent together. My husband tells me, I simply have to accept the fact that they are brilliant in organizing and improvising parties! We are looking forward to the next ones.

Gabriela Beyer
S/Y Key of Life

Dear *Compass*,

Several weeks ago, my wife and I left Vieux Fort, St. Lucia, one morning on our 57-foot ketch, *Mikado of Sark*, with two guests aboard. With a good breeze of 25 knots, we flew a full genoa and mizzen and did not raise the mainsail. We were bound for Bequia.

Three-and-a-half hours later we were abeam Chateaubelair. Along St. Vincent's leeward coast the wind decreased to between ten and 20 knots so I raised the reefed main (the full main would have produced a bad balance on the rudder).

We entered the channel between St. Vincent and Bequia. The wind increased but *Mikado of Sark* was very happy with the wind of 30 knots at 45 degrees off the bow. The sea was very acceptable.

Suddenly we turned sharply to port, and all sails were crumbled. I suspected the autopilot had gone into fail mode but there was no indication on the instruments. Clarisse (my wife) turned the steering manually without effect. I took the tiller but no effect.

I opened the rear panel in the lazarette (containing, of course, a clutter of many tool boxes, kneeboard, waterskis, etcetera) and I saw the rudderstock broken just under the hydraulic piston. The system of steering is fully hydraulic in manual or autopilot; engaged, its section is 8cm diameter and the break was at the square section where a bridge joins the shaft to the hydraulic piston. But the rudder was still there.

I remembered that somebody had told me it was possible, in case of loss of steering, to maneuver a ketch with the mainsail. Now I know that is totally impossible — so all ketch owners, stop dreaming!

We took down the sails and at 2:30PM I sent a distress call on the VHF. Kingstown Port Authority replied immediately and 20 minutes later a rapid coastguard boat came and stood by for an hour to make sure we were in no imminent danger. A fishing boat offered to tow us to St. Vincent. With guests onboard, and seeing that both our rented house and the competent engineer Robin Smith were in Bequia, my preference however, was to be towed to Admiralty Bay.

I phoned the sympathetic Andy Mitchell, and he tried to find a motorboat to tow *Mikado* to Bequia. After a few calls he found the boat of "Sparrow" from Bequia, but in the meantime a ketch named *Quest* came our way and I asked the coastguard boat to ask if this boat could tow us. The owner and his crew readily agreed. We gratefully tied *Mikado* to a mooring in Admiralty Bay one hour later.

Robin Smith came out to the boat and he pulled out the ring of the stuffing box to lower the stirrup that receives the hydraulic piston of the rudder, and to investigate the failure in this stirrup.

We were able to leave Bequia two days later and take our guests south to the Tobago Cays, Carriacou and Grenada. A week later, with three days of hard work, we replaced the rudder in Carriacou with one from another Mikado ketch.

I would like to thank very much everybody for his or her help, in order of participation:

Harbor Control of Kingstown, the SVG Coast Guard, the blue fishing boat that offered to tow us to Kingstown, a very big thanks to the sailing boat *Quest* which towed us to Bequia, Andy Mitchell, Robin Smith, Lumbadive of Tyrrel Bay, the staff of Tyrrel Bay Yacht Haulout, and especially the Dutch sailor Bram for his help in switching the rudders between the two Mikados.

Thank you all very much.

By the way, the reason for the break of the shaft of the rudder seems to be the combination of electrolysis of the metal, corrosion of the stirrup which held the shaft, the age of the rudder (32 years old) and the forces against the shaft during the autopilot-ordered course corrections during heavy wind. After this experience, I will now use the mizzen sail more effectively to assist the rudder, and be more ready to reef the sails when the wind gets up.

Dominique Bouquet
Mikado of Sark

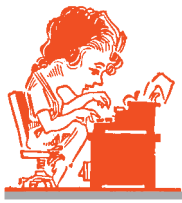
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Letter of the Month

Dear *Compass* Readers,

I have been reflecting on the subject of reflecting because recent experiences have reminded me of the importance of good reflection. I will explain, but first some background.

Long ago and far away I spent the best part of six years working as a watchkeeper on oil tankers. My sea-going travels covered roughly half a million miles, and much more of this was spent as a junior watchkeeping officer on large vessels. When I say large I mean nearly 900 feet long and about 110 feet in the beam — not very much different, in terms of overall dimensions, from many of the cruise ships that we see around the islands of the Eastern Caribbean.

However, there were one or two significant differences, apart from the fact that we didn't carry 2,000 or more passengers. The wheelhouse occupied the center portion of the bridge deck and might have been as much as 50 feet wide. Sliding doors gave access to the open bridge wings, which extended 30 feet or more to the side of the vessel. In suitable weather both doors would be open. This meant that in almost all weather conditions there was easy open access outside. Although the ship's accommodation would be either heated or air-conditioned as appropriate, the wheelhouse was not.

The duties of a watchkeeping officer at sea were not arduous. Log entries, position fixes, weather records — these were but diversions from the officer's main role which, above all else, was to maintain a good lookout.

Of course we had radar, which usually had a true motion capability and it was always used in poor visibility, when approaching port and in heavy traffic. Nevertheless it is worth repeating that the primary method of detecting other vessels was by the human eye.

It was recognized that the officers' night vision might be impaired both by dim chartroom lighting and instrument lights in the wheelhouse. Therefore it was required that a lookout be positioned on the fo'csle and his sole job was to report immediately any lights seen. In bad weather the lookout was posted on a wing of the bridge.

Compare this simple, effective system with current practice. Think of these vast floating hotels, resorts and shopping malls which amble at nights between the major ports of the islands, often converging on their programmed destination as dawn approaches. Their navigating officers work in a vast air-conditioned control room with angled glass walls from which they may look down, from time to time, from a height of well over 100 feet, well above the mast of a cruising yacht.

With at least two "all singing and dancing" radars running constantly their night vision is, of course, severely impaired and reflected instrument and chartroom lights must make matters worse.

"What has this got to do with me?" I hear you say. Well, picture this little episode.

A few weeks ago we were on passage from the BVI towards St. Barths. Amazingly, instead of bashing or beating into 20 knots of wind, we were motoring in a gentle swell into a breeze of three to six knots. At about 4:30AM we were well off St. Maarten, which was a large loom on our port bow. A number of other unidentifiable looms were also visible around us.

Channel 16: "Cruise ship on my starboard bow (repeated), this is sailing vessel *Tiny Tot* (repeated). You are on a collision course with me. Have you seen me? Over."

The call was repeated, then: "Sailing vessel *Tiny Tot*, this is *Monster of the Seas*. There are a number of cruise ships approaching St. Maarten. What is your position?

"*Monster of the Seas*, this is sailing vessel *Tiny Tot*, My position is blah, blah, blah."

"*Tiny Tot*, this is *Monster of the Seas*. The cruise ship you are trying to contact is *Costa Carnival Princess*. I will contact her for you and give her your position." (Ah! The wonders of GMDSS/DSC.)

PAUSE

"Sailing vessel *Tiny Tot* this is *Costa Carnival Princess*. I have you in sight and am altering course."

Two hours later, shortly before sunrise, we came upon *Tiny Tot* gently ambling along at about three knots, tacking her way toward St. Maarten. She was a very tidy looking double-ended wooden catamaran, properly lit with a very clearly visible tri-light. Clearly visible, that was, to anyone who was outside and keeping a proper lookout. Unfortunately, to an officer within a huge, dimly lit, enclosed control room she had been invisible and there could have been a disaster if another vessel had not relayed the initial call.

As I see it, on a lot of these monsters, radar is everything. (The same applies to modern container ships and I also worry about a lot of gin palaces motoring around with both radars spinning in conditions of perfect visibility.) This means that if your sailing boat doesn't have a good radar echo, you could be in trouble. Wooden boats with wooden masts are of course, invisible and if you think that you're okay in your plastic boat with an aluminum mast, think again.

The answer must be to have a good radar reflector — obviously *Tiny Tot* didn't. By "good" I don't mean one of those spheroid or cylindrical jobs that hang from a flag halyard. Recent scientific tests have found these things to be virtually useless and they may even be dangerous if they give the owner unjustified confidence.

Good radar reflectors cost at least US$250, but if you want to be seen by a large modern vessel you've got to have one, otherwise you might be in very serious trouble, even in conditions of perfect visibility.

A couple of days after the *Tiny Tot* incident we were moored off St. Barths, very close to a well-set-up cruising yacht which did have a serious radar reflector. Three days later in perfect visibility, we were two miles off the west coast of Antigua, approaching Jolly Harbour shortly after sunset. A mile or so astern was our careful cruiser from St. Barths, and to the north of us was a large cruise ship heading south from Antigua's capital, St. John's. From our position the monster was going to pass astern. From the other yacht's viewpoint, things were rather different:

"Cruise ship *X-St. John's* (repeated), this is sailing vessel *Careful Cruiser* on your starboard bow."

"*Careful Cruiser* this is *X-St. John's*, how can I help?"

"*X-St. John's* this is *Careful Cruiser*. I am under sail approximately one mile off your starboard bow. Do you have visual contact with me, and what are your intentions?

"*Careful Cruiser*, this is *X-St. John's*. No — but I have you on my radar and I am altering course."

I rest my case.

Christopher Price
Yacht Hummingbird

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Shrinking Anchorages

by Roland O'Brien

I am upset. As live-aboard cruisers we are being squeezed out of many anchorages. This is not a new phenomenon. Places such as the Mediterranean Sea, Black Sea, Aegean Sea, and other areas, particularly in northern Europe, have had this problem for many years. Med-moorings are common, and more and more anchoring areas are being restricted or anchoring is totally prohibited.

It's happening here in the Caribbean too. Nevis, the lovely island that many of us were able to visit by anchoring on the west side as we came down the island chain, has totally prohibited anchoring. Granted, the cost of mooring there is not prohibitive (yet) but we all know what happens to mooring costs, as witnessed by visiting the US or British Virgin Islands.

St. Lucia recently was shown what happens when government and large business get together and control an anchorage. Prior to the recently completed expansion of the Rodney Bay Marina, now an IGY company facility, cruisers could anchor between the marina and the homes off to the side. No longer; now we must anchor outside the safer, better protected area, where in addition to being less sheltered from the weather, more thefts and safety problems exist.

Grenada has also been hit by "shrinking anchorages." The St. George's Lagoon will soon be another area in which cruisers can no longer anchor. The last time we were there, four months ago, some anchoring was still available. Port Louis Marina staff came around with the same paper we've seen previously, with a price per foot of your vessel, per day. However, no one comes out to collect the money and cruisers just



Like Admiralty Bay, Bequia, many areas formerly popular for anchoring are now peppered with mooring buoys

refuse to pay anyway. Once the lagoon is full of mooring balls and docks, only "local" boats will be allowed to anchor around the edges of the north and east side. Cruisers must anchor outside, off the cliffs exposed to open waters of the Caribbean Sea.

I won't go into the shenanigans that many are aware of, regarding the two large companies and the government of Grenada and the St. George's Lagoon. Much has been written about this over the past few years. However, suffice it to say that governments still think, wrongly, that the mega-yachts will bring more business to their countries than do ordinary cruising sailboats.

Cruisers patronize local restaurants, shops, markets, and chandleries on a regular, many say daily, basis. Cruisers also volunteer in myriad ways to assist local people, many times in concert with local businesses.

Mega-yachts are usually stocked before they reach the Caribbean. Guests eat most meals aboard, cooked by paid chefs and served by the crew. Sure, some guests buy clothing or trinkets, perhaps some jewelry, etcetera, but do not spend to the extent cruisers do. In our case we are spending over EC$2,700 per month to keep up our cruising lifestyle. Multiply that by however many small yachts are hanging out in the Grenadian anchorages. The only people benefiting from the mega-yachts are the marinas themselves, and you must know that, except for a few local employees, most of that money goes out of the country.

Hog Island, on Grenada's south coast, is another fiasco when it comes to governments making strange decisions. In this instance they didn't take away a lot of anchorage space but they did allow a low bridge to be installed, again, by a large business enterprise, which links Hog Island to the main island of Grenada. This bridge now prevents passage for yachts between the anchorage at Hog Island and those in Clarke's Court Bay. The habitat of the Grenada dove, the critically threatened national bird of Grenada, is also being drastically reduced by the same project, with the acquiescence of Grenadian authorities. In addition, locals who have run businesses on Hog Island are being squeezed out with no consideration being given. The project is now on hold (but the bridge is completed) due to poor economic times. Go figure.

Bequia is also slowly losing its anchorage space as anyone who can come up with an old engine block and a few lengths of line plus a plastic bottle, can drop a mooring and collect daily rental charges from cruisers or charterers. Many, if not all of these moorings are illegal, unsafe, and uncontrolled. Arguments are common between cruisers who anchor too closely to someone's mooring "ball" and someone who claims to own the mooring. Starting in 2004, the SVG Port Authority was supposed to inspect all new moorings and re-inspect periodically to assure safe moorings, but to the best of our knowledge this is still not being done. Fortunately, no large marina has bought its way in here, yet.

—Continued on next page

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What really has me and others reeling, though, is the projected mooring field being planned for Carriacou. There's already a new marina in progress, although construction is proceeding slowly. This will eventually extend out into Tyrrel Bay and remove some anchorage space. Most cruisers who frequent Tyrrel Bay are likely unaware of the new moorings being planned for the north side of the bay.

The project is called Sandy Island/Oyster Bed Marine Protected Area (SIOBMPA), Carriacou, Grenada. And to quote the program planners, "The objective of this project is to enhance the management of the SIOBMPA to ensure conservation of biodiversity and sustainable livelihoods by developing and constructing infrastructures required for the management of the SIOBMPA."

This sounds like some big words, but broken down makes more sense. First, let's define bio-diversity as does Wikipedia: "Bio-diversity is the variation of life forms within a given ecosystem." Okay, we are all in favor of not causing damage to existing ecosystems, such as living reefs, various trees and shrubs, birds, animals both aquatic and ground-based, and more particularly in this instance, the mangrove oysters which exist in the northern lagoon in Tyrrel Bay.

Let's talk about the mangrove oysters. First, there is no large demand for them, whether by locals or cruisers. They are small, thin, not very tasty, and not worth the price of someone harvesting them. My own thought is that they perform a much better job within the ecosystem by what they do if left alone, filtering water, providing habitat and food for fish, etcetera. If "sustainable livelihoods" are in any way, shape or form addressing mangrove oysters and people harvesting them, we know of only one person who occasionally harvests some oysters here in Tyrrel Bay, and lately he's not even doing that, again, read lack of demand.

The major concern cruisers have is the installation of mooring balls, which will take away likely between ten and 15 percent of currently available anchoring space within Tyrrel Bay as a starter. Placement of these proposed moorings is scheduled for the northern portions of the anchorage, which is used most when severe weather



Will a proposed mooring field in a Marine Protected Area eat up more anchoring space in Tyrrel Bay, Carriacou?

or large swells threaten the area. Other proposed moorings are scheduled for Mabouya Island and the renowned Sandy Island, both uninhabited islets off Carriacou. There is also talk of prohibiting anchoring at or even stepping on Sandy Island. The parkland should obviously be well maintained and managed for future generations, of that there is no doubt, however, controlled access is better than none at all.

Again, maintaining current bio-diversity is something unarguably much like motherhood and apple pie. We, as cruisers, like to give back to these lovely islands and the wonderful people we meet here. For example, my wife and I, along with another cruising couple, visited the Harvey Vale Government School (grammar school) for its Grenada Independence Day celebration, a couple of years ago. In touring the school we noticed a door lying on the floor outside a small room, designated for the library. When we asked the principal about the door, she said, "We don't have anyone to install the door, and we have no hardware."

Well, suffice it to say that we, along with Michael, on *S/V B'Sheret*, quickly went to work, paying for and buying the hardware, and installing the door. We then painted the door and frame, and the library shelves. Since that time, my wife has devoted many hours volunteering in the library to help organize it, and process the books for circulation among the students.

Another long-running program of great benefit to locals on Carriacou is the Carriacou Children's Education Fund, which is managed by Melodye and John Pompa of the sailing vessel *Second Millennium*. Detailed information about this group and its accomplishments has been recently published in the *Caribbean Compass* and other publications, so we'll not go into it further. However, this is yet another instance of how cruisers, in concert with local businesses and others, bring strength and diversity to a Caribbean island.

Several cruisers and ex-pats have also for years been involved in initiating and maintaining a youth Optimist sailing program in Tyrrel Bay, under the auspices of the Grenada Sailing Association. Without these (nameless, lest I miss someone) people the program would not have been started or flourished. We have donated both materials and labor maintaining boats, and managed the program. Cruisers also provide safety boats in the event of youths requiring assistance or towing back to shore. The current fleet consists of eight Optimists (including a couple which are lent to the group) and two GP-14s (still needing work), a larger sailing vessel for those youth who become more accomplished. Local youths may participate in this program at essentially no cost, just show up for three hours each Saturday morning.

My whole point, directed to governments, business owners and locals alike, is that if moorings continue to be installed in these areas, we will go elsewhere to volunteer and spend our money. Because we all know what happens with moorings: first they are installed, then it's required to use them, then the price goes up, then more moorings are installed. It's a pattern repeated worldwide and until Caribbean island governments realize the consequences, live-aboard cruisers will be driven away. One wonders if some local businesses want charter boats instead of liveaboards.

If it's at the cost of lost revenue and other benefits obtained from liveaboard cruisers, it's a losing proposition. Shrinking anchorages are not a good thing for anyone. Perhaps it's time for cruisers to organize and work with local governments to get our concerns heard, similar to what Seven Seas Cruising Association (SSCA) and others are doing as regards anchoring in Florida, in the United States. Please, don't shrink our anchorages. We love it here and do not want to leave.

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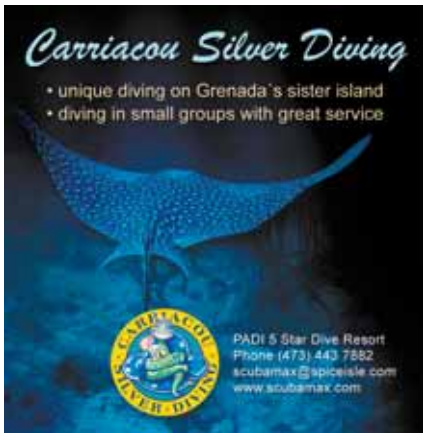
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