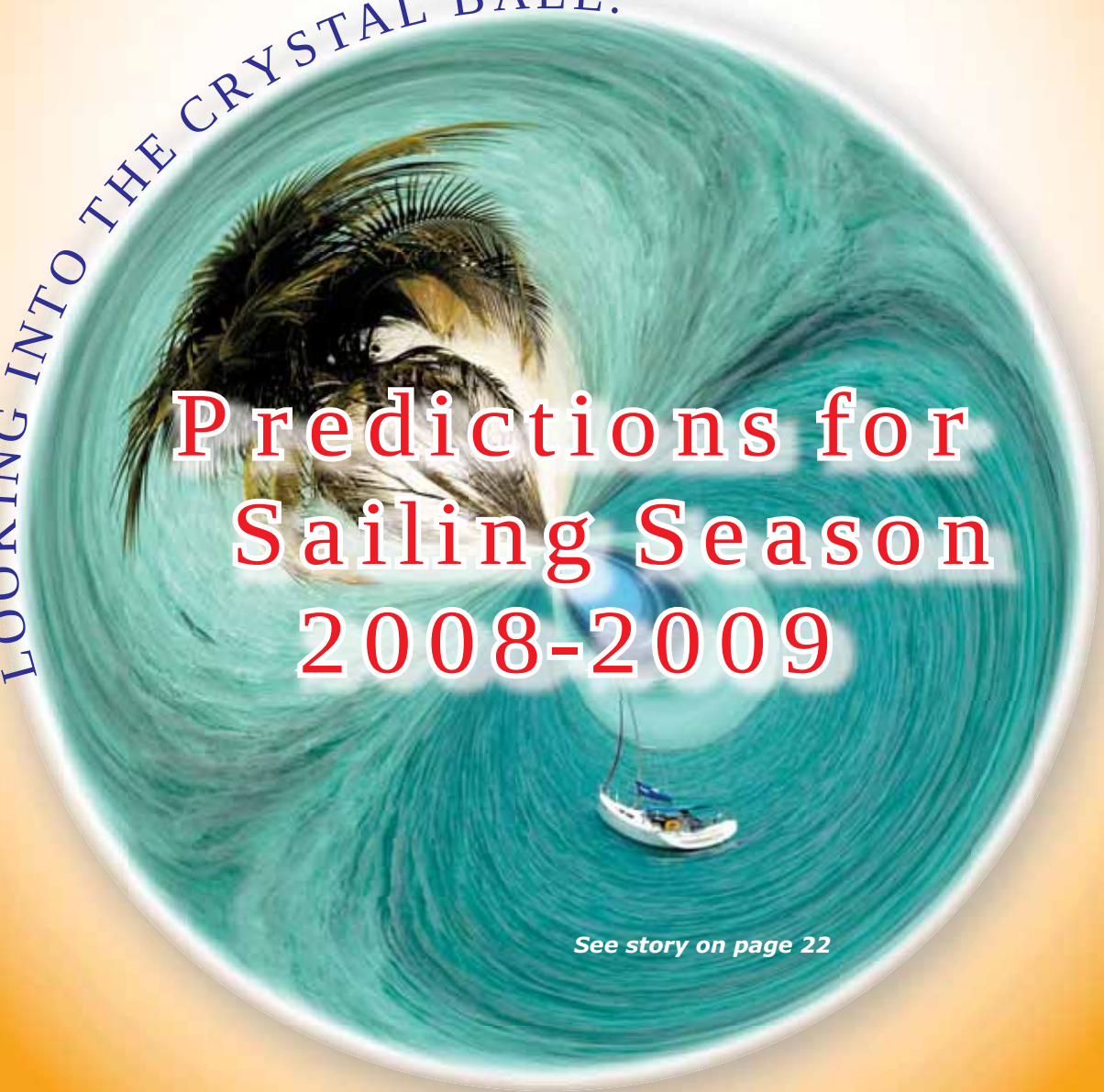
CARIBBEAN On-line
COMPASS
OCTOBER 2008 NO. 157
The Caribbean's Monthly Look at Sea & Shore

LOOKING INTO THE CRYSTAL BALL:



Predictions for Sailing Season 2008-2009

See story on page 22

OUTBOARDS

Enjoy the Ride!



TOHATSU 5HP 2-stroke
TOH/M005BDS

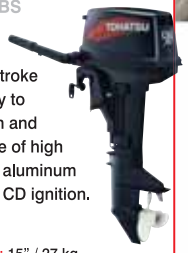


The 5hp barely weighs 44 lbs. And even with a weight this low, this outboard packs in a lot of power and performance.

Engine features loop charged induction for smooth operation & fuel economy; CD ignition system gives quicker starts.

Height / Weight: 15" / 20 kg
Fuel tank: 2.5 liters (0.66 gals) Integral / 12 liters (3.1 gals) Separate Tank

TOHATSU 9.8HP 2-stroke
TOH/M009.8BS



The 9.8hp 2-cylinder 2-stroke engine is easy to start, maintain and durable, made of high marine grade aluminum alloy and has CD ignition.

Height / Weight: 15" / 27 kg
Fuel tank: 12 liters (3.1 gals) Separate Tank

TOHATSU Outboards

TOHATSU 18HP 4-stroke
TOH/MFS030AEPTL



First priority when developing these engines was to make them lightweight and compact without compromising reliability or the quality performance associated with the Tohatsu brand name.

These outboards are compact 4-cylinder, SOHC engines that have been manufactured to comply with all US EPA 2006 & CARB 2008 (3 star rating) emission regulations.

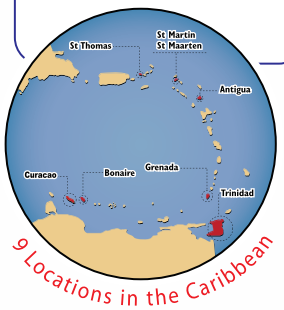
AB Ventus 12 VL
AB/80025-000810



The 'Ventus' meaning 'air' in Latin is an incredibly light-weight RIB with a single hull that has a leveled non-skid floor.

These dinghies give very high speeds with only small outboards.

AB INFLATABLES



Budget Marine carries a wide range of Tohatsu and AB Dinghy spare parts and accessories.
As a result of trade regulations Budget Marine is unable to offer Tohatsu outboards in the United States Virgin Islands nor any other US territory.

CARIBBEAN CHANDLERIES

BUDGET MARINE

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

The Caribbean's Leading Chandlery

www.budgetmarine.com

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

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

DOYLE SAILMAKERS

5 years - 50,000 miles GUARANTEED

*Dacron and HydroNet only

"Boonatsa"
Swan 57



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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Bequia
Withfield Sails and Model Boats
Port Elizabeth

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boat Works

Panama
Regency Marine
Club Nautico Caribe, Colon

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

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

St. Martin
Rounte De Sandy Ground
Chantier JMC Marine

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas

photo: www.yachtshotsbvi.com

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

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

OCTOBER 2008 • NUMBER 157

Hope for Coral
Reseeding shows promise 12


JEFF FISHER


WALT COOPER

Cruisers go climbing..... 30

A Carib Queen
Visiting Valentina Medina..... 39


CHRIS DOYLE

Grenada
The Early Years 18

Nevis Rules
Clearing in clearly..... 28

DEPARTMENTS

Business Briefs 8
Eco-News 10
Regatta News..... 14
Cruising Crossword..... 36
Word Search Puzzle..... 36
Sailors' Horoscope..... 37
Island Poets..... 37
Cartoons..... 37
Cruising Kids' Corner..... 38
Dolly's Deep Secrets 38
Book Reviews..... 41
Meridian Passage..... 41
Cooking with Cruisers 45
Readers' Forum..... 47
What's On My Mind..... 49
Caribbean Marketplace..... 51
Classified Ads 54
Advertisers' Index..... 54

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

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

Compass Agents by Island:

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

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

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

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

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

Guadeloupe: Ad Sales & Distribution
Stéphane Legendre
Mob: + 590 (0) 6 90 49 45 90
stellegendre@wanadoo.fr

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:
Distribution - Eric Bendahan
Tel: (599) 553 3850, cirexpress@gmail.com

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

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

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

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

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

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

We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. Compass Publishing Ltd. accepts no liability for delayed distribution or printing quality as these services are supplied by other companies.
©2008 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

CALENDAR

OCTOBER

1	Eid Ul Fitr (Muslim festival). Public holiday in Trinidad & Tobago
2	Thanksgiving Day. Public holiday in St. Lucia
4 - 5	Pete Sheals Match Racing, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
4 – 5	Defis Guadeloupe Kayak race. otanton@gmail.com
5 - 11	41st Bonaire International Sailing Regatta. www.bonaireregatta.org
10	War of 1868 Anniversary. Public holiday in Cuba
11	Willy T Virgins Cup Race, BVI. RBVIYC
13	Columbus Day. Public holiday in Puerto Rico and USVI
14	FULL MOON
18	YSATT Marine Trades Show, Chaguaramas, Trinidad. info@ysatt.org
18 - 20	Trafalgar Cup Race, BVI. RBVIYC
20	USVI Hurricane Thanksgiving Day (Public holiday in USVI if no hurricanes occurred)
21	St. Ursula's Day. Public holiday in BVI
21	Antillean Day. Public holiday in Netherlands Antilles
24 - 26	11th Annual Foxy's Cat Fight multihull regatta, Jost Van Dyke. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
25	Thanksgiving Day. Public holiday in Grenada; boat races
27	Independence Day. Public holiday in St. Vincent & the Grenadines. Local boat races in Bequia, jsprat@vincysurf.com
28	Divali (Hindu festival of lights). Public holiday in Trinidad & Tobago
30 - Nov 2	St. Lucia Food & Rum Festival, Rodney Bay. www.foodandrumfestival.com
31 - Nov 2	World Creole Music Festival, Dominica. www.festivalmusiquecreoledominique.com

NOVEMBER

1	All Saints' Day. Public holiday in French West Indies
1	Independence Day. Public holiday in Antigua & Barbuda
1	D Hamilton Jackson Day. Public holiday in USVI
1 - 2	Women's Caribbean One Design Keelboat Championship, St. Maarten. director@bigboatseries.com
2	19th West Marine Caribbean 1500 sets sail from Hampton, VA to Tortola. www.carib1500.com
3	Independence Day. Public holiday in Dominica
4	Community Service Day. Public holiday in Dominica
6 - 11	Le Triangle Emeraude rally, Guadeloupe to Dominica. ycsf@orange.fr
7 - 8	BVI Schools Regatta, RBVIYC
7 – 9	Heineken Regatta Curaçao. www.heinekenregattacuracao.com
8 - 10	Triskell Cup Regatta, Guadeloupe. http://triskellcup.com
10 - 15	Golden Rock Regatta, St Maarten to Saba. bea@goldenrockregatta.com
11	Veterans' Day. Public holiday in Puerto Rico and USVI
11	Armistice Day. Public holiday in French West Indies and BVI
13	FULL MOON
13 - 21	Heineken Aruba Catamaran Regatta. www.arubaregatta.com
15	Start of Spice Race from England to Grenada. www.spicerace.com
15 - 16	Nanny Cay IC24 Nations Cup, Tortola. RBVIYC
19	Discovery Day. Public holiday in Puerto Rico
22	Pusser's Round Tortola Race. RBVIYC
23	ARC 2008 departs Canary Islands bound for St. Lucia. www.worldcruising.com/arc/
24	Start of Transatlantic Maxi Yacht Cup, Canary Islands to St. Maarten. www.yccs.it
27	US Thanksgiving Day. Public holiday in Puerto Rico and USVI
28 - 30	Course de L'Alliance Regatta, St. Maarten/St. Barths/Anguilla. www.coursedelalliance.com
29 – 30	Quantum Sails IC24 International Regatta, RBVIYC
TBA	A Man, A Woman, A Boat Race, Martinique. figueres.jm@wanadoo.fr

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

Cover photo: Wilfred Dederer, Tobago Cays, St. Vincent & the Grenadines

Info & Updates

Immigration Changes in Panama

According to the Shelter Bay Marina website, Panama published a new Immigration law on August 13th: Law #3 of 22 February 2008, with implementing regulations executive decree #320 of 8 August 2008. This law changes the conditions of yachts and crew significantly.



SHELTER BAY MARINA

Panama's Immigration law regarding yachts has changed. Shelter Bay Marina (pictured) has kindly posted information on its website

In what appears to be a well-intentioned move, the law establishes a special category of visa for yachtsmen.

As we understand it, the law allows for the issue of a 90-day tourist card to passengers and crew of yachts on arrival. The 90-day period may be conditional on the prior issuance of a cruising permit for the same period of time. In the absence of the cruising permit the tourist card may be issued for less time. After the initial 90-day period of the tourist card, a visa may be issued, also conditional on the prior issuance of a cruising permit.

The visa requirements listed are: attorney authorized to execute the request; three photographs; home nation ID card; US$500 deposit in guarantee posted with the immigration service; US$100 charges per person; copy of electronic paid return ticket (no specification as to where or why); proof of a contractual relationship with a yacht club or marina (the nature of the contract is not specified); and a letter from the captain or owner of the vessel, making him responsible for the other people with visas.

Shelter Bay says, "Given the history of implementation problems with past legislation we are unsure how this legislation will play out. The law calls for other actions, which may delay its implementation. We urge all yachtsmen to be prepared for significant changes in the near future."

Check the Shelter Bay Marina website (www.shelterbaymarina.com) for updates.

Belize Coast Guard Launches 'Neighborhood Watch'

The August 28th edition of the *San Pedro Sun* newspaper reported: Neighborhood Watch groups have proven to work: with neighbors keeping a watchful eye on each other's properties and belongings, crime incidences do minimize. With the success that watch groups bring to land, the Belize Coast Guard aims to do the same and protect the Caribbean Sea. On August 25th, Cedric Borland of the Belize Coast Guard met with the general public to discuss the formation of an Auxiliary Group.

The volunteer Belize Coast Guard Auxiliary will not bear arms and will not have law enforcement powers. They will focus mainly on maritime safety and security, natural resources protection and disaster relief efforts. The Auxiliary will be providing their experience as mariners and seafarers, and their knowledge of the environment. Members do not have to own a boat, however it is expected that the members will come from personnel with a maritime interest and the boating population. Auxiliary members will train with the Coast Guard one weekend in every quarter to remain current with technology, latest information and standardization courses. A one-week training course will be held annually to exercise the Auxiliary members in a classroom simulated environment and underway deployment.

Among other functions, Auxiliary members will educate the boating public at marinas and in classrooms on maritime affairs; assist the Coast Guard in search-and-rescue and marine environmental protection; conduct vessel safety checks at marinas and on patrol; provide harbor patrols for boating safety; instruct safe boating courses for the general public; assist the Coast Guard with information gathering related to maritime safety and security matters; and report on any illegal or suspicious activities.

For more information, contact Commander Borland at (501) 225-2186.

—Continued on next page



—*Continued from previous page*

Yacht Fuel Now International Price in Trinidad

A cruiser wrote to *Compass* recently, "We arrived in Chagauramas, Trinidad, on August 28th just in time to hear about the 'fuel crisis'. After 17 years of benign neglect, the government has apparently cracked down on the sale of 'locally priced' fuel to foreign-flagged vessels."

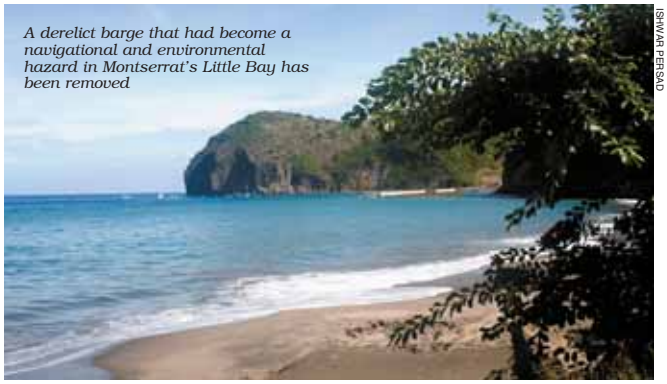
Donald Stollmeyer of Power Boats marina explains, "Essentially, the T&T Customs and Excise Department decided to enforce the existing law by allowing subsidised fuel to be sold to local boats only. The T&T government subsidy on fuel reduces the price of diesel from the international price of approximately US$1 per litre to the local retail price of US$0.25 per litre. They say foreign vessels are not supposed to be benefiting from this low price. The bottom line is that diesel is currently being sold to foreign yachts (and all other foreign vessels) at the international price. Power Boats is now set up and approved to sell 'international' diesel."

Eight Bells

Dale Westin reports: Julie Ryder, longtime Honorary US Consul in Antigua and an English Harbour resident, died Sunday, August 31st, following a battle with cancer. Julie was well known to many yacht owners, captains and crew whom she assisted with USA passport and visa requirements over the years. She was also very active in various civic and cultural activities in Antigua and English Harbour area. She is survived by her husband Sven.

Sunken Barge Removed in Montserrat

A barge that sank nearly four years ago at Little Bay in Montserrat has been removed. A statement from the Montserrat government said that as of September 11th, the Capital Signal Company Limited had completed 70 percent of the cutting up and removal operations of the sunken barge, which will be taken to Trinidad & Tobago for scrap.



A derelict barge that had become a navigational and environmental hazard in Montserrat's Little Bay has been removed

ISHWAR PERSAD

The barge sank in November 2004 during the construction of the John A. Osborne Airport at Herald's. It was at the time carrying hardcore fill material for the runway and was then abandoned, proving to be an eyesore ever since. It has also caused some destruction of the coral reef system at Little Bay and was becoming hazardous to shipping using Port Little Bay.

Capital's tugboat and barge first arrived on the scene on July 16th and cutting operations started immediately. The scrap metal has been shipped back to Trinidad in a series of voyages.

The cutting and removal project was funded by the Foreign and Commonwealth Office, and the Department for International Development (UK Government).

French Cruiser Killed at Caraballeda

Melodye Pompa of the Caribbean Safety and Security Net reports: While details have varied in reports received, what is consistent is that a French sailor died of gunshot wounds while defending his catamaran from robbers at Caraballeda near Caracas, Venezuela, sometime late Sunday or early Monday, September 14th or 15th.

Based on several reports and comparing details, I think the rest of the story is as follows: The man and his wife were at anchor near the marina at Caraballeda. Three or four armed men swam out to the boat, boarded, and a fight ensued. The Frenchman was ex-military and was trained to respond as he did. He was shot three or four times, and died later of his wounds. His wife was not injured. The robbers got away with an undisclosed amount of cash in US dollars and bolivars.

The French embassy in Venezuela has staff on hand to help deal with the issues and is now warning all French citizens to avoid anchorages along the entire coast of Venezuela as well as the island of Margarita.

This incident adds Caraballeda to the list of those places, like Puerto Cabello and Carenero, where one should go into the marina rather than anchor out.

Editor's note: The victim has been identified as Philippe Armand Leudiere, age 61, of the yacht *Chrysalide*.

Enhanced NY Driver's License Allows Caribbean Travel

New York State's Enhanced Driver's License (EDL), which went into effect on September 16th, will allow holders to travel by land or sea between the United States and Bermuda, the Caribbean, Canada or Mexico.

The EDL can be readily obtained by applying at local Department of Motor Vehicle (DMV) offices. For most motorists, an eight-year EDL will cost US$80. The DMV anticipates that it will take approximately two weeks from the date a motorist presents an application and required proofs for an applicant to receive an EDL.

The EDL was developed to meet the requirements of the US federal Western Hemisphere Travel Initiative, which is a result of the Intelligence Reform and Terrorism Prevention Act of 2004, requiring all travelers to present a passport or other document that denotes identity and citizenship when entering the US.

Beginning June 1st, 2009, only a handful of documents will be acceptable for US border crossing, and the New York State EDL will be one of them.

—*Continued on next page*

A warm welcome awaits you and your yacht at Port Louis

port louis GRENADA WEST INDIES



Port Louis, Grenada

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

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

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

Limited availability

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

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

Grenada Sailing Festival 30 June – 5 Jul 2009 • Pure Sails, Pure Spice

Camper & Nicholsons YACHTING SINCE 1782 MARINAS

ITALY | MALTA | TURKEY | WEST INDIES

—*Continued from previous page*

Hurricane Season So Far

The hurricane season as of this writing in late September has generated ten named storms, including three major hurricanes: Bertha, Gustav and Ike.

Bertha brought rain and tropical storm-force winds to Bermuda on July 14th, but no damage was reported.

Gustav originated from a tropical wave that emerged from the West Coast of Africa on August 14th. Serious development began over the southeastern Caribbean Sea on August 24th. A tropical depression formed on 25 August about 260 miles southeast of Port au Prince, Haiti, becoming a tropical storm later that day. Gustav became a hurricane on August 26th and made landfall on the southwestern peninsula of Haiti as a Category 1 hurricane. It moved over Jamaica as a tropical storm. On August 29th, Gustav re-intensified into a hurricane as it approached the Cayman Islands. It passed through the Cayman Islands early on August 30th as a Category 1 hurricane and rapidly intensified. Gustav made landfall in the Cuban province of Pinar del Rio on the same day as a strong Category 4 hurricane and emerged into the southeastern Gulf of Mexico early on August 31st.

Hurricane Ike was the ninth named storm, fifth hurricane and third major hurricane of the 2008 Atlantic hurricane season. It started as a tropical disturbance off the coast of Africa in late August. By September 4th, Ike was a Category 4 hurricane, hitting its peak intensity with maximum sustained winds of 145 mph and a pressure of 935 millibars — the most intense storm so far in the 2008 Atlantic hurricane season. Ike has been blamed for 143 deaths, primarily in Haiti, which was already trying to recover after the impact of three prior 2008 systems: Fay, Gustav, and Hanna. By the early morning hours of September 7th, Ike had passed directly over the Turks & Caicos Islands with winds of 135 mph. It made landfall as a strong Category 3 hurricane in Holguín Province, Cuba on the evening of September 7th, near Cabo Lucrecia on the northern coast. In Baracoa, 200 homes were reported destroyed and waves were running 23 feet (seven metres) high and peaked at 40 feet (12 metres) in different areas of Cuba.



ST. AUGUSTINE - BARACOA FRIENDSHIP SOCIETY



Above: A scene at Grand Turk in the Turks & Caicos, after the passage of Hurricane Ike

Left: Hurricane Ike generated huge waves that blasted the Cuban coastal city of Baracoa

Cruisers' Site-ings

The Montserrat National Trust has announced the official launch of its new website: www.montserratnationaltrust.ms. The Montserrat National Trust was founded in 1970 and is the only NGO commissioned with the preservation of Montserrat's heritage. Some of the main features of the site include a photo gallery where historic photographs are available for public viewing. It also includes a press gallery where you can read the latest news and view and download the reports, newsletters and other documents.



Introducing the NEW

Errol Flynn Marina & Boatyard

PORT ANTONIO, JAMAICA

PROTECT YOUR INVESTMENT ON THE WATER THIS HURRICANE SEASON

Out of the Water Storage Up to 95 Feet

- Full Service Marina
- 100 Ton Travel-lift
- 24 Hour Fuel
- Paint Sheds
- Engine and Part Specialists
- Duty Free Zone in Marina
- Protected Harbor
- Depth Up to 25 Feet at Face Dock
- Open Air Market 1 Minute by Foot
- Downtown Nightlife
- 24 Hour Security Gated Marina
- Restaurant, Beach Bar & Grille

The only 100-ton travel lift in this part of the Caribbean, servicing yachts up to 95' in length.

Errol Flynn MARINA

WESTREC MARINAS

Navigating the good life

Contact John Louis • 876-715-6044 • 876-873-4412
e-mail: info@errolflynnmarina.com • VHF Channel 16
www.errolflynnmarina.com

IT'S MUCH MORE
THAN A MARINA: IT'S HOME!

Simpson Bay Marina



Over and over again our guests refer to our marina as their "Home"! Join us this summer and continue to enjoy the hospitality.

WE OFFER:

- 24 hour security
- 120 concrete slip berths
- Electricity: 220V/ 50amp; 110V/300amps (single phase and three phase)
- 16ft channel
- Fuel dock and bunkering
- Free satellite TV at each slip
- Telephone hook-up
- Shower facilities
- Wireless internet, banks and laundry within the complex
- Pick-up and drop-off from major supermarkets

We monitor VHF channels 16 & 79A (alpha – American system)
P.O. Box 4540, Airport Road, Sint Maarten, N.A., Caribbean
Tel: 599-5442309 Fax: 599-5443378
Visit our website: www.sbmarina.biz E-mail: reservations@sbmarina.biz



BUSINESS BRIEFS

Errol Flynn Marina, Jamaica, Weathers Gustav

Hurricane Gustav visited Jamaica unexpectedly on August 28th. Errol Flynn Marina and Shipyard weathered winds of more than 70 miles per hour and heavy rains that pounded Jamaica for nearly two days as the storm moved slowly to the west. Port Antonio's claim as a hurricane hole was vindicated. Not one yacht in the marina or in dry storage at the marina's shipyard received any damage. Damage within the marina was limited to vegetation and was considered minimal.

By the way, next time you're at Errol Flynn Marina request a free visit to the historic Folly Point Lighthouse and get a spectacular view of the harbor. The light flashes white every ten seconds and can be seen up to 23 nautical miles. Its coordinates are 18°10.8′ North, 76°27.2′ West.

For more information on Errol Flynn Marina see ad on page 7.

New Superyacht Berths for Port Louis, Grenada

The first ten superyacht berths at Camper & Nicholsons Marinas' Port Louis development in Grenada will be fully operational at the beginning of November.



Artist's impression of completed docks at Port Louis in St. George's Lagoon, Grenada

Phase One of the Port Louis Marina development is nearing completion and 50 fully serviced berths are currently in operation. When completed, the new marina will offer almost 400 berths for craft from ten to 90 metres, including 73 superyacht berths (more than 25 metres in length).

Clyde Rawls, General Manager of Port Louis Marina, said: "It's all about location, location, location — and Grenada is in a perfect position for charters and cruisers wanting to explore Grenada and the Grenadines. The marina, which offers world-class services, is also 12 degrees north and listed outside of the hurricane belt so it's a perfect place to moor during the summer months."

On September 9th, Grenada's Minister of Tourism Hon. Peter David and Permanent Secretary in the Ministry of Tourism Arlene Buckmire-Outram met with a Port Louis team of Clyde Rawls, Marketing and Sales Coordinator Danny Donelan and Project Manager Robin Swaisland. The meeting focused on plans for the marina and the overall benefits of yachting to Grenada.

Minister David expressed the Government's full support for the project. "As Minister of Tourism, I can assure you that Government will take steps to ensure that this project and others of its kind succeed. We welcome the further development of the yachting industry here in Grenada and look forward to receiving more yachts from many different parts of the world."

For more information see ad on page 6.

Northern Lights' Clean-Water Filtration System

Northern Lights, a global manufacturer of marine power generation systems, presents the newest innovation in clean, efficient energy production — the revolutionary Clean-Sep Filtration System.

The system addresses the issue of water sheen associated with diesel generator set exhaust systems. The patented Clean-Sep system binds hydrocarbons to a filter system and discharges clean, clear water.

"Keeping our cruising grounds as pristine as possible is very important to us and our customers," said Colin Puckett, Northern Lights manager of marketing and sales administration. "Focusing on the environmental impact of our products is especially important to us as providers of diesel generators. We are excited to offer Clean-Sep as another example of how our sharp focus on these vital issues makes Northern Lights an industry leader."

The Clean-Sep Filtration System can be integrated between the lift muffler and wet exhaust output. It is compatible with any properly configured Northern Lights generator set in a variety of applications.

With environmental concerns and shrinking moorage spaces, keeping the marinas and cruising grounds clean has never been more critical. As with other Northern Lights products, Clean-Sep is Lloyd's Certified and ABS Type Approved and truly represents the state of the art in marine power generation technology.

For information on Northern Lights dealers in the Caribbean, see ad on page 30.

More Facilities at Barefoot Marine Centre

Barefoot Yacht Charters & Marine Centre, of Blue Lagoon, St Vincent, has built a new restaurant and four additional apartments at their marina.

The restaurant, Driftwood, opens on October 1st. It has an air-conditioned lounge bar, views across the Bequia Channel and an elegant ambience with comfortable rattan furniture and space for 40 diners. Cuisine will be Mediterranean/International, and the restaurant will be run by top international chef Winston Ferguson, former Head Chef at the Grenadine House Hotel, and well-known interior designer/photographer Leslie Gonsalves. Visiting yachtsmen will be welcome and, in addition to the regular menu, will also be able to take advantage of a very reasonably priced snack menu, including fresh Italian pizzas from a state-of-the-art stone pizza oven.

—Continued on next page

—Continued from previous page

The new apartments have stunning views of Mustique and Bequia and all come with air conditioning, cable TV, fridge, coffeemaker and queen-sized beds. The Driftwood restaurant, and Barefoot's internet café, ocean-view veranda (with friendly, talkative parrots) and customer service are just a few steps away.

For more information see ad on page 14.

Official Praise for Fortress Marine, St. Kitts

As reported by VonDez Phipps of SKNVibes.com, St. Kitts & Nevis's Minister of International Trade, Hon. Dr. Timothy Harris, has commended the initiative of Fortress Marine in establishing a boatbuilding company in St. Kitts. "This is not just enhancing the tourism sector, but is an opportunity for the private sector to experience growth and ensure development by providing jobs. We are committed to do whatever we can to help," Dr. Harris stated at the company's official opening last month.

Hon. Richard Skerritt, Minister of State with responsibility for Tourism, told attendees that the government is very supportive of these sorts of entrepreneurial initiatives. He also stated that a 15-acre area of land is now earmarked for marine-related businesses that will be coming on stream in the near future.

For more information on Fortress Marine see ad on page 17.

Art Fabrik Opens Colorful Atelier to Visitors

Visitors to Grenada have long admired the original hand-painted batik work designed by artist and sailor Lilo Nido and her partner Chris Mast and sold in their Art



Fabrik boutique in St. George's. Now you can also tour the Art Fabrik workshop and learn about the complex and intriguing batik process first-hand in their bustling studio.

Located in an historic 250-year-old building just a short walk from the Carenage, you enter the premises on Young Street. First stop is the boutique where there is a wide range of stylish handmade "wearable art", accessories, Caribbean craft and jewelry on display and friendly, knowledgeable staff is ready to answer all your questions.

Then you will be escorted through a beautiful arched entrance into a nostalgic courtyard where you can see the batik technique process of dyeing. Up a half-spiral staircase and you find yourself at the heart of Art Fabrik's production, where a team of highly skilled local craftsmen — trained by internationally known artists Chris and Lilo — work alongside a small group of dedicated art students, designing, tracing, testing, creating, waxing and finishing the batik fabric and its products. There's a unique charm and energy to the place that is very seductive, with the smell of hot beeswax, the artistic "disorder" and the irresistible air of sparkling creativity all adding to the experience.

Compass *readers can also expect a special gift if they bring along a copy of the Art Fabrik ad on page 51 when they visit.*

Rodney Bay Marina, St. Lucia, Has New Docks

New floating docks that have been built under a multi-million-dollar expansion and development programme at the Rodney Bay Marina in St. Lucia have recently gone into use, even while work on the project is continuing.

Cuthert Didier, the Marina's General Manager said, "We have completed the transfer of all vessels to the new docks and what were formerly D and E docks are now A and B docks. Right now we are waiting for three more docks to be completed in order to have the entire facility of docks ready for business."

The construction schedule is delivering on its promise to have the docks ready in time for the Atlantic Rally for Cruisers (ARC) which ends in Rodney Bay every December. Didier said plans are in place for the grand opening of the new docks during the ARC and for the official opening of the mega-yacht docks, still to be completed, next February.

For more information visit www.igy-rodneybay.com.

Going Ballistic in Guadeloupe

Speed Marine boat sales in Guadeloupe have recently opened a new marine construction branch. Their first product is the 27-foot Ballistic 27 Open, powered by twin 150-horsepower four-stroke outboards at speeds up to 45 knots.

For more information contact info@speedmarine.fr.

St. Vincent's Newest Dive Instructors

Indigo Dive Academy of St. Vincent's Dale Mascoll and Vaughn Martin reached the rating of PADI Open Water Scuba Instructor (OWSI), following a two-week Instructor Development Course and Instructor Exam held in St. Lucia at the end of August.

Dale and Vaughn are the first Vincentians, sponsored by a local dive shop, to reach this prestigious rating in a number of years. Both young men have studied and worked extremely hard over a period of 18 months, starting at Open Water Diver, then reaching Advanced Open Water, Rescue Diver, Dive Master, Assistant Instructor and finally Open Water Scuba Instructor.

Kay Wilson, Owner of Indigo Dive Academy, says, "It is very gratifying to see young people excelling in vocational training, especially in a field that will help to build relationships across the Marine Tourism and supporting sectors."

For more information visit www.indigodive.com.

—Continued on page 40

JOTUN

FOR THE BEST IN VESSEL PROTECTION ABOVE AND BELOW WATER

HIGH PERFORMANCE ANTIFOULINGS FOR TROPICAL WATERS:

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

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

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

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



VIRGIN GORDA YACHT HARBOUR

Virgin Gorda Marina

Full Service Marina Facility

LEAVE YOUR BOAT IN OUR CARE THIS SUMMER



Our facility located in the heart of beautiful Virgin Gorda comprises a 111-slip marina and a boatyard with 12 acres of dry storage space offering insurance approved hurricane pits to secure your vessel during hurricane season.

Onsite amenities and services include a bank/ATM, a supermarket, chandlery, restaurant, bakery, clothing store, dive shop, phone and fax facilities, free wireless internet access, fuel, water and ice, laundry facilities, and an office of the BVI Tourist Board all in a pristine and relaxing environment. BVI Customs and immigration located within convenient walking distance.

Tel: 284 495-5500
284 495-5318
Fax: 284 495-5706
284 495-5685

Web: www.vgmarina.biz
VHF Ch: 16

CARIBBEAN ECO-NEWS

Antigua & Barbuda to Endorse Caribbean Challenge

According to a report by Aarati Jagdeo in the September 16th edition of the *Antigua Sun*, Antigua & Barbuda will endorse the Caribbean Challenge. The Caribbean Challenge (CC) is an unprecedented commitment by Caribbean governments to build political support and financial sustainability for protected areas in the Caribbean. The overall goal of the Caribbean Challenge is ambitious: Caribbean governments will protect at least 20 percent of their marine and coastal habitats by 2020. The plan aims to legally protect at least three million hectares of marine habitat and effectively manage at least 1.5 million hectares of new and existing protected marine areas.

Former chief environment officer Diane Black-Layne noted that in the past, funding the mechanisms needed to protect marine areas has always been a problem, however, via a system of trust funds, the CC hopes to alleviate this. "As a region, we have committed ourselves to set up protected areas; the problem with the protected areas has been sustaining funding for them, so normally for each island, you would have budgetary support from the government or no budget support. The CC is going to mandate every single country to put in place a trust fund. Essentially, the interest of the trust fund would be used to manage the protected areas."



CHRIS DOYLE

As a participant in the Caribbean Challenge, Antigua & Barbuda will pledge to keep more of their coastal environments like this one clean, green and serene

Among those involved in the CC is The Nature Conservancy, which has pledged US$20 million over the next four years to support Caribbean states aiming to protect their waters.

The Challenge enjoys broad-based support across the region, with The Bahamas, Dominican Republic, Grenada, Jamaica, and St. Vincent & the Grenadines all currently involved in the project. St. Lucia, St. Kitts & Nevis and Dominica are also considering the initiative.

For more information visit www.nature.org.

St. Lucian Kids' Summer Camp Afloat

Mary Beth H. Sutton reports: Fifty students from the St. Lucia communities of Forestiere, Dennery, Marigot, Belvedere and Canaries attended a Caribbean SEA Watershed Camp at Anse la Liberte in August. They were studying the watersheds from the ridge down to the reef and spent one day learning first-hand about their island's coral reefs. Ricky J's cruiser picked up the students at the Canaries jetty and gave them a tour of the island's west coast up to Marigot Bay. Keke, from Dennery, was our captain for part of the cruise and she said she was in heaven!

In Marigot Bay, the students learned about the importance of mangroves and searched for elusive sea turtles. After leaving the bay, the boat anchored off a secluded beach where the students learned how to snorkel and saw amazing numbers of fish on the boulder-strewn reef. Neige from Marigot couldn't believe she saw four squid! Every student, despite some initial fear of the water, donned a life vest and gave snorkeling a try. The six Forestiere boys, Uriel, Glenn, Chad, Giovani, Travis and Jamal, stayed in the water the whole time we were at the beach.

The students also learned a sad lesson on that beach. By the trail of tracks in the sand, we could see that a sea turtle had recently laid her eggs. But something or someone had dug up the nest and some empty egg casings were dropped nearby. Losing another nest creates a worsening plight for the endangered sea turtle.

We thank the Marigot Bay Business Association (MBBA) for this exciting excursion for the Watershed Camp! JJ reduced the price of his boat for the children, and the Verity family, Dave Lowery, Marina Village, Baguette Shop, Oasis Marigot, Threadworks and Nature's Paradise all donated the needed funds to rent the boat.

Caribbean SEA (Student Environmental Alliance) is a non-profit organization dedicated to empowering young people and their communities to protect and restore their local environment through collaborative watershed projects. From replanting buffer zones along rivers to trapping sediment so it doesn't get to the coral reefs, the students and their communities do a fabulous job in both raising awareness of the need to protect the water to having a positive impact on the local environment. Caribbean SEA is a regional organization, working throughout the Caribbean with partners in government and the private sector.

For more information visit www.caribbean-sea.org.



'I'm in Heaven!' St. Lucian students explored their marine environment during this summer's Watershed Camp

Tobago Cays Marine Park Summer Programme

The Tobago Cays Marine Park in St. Vincent & the Grenadines hosted its first summer programme from August 11th to 15th. The session was attended by 65 students ranging from 8 to 15 years old. The objectives of the programme were to educate the students on the beauty of the Tobago Cays Marine Park (TCMP) and raise their level of awareness on taking care of the environment. The programme, which included sessions on Union Island and a trip to the Tobago Cays, combined fun, learning, and cultural and physical training, which turned the students' summer programme into an extraordinary adventure.

The programme featured an overview of the TCMP, a workshop on waste management and coral reefs, field trips, basic sea survival techniques and swimming.

—Continued on next page





—*Continued from previous page*

The resource persons included Glenroy Adams of Grenadines Dive, who spoke about coral reefs and their beauty and importance. Katrina Collins of the Union Island Environmental Attackers highlighted the need for environmental preservation. Krista Kavanaugh from the Sustainable Grenadines Project also spoke about waste management and the importance of a healthy environment for the future.

The swimming classes were facilitated by SVG national swimming coach, Rickydene Alexander, and Stephenson Wallace, who represented SVG in the 2004 Olympic Games. The students were taught basic swimming techniques including the backstroke, breaststroke, butterfly and free-style. (See related story on page 50.)

One of the children's most fulfilling experiences was visiting the Tobago Cays on two consecutive days. There they took on the task of cleaning a beach of human-generated solid waste such as plastic cups, forks and wine bottles, and continued their swimming lessons. They also toured the various cays and Horseshoe Reef, where they sighted no fewer than 15 turtles as they surfaced for air. The students were also fortunate to see other marine animals such as stingrays.

The programme's last day was spent at the Clifton Court House, reading essays written by the participants, seeing a slide show of pictures taken during their visit to the Tobago Cays, presenting certificates of participation, and enjoying a cultural treat of African dancing and drumming.

Cuban Yacht Club Helps Protect Marine Life

José Miguel Díaz Escrich, Commodore of Hemingway International Yacht Club of Cuba and Dr. María E. Ibarra, Director of the Marine Research Centre of the University of Havana, recently signed a cooperation agreement through which the Cuban yacht club will contribute to conservation of marine flora and fauna in Cuban waters.

Club members will cooperate significantly, allowing their boats and crews to be used for scientific research carried out by the Marine Research Centre and scientists from foreign institutions that cooperate with the University of Havana.

The initiative involves research on migratory species that come to Cuban waters, such as sharks, marlin, turtles, marine mammals and other pelagic animals, as well as a contribution to the international efforts for their preservation.

Rescued Turtle Killed by Fishing Line

Back in March, Sea Turtle Conservation Bonaire (STCB) recovered an injured hawksbill turtle that had just been tagged two days before during the in-water survey. It had a bleeding wound on its right front flipper, probably caused by a small shark or moray eel. STCB staff took it to a local veterinarian for treatment and then transferred the animal to Bonaire Prawn, the shrimp farm near Lac Bay.

Under the watchful eyes of their staff, the hawksbill began its month-long recovery in a large salt-water tank. At first the turtle was fed with fish and shrimp, but after a few days the animal refused to eat. They then switched to a more natural diet. Rocks from the salt pond, full of small sponges, were brought to the tank. So were upside down jellyfish, which the turtle relished. With the diet change and special care, the hawksbill began to heal and thrive.

On May 3rd, STBC staff and volunteers returned the turtle to the spot where it was found and released it back into the sea.

Immediately after the release, the turtle remained calm and swam using mainly her uninjured flipper, but hopes were high that the animal would soon be using both front flippers equally.

Sadly, after three weeks, a diver spotted the hawksbill entangled in fishing line over gorgonian coral at the Atlantis dive site. The animal, unable to surface for fresh air, died in 40 feet of water. STCB learned much from the rehabilitation of this turtle and hope that in the future, the lessons learned will help other sea turtles in distress. But citizens also need to do their part by not leaving dangerous items like fishing line, plastic bags, and other debris in the sea. Not only do these contribute to the visual pollution of the reef, but also they put sea turtles and other animals in extreme peril.

Looking at Lizards

"Parrotheads" may disagree, but the iconic animal of the Caribbean is the lizard — from tiny anoles to huge iguanas, they are found on virtually every island and coastal area. A survey of lizards was recently done on Isla La Tortuga, Venezuela, at Laguna de Carenero, Punta Delgada, Punta de Rancho, Cayo Herradura and Tortuguillo Este. It was noted that lizards do not attain great size on small, dry islands where, in addition to insects, they will eat cacti and their fruits for moisture as well as nourishment. However, they have shown an amazing evolutionary ability to adapt to localized circumstances. The lizards were studied as part of a project undertaken by Fundacion La Tortuga to catalogue the terrestrial and marine flora and fauna of the island.







FUNDACION LA TORTUGA (3)

Adaptability counts. These are just three of the scores of different types of lizards in the Caribbean. Note the variation in shapes of heads and claws, and in coloration. These three were found on Venezuela's Isla La Tortuga

Jost van Dykes Environmental Proection Gets Funding

The Jost van Dykes Preservation Society (JVDPS) of the British Virgin Islands has received funding to conduct a community environmental project entitled "Jost van Dyke's community-based programme advancing environmental protection and sustainable development". The Preservation Society, whose aim is "To Preserve, Maintain, and Protect the Land, the Environment and the Culture of Jost van Dyke, British Virgin Islands", submitted a proposal to the UK Overseas Territories Environment Programme (OTEP) of the Foreign and Commonwealth Office. The proposal was successful and on March 17, 2008 OTEP agreed to fund the project. The project will have several components including science-based field research, publication of a newsletter and of an Environmental Profile, education, development of an environmental information centre, community involvement, and development of a monitoring programme. Project mobilisation started in April 2008 and the project is expected to be completed by December 2009.

This project is one of 11 projects funding by OTEP this year out of the 29 applications received.





New Hope for Saving Our Coral Reefs

by Audrey Alleyne-Quiniou

Scientists have issued the latest warning that an estimated third of all reef-building coral species are in imminent danger of extinction. The threat, which had been steadily growing, has now become a full-blown crisis. A lethal combination of pollution, predators, disease, rising sea temperatures, over-fishing and the acidification of the sea have put our coral reefs on the critical list.

Is there any hope left within the community of coral researchers? Despite widespread pessimism about the future of coral reefs in a warmer world, surprisingly, the answer is yes. Corals may be on the verge of extinction, but scientists believe there is still a window of opportunity left open. Nancy Knowlton, a scientist at the Smithsonian Natural History Museum, believes that coral reefs are "potentially immortal. They only have to die if we make them."

A report by Steve Connor in the July 17th edition of *The Independent* (UK) says that with extraordinary new "reseeding" techniques, "there may still be time to halt or even reverse the destruction of Mother Nature's marvels." Coral reefs are often described as the rainforests of the ocean, because of the diversity of life that both support. Like coral reefs, rainforests are under threat. Scientists now believe that it is possible to regenerate a coral reef in the same way it is possible to regenerate a tropical rainforest. Many scientists are of the opinion that it is feasible to talk about a "reforestation" programme for reefs to prevent, or at least slow down the damage.

One significant message which emerged from the 11th International Coral Reef Symposium (held every four years) which was held in Fort Lauderdale, Florida, early in July, was that no matter how dire the threat to corals has become, there is still time to save them, and coral regeneration could provide a critical stop-gap that could allow at least some corals to live through the climatic rigors of the 21st century.

While it was reported that in other areas of the world such as the Pacific Basin, nearly 70 percent of the coral reefs is either thriving or in good condition, the news for the Caribbean was not so good. The National Oceanic and Atmospheric Administration (NOAA) pointed out that nearly half of coral reef ecosystems in the United States are in poor or barely passable condition and only 25 percent of Caribbean coral reefs are reported to be in good health.

"This is absolutely a call to action," said NOAA Coral Program director Kacky Andrews. To reverse the deterioration and lessen the threat to coral reefs, she strongly suggested "curbing emissions of carbon dioxide and other greenhouse gases and the use of fertilizer, to prevent damage from anchors, and stop the sale of coral for jewelry."

"In the Caribbean, in parts of Jamaica, the Dominican Republic and Mexico that have been strongly impacted by hurricanes in the past few years, large communities of coral have been lost," said Diego Lirman, a University of Miami Rosentiel School of Marine and Atmospheric Science expert.

—Continued on next page



A pillar coral bursting with life. Although scientists' warnings about the imminent extinction of corals is serious, some believe that techniques such as reseeding will give us a chance 'reverse the destruction of Mother Nature's marvels'

QUIET CLEAN POWER

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

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

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

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

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



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

M65 M92B M115T M135 M225Ti M265Ti M300Ti

Perkins POWERING A BETTER FUTURE

Sabre M135

PARTS & POWER

—*Continued from previous page*

"In some places protected zones have been set aside, but the fact is many countries lack the means to monitor them — there are no patrols in the area and no real measure of control," the expert said. "Nonetheless," he added, "the University of Miami has a coral reef recovery program. We extract some corals, help them to grow and get stronger and return them to their communities in better condition so they can reproduce, or we take them to places where coral reefs have died off."

Cloning is one of the viable methods being used to regenerate reefs, and coral gardening has already proven to be successful in regenerating reefs in the Red Sea. Scientists working in Biscayne Bay off the southeast coast of Florida — which is in sight of a nuclear power plant and a landfill site known as "Mount Trashmore" — and the Komodo National Park in Indonesia, where fishermen have used home-made bombs to increase their catch, are now actively engaged with different coral gardening techniques in the hope of regenerating their reefs.

However, the hi-tech method of cloning, and the low-tech method of rearranging local rocks cannot be the answer to the coral crisis, if carbon dioxide levels continue to rise. These levels need to be stabilized at some point.

Protected zones appear to be the new hope for saving our reefs. In January this year, the people of Kiribati, a nation of tiny islands in the central Pacific, established the world's largest protected area: a marine reserve the size of California surrounding the Phoenix Islands. The 158,000 square-mile Phoenix Islands Protected Area holds one of the world's most pristine coral reefs as well as a great abundance and diversity of healthy tropical marine life.

Australia has outlawed fishing along a third of the Great Barrier Reef to stem the decline of the fish stocks there. Palau, a prime scuba-diving destination in the western Pacific, has created a series of "no-take" areas to protect its healthiest reefs, which amount to a third of its coastline. Other Pacific island governments agreed to do the same. They have called it the "Micronesia Challenge."

The Bahamas, the Dominican Republic, Jamaica and St. Vincent & the Grenadines, all of whose waters are severely over-fished, have responded with a "Caribbean Challenge", which aims to set aside a fifth of their waters for coral and fish recovery.

According to Alan Friedlander, a fisheries ecologist with the biogeography branch of the National Oceanic and Atmospheric Administration of Honolulu, "It is much better to conserve than to rehabilitate." Friedlander believes that "an area as large and as pristine as the Phoenix Islands still has all the pieces of the puzzle that we need to understand how a reef ecosystem works. It's going to tell us what we need to know to use the most effective methods to rehabilitate the reefs where over-fishing collapses the delicate balance of nature."

There is one Caribbean island in particular where a bright ray of hope may still be found for Caribbean reefs. While the Pacific seems to have a healthy abundance of reefs and fish, and wants to showcase the solution to the problem to the world, the Caribbean reefs may be saved by none other than the island of Cuba. Researchers have discovered that Cuba has important clues to saving reefs around the Caribbean. Cuba's marine ecosystem can still be saved if it establishes more well-protected sanctuaries such as its Jardines de la Reina (Gardens of the Queen) on Cuba's southern coast. The Archipiélago de los Colorados is a



It is much better to conserve than to rehabilitate.' By diving responsibly, not anchoring on coral, reducing the run-off of agricultural chemicals and silt, creating protected areas, not buying coral souvenirs, and keeping both liquid and solid wastes out of the sea, people from all walks of life can do their part to save coral

chain of isles, cays and barrier reef on Cuba's northwestern coast. Here, as in the Pacific, there are healthy, vibrant, towering reefs.

Proyecto Costa Noroccidental is the first comprehensive study of Cuba's Gulf of Mexico region and is providing insights into the health of Cuban coral reefs which may provide important clues for conservation of coral reefs elsewhere. This project points out some possible reasons for the health of Cuba's reefs:

- Although tourism (an industry which began in Cuba only in 1993) has proceeded at a rapid pace, it is highly localized at specific resort areas on the coast.
- Cuba's healthiest reefs, such as Los Colorados to the north and Jardines de la Reina to the south, are far from shore, perhaps beyond the reach of harmful concentrations of coastal pollution.
- Fishing in Cuba is highly selective, as fishermen principally use hook and line. Cuba is now phasing out all bottom trawling on its continental shelf.
- Use of fertilizers and pesticides has dropped dramatically since the collapse of the Soviet Union. Nutrient pollution is a key factor in the growth of coral-smothering algae.

Here an island of thriving corals flourishes amid a world of corals dying and disappearing. In this mysterious corner of the Gulf of Mexico there seems to be hope — hope that the rich ecosystems of this beautiful island will endure. Cuba's coral reefs might share some of their tantalizing secrets, secrets that can offer clues to protecting and restoring coral reefs elsewhere.

Apart from lessons of hope from Cuba, what else can we learn to save Caribbean reefs?

According to Dr. Peter Mumby, leading author and a professor at the University of Exeter, "Marine reserves can help coral reefs damaged by over-fishing, disease and bleaching caused by high temperatures. We need to maintain high levels of parrotfishes on reefs in order to give corals a fighting chance of recovery. This can either be done by using marine reserves or national fisheries legislation that protects parrotfish. Researchers say that parrotfish help control the growth of seaweeds that would otherwise choke out young corals. Young corals are important to reef ecology because they replace corals that have died as a result of disease, high temperatures and storm damage.

Stuart Sandin of the Scripps Institution of Oceanography points out that "healthy reefs with a lot of fish can survive global warming much better than fished-out ones." That's another reason, he says, "for creating more marine reserves and building up the fish populations." About six percent of the world's land area is in parks. But at sea, less than one-half of one percent is currently in any kind of protected area.

Marine parks cannot prevent pollution entering from outside, but they play a critical role in controlling human activities on those reefs that are of particular scientific and economic importance. Marine protected areas are often zoned to benefit different users. One area may be closed to fishing so that commercial species can breed in peace. Another area may be set aside for snorkellers and divers. Others may be for general purposes.

Reefs can also be protected through concerted efforts at educating coastal communities about the importance of healthy coral reefs, the use of non-destructive fishing techniques and the development of alternative livelihoods.

In this International Year of the Reef, the focus continues on a global campaign to raise awareness of the value of coral reefs and the threats facing them. The strongest part of the message from Cuba may be as follows. Maria Elena Ibarra Martin, director of Marine Studies at the University of Havana, emphasizes that her government "is committed to marine conservation, and that implementation of order is easier than in other Caribbean countries. There is not much violation of the laws in Cuba and as a result Cuba's marine environment is in better condition than elsewhere."

Aside from the aesthetic loss of one of the most beautiful habitats in our seas, corals are a vital source of food and provide a livelihood for a surprising number of the world's inhabitants, somewhere between 200 to 500 million people. It really is important to save our last pristine reefs — and remember that there is hope.

Yacht at Rest, Mind at Ease





BOOK NOW!

MARTINIQUE → PALMA DE MALLORCA - LATE OCTOBER

MARTINIQUE → LA ROCHELLE - EARLY DECEMBER

DOCKWISE YACHT TRANSPORT

World Class Yacht Logistics

WWW.YACHT-TRANSPORT.COM

DYT USA
Telephone: + 1 954-525-8707
dyt.usa@dockwise-yt.com

DYT Newport R.I.
Telephone: +1 401 439 6377
ann@dockwise-yt.com

DYT Martinique
Telephone: + 596 596 74 15 07
nadine@dockwise-yt.com

REGATTA NEWS

Teams Expected for Women's Keelboat Champs

A strong turnout is expected for this year's Budget Marine Women's Caribbean One Design Keelboat Championship, to be held in St. Maarten on November 1st and 2nd. Teams from Antigua, Barbados, the BVI, the Cayman Islands, Trinidad & Tobago, the USA, the UK, the USVI and host St. Maarten have already expressed their intention to compete.

For more information contact Cary Byerley at director@bigboatseries.com.

New Heineken Regatta for Curaçao

Heineken Curaçao & Bonaire, along with the Curaçao Sailing Festival Foundation, have organized the first edition of the Heineken Regatta Curaçao, to take place from November 7th through 9th. This new regatta has been inspired by the world-famous St. Maarten Heineken Regatta, which has grown into an event where sailing and world-class music share center stage.

The Heineken Regatta Curaçao will start and finish in historic downtown Willemstad. Spectators will not only witness a large number of boat races in several classes, but can also enjoy fun activities and performances by local artists in the Regatta Village. On the Sunday night, the first overall winner of the Heineken Regatta Curaçao will be awarded with the NIBanc Cup and the festival will conclude with a show by the undisputed Queen of Soca, Alison Hinds.

The Regatta's purpose is to increase Curaçao's popularity in Europe and North America by putting Curaçao on the international sailing calendar. In addition, Curaçao will raise its profile as a place to repair and maintain yachts, especially during the hurricane season. Above all, the organization aims to offer two days and nights of top-of-the-line entertainment for visitors and locals to enjoy together.

The Heineken Regatta Curaçao's slogan "Real different!" will permeate all aspects of the event: for example, the unique location of the start and finish in the historic center of Willemstad is extremely real and different. The Regatta will take place in Anna Bay and will not only feature the large sailing yachts, but also Sunfish, fishing contests, kitesurfing, waterskiing and a lighted boat parade. Spectators will be able to enjoy the various events from the historic Handelskade and Kleine Werf.

The Heineken Regatta Curaçao also has plenty to offer landlubbers. On Saturday and Sunday from 10:00AM to 8:00PM, there will be activities and events at the Regatta Village at Kleine Werf and at the Handelskade. UTS (the telephone company) will organize a family event at Brionplein, where the Curaçao Tourist Board will host a culture and cuisine experience.

For more information visit www.heinekenregattacuracao.com.

Guadeloupe's Competitive Triskell Cup

Guadeloupe will celebrate the 8th annual Triskell Cup regatta from November 8th through 10th.

This popular yacht racing event has evolved impressively from its first edition in 2001, which boasted 31 entries, half of them being bareboats. In recent years, bareboats have only made up about ten percent of the total regatta fleet of up to 80 boats, showing that boatowners are more and more motivated to race.



Exciting starts epitomize the always-evolving Triskell Cup regatta in Guadeloupe

The performance bareboats, mainly chartered by racers from Europe, mostly come from Martinique, complementing Guadeloupe's fleet of Swans and Sunfast 37s. Privately owned boats come from throughout the Eastern Caribbean and beyond. Last year's competitors ranged from a Whitbread round-the-world race veteran to a Flying Tiger. The participation of boats such as a J/120 and a Henderson 30 in recent years fuels the expectation of attracting even greater numbers of competitive racing machines to this year's event.

With dinners, cocktail parties, cultural shows and dancing, this regatta is fun for all.

For more information see ad on page 5.

Holmbergs to Defend Nations Cup Title

Alastair Abrehart reports: The fourth annual Nanny Cay Nations Cup regatta will take place the weekend of November 15th and 16th off Nanny Cay Marina in the British Virgin Islands. The US Virgin Islands' team of Peter and John Holmberg, winners of last year's event, will be returning to defend their title. In a hard-fought last race last year, the Holmbergs snatched the crown from the British Virgin Islands' Hirst brothers who had held the title since the event's inception in 2005.

The event uses the Tortola-based fleet of IC24s in a round-robin format. During the weekend, teams will compete in a total ten races.

Teams representing any country, gathered from anywhere in the world, are welcome to compete as long as each team member satisfies ISAF nationality guidelines. Ideally the all-up crew weight should total around 800 pounds with 850 pounds being the upper limit. The event will be capped at 20 teams.

The entry fee of US$500 includes the charter of the IC24s equipped with evenly matched custom event sails.

For more information on Racing In Paradise and the charter fleet of IC24s visit www.racinginparadise.com.

—Continued on next page



Calling all nations to battle stations! Gather a team of your countrymen and head to Tortola for this one-design event

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

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

PO Box 39, Blue Lagoon, St Vincent, West Indies
Tel. 1-784-456-9526 / 9334 / 9144 Fax. 1-784-456-9238
barebum@vincysurf.com www.barefootyachts.com

—*Continued from previous page*

There's Strength in Numbers in ARC 2008

Organizer World Cruising Club is proud of the international interest being shown in its ARC Racing Divisions. While fundamentally a fun rally for cruising yachts, this year's 23rd Atlantic Rally for Cruisers (ARC) will host 34 Racing Division yachts out of a total event entry of 225. The entire ARC fleet departs from Las Palmas de Gran Canaria on November 23rd on a 2,700-nautical-mile passage to Rodney Bay in St. Lucia.

The Racing Divisions are run under the auspices of the Royal Ocean Racing Club (RORC). Yachts in the Racing Divisions are not permitted to use their engines for propulsion (unlike the cruisers), although use of autopilots is allowed.

The Racing Divisions, introduced in 1989, have this year attracted entries from Australia, the USA, Ireland, Germany, the Netherlands, Monaco, Spain, France, Italy and the UK, with yachts ranging in size from an Elan 37 to a Swan 76. Yachts compete using the IRC rating, and RORC medallions are awarded for first, second and third placed yachts in each IRC Division. The racers are split into two divisions by size — Division II Racing, for yachts between 8.23 to 18.29 metres (27 to 60 feet) and Division VII Invitation Racing, for yachts greater than 18.29 metres. Completion of the ARC in one of these two divisions meets the offshore racing qualification necessary for RORC membership.

In the 22 years that the ARC has been run, the time for the fastest yacht to complete the passage entirely under sail has fallen steadily, with the current course record of 11 days, 5 hours, 32 minutes and 30 seconds being set by the Italian maxi *Capricorno* in ARC 2006.

As part of the redevelopment of Rodney Bay Marina, the ARC finish location in St. Lucia, the entrance channel to the lagoon has recently been dredged to 4.25 metres (14 feet), improving access for the larger race yachts, which previously had to anchor out in Rodney Bay. Now all participating yachts will be able to dock at Rodney Bay Marina.

(See related item on page 9.)

Entries into this year's ARC Cruising and Racing Divisions are now closed and a waiting list is now operating.

For more information visit www.worldcruising.com.



A portion of last year's ARC fleet at Rodney Bay, St. Lucia. Still primarily a fun rally for cruising yachts, this year's event sees increasing interest in the Racing Divisions

New Southern Circuit of Regattas for 2009

A strategic change of dates for two well established "down island" regattas has created a promising new three-event, mid-winter racing circuit for the Southern Caribbean.

The Carriacou Sailing Series of yacht races has moved from its traditional pre-Christmas dates to January: for 2009, the dates will be January 14th through 18th. The multi-faceted Grenada Sailing Festival will be held, in its usual time frame, from January 30th through February 3rd. And the new Tobago Carnival Regatta, which takes over from the venerable Angostura Tobago Sail Week that used to be held every May, will take place from February 10th through 14th.

The Grenada Sailing Festival will again be four days of competitive yacht racing off the island's south coast, combined with the traditional workboat regatta off Grand Anse Beach. This year skippers and crews will be treated to a new party programme, including events at Camper & Nicholsons Port Louis Marina and Le Phare Bleu Marina, plus the ever-popular Dodgy Dock at True Blue Bay Resort & Marina. The Grenada Sailing Festival will be offering IRC racing for the first time. The event for 2009 will be run with presentation partners Port Louis and Camper & Nicholsons, in association with the Grenada Board of Tourism. The organisers also welcome back sponsors Digicel, United Insurance, Mount Gay Rum, Heineken, True Blue Bay Resort & Villas and Colombian Emeralds.

And Niki Borde reports: There is a definite change in the wind direction with the Regatta Promoters' Ltd. launch of the new Tobago Carnival Regatta. With the support of the Tobago House of Assembly and the Tourism Development Company of Trinidad & Tobago, along with John Wilson in the UK, Ambition Sailing, OnDeck and others, this event is expected to attract racing yachts ranging from Melges 24s to Farr 65s.

—*Continued on next page*

Below: Angostura Tobago Regatta will be reborn in 2009 as the Tobago Carnival Regatta, part of the new Southern Circuit



WILFRED DEDERER

Le Phare Bleu Marina

VHF CH 16
phone 473 444 2400
contact@lepharebleu.com
www.lepharebleu.com

Marina & Yachtclub

- 60 slips for boats up to 120 feet and 15 draft
- Customs & Immigration
- 230/110V (50/60Hz), Water, Webcam, Wi-Fi
- Showers, Lounge, Pool, Restaurants, Bar
- Fuel & Gasoline
- Minimarket, Car Rental, Laundry
- Hurricane Moorings



Restaurants

- fine dining on a unique, historical lighthouse ship
- breakfast, lunch and dinner served all day at the Pool-Bar Restaurant



Petite Calivigny Bay, St. George's, Grenada W.I., POS 12°00'11N / 61°43'29W

—Continued from previous page

A fancy dress "Tobago Carnival Fête", designed to hook ARC sailors' interest as they prepare for their journey across the Atlantic, will be held on the 19th of November in Las Palmas, Canary Islands, complete with Carnival costumes, panmen and soca music.

The addition of races for regional indigenous sailing craft, Optimist dinghies, windsurfers and kiteboarders will make Tobago Carnival Regatta a multi-dimensional event. The Optis will be well taken care of in the Opti Park, where they will be camping for five days, and the windsurfers and kiteboarders will have their own campsite in the Wind Park just off the beach. Within the yacht regatta there will be a PetroChem Regatta, which pits teams from Trinidad & Tobago's energy sector against one another.

In over 20 years of regattas in Tobago waters, a race has never been cancelled due to lack of wind. And the bars won't close until the last man standing falls!

The innovative Southern Circuit of Regattas should be a dynamic addition to the Caribbean yacht-racing calendar.

For more information on the Carriacou Sailing Series visit www.ttsailing.org.

For more information on the Grenada Sailing Festival see ads on pages 11 and 21. For more information on Port Louis marina see ad on page 6.

For more information on the Tobago Carnival Regatta visit www.sailweek.com.

St. Maarten-St. Martin Classic On the Move

West Indies Events and the St. Maarten-St. Martin Classic Yacht Regatta Foundation have moved their regatta office to Bobby's Marina in Great Bay, Philipsburg. The organization will also relocate the upcoming January regatta from Simpson Bay to Great Bay.

During the past three years, all social events and races have been organized out of Simpson Bay Lagoon. However, the organizers have received questions from several classic yacht owners and captains who are worried about the high bridge and lagoon fees that participants will have to pay during the regatta. By relocating everything to Great Bay, yachts will not have to enter the lagoon and are not subject to paying the high fees, no extra bridge openings will be needed, and the participants can come to the docks or go on anchor right after the races.

Sir Robert "Bobby" Velasquez, managing director of Bobby's Marina, has generously offered a year-round regatta office to the organizers. In addition, Bobby's Marina also became one of the regatta's co-sponsors. The official skippers' briefing, opening ceremony, prizegiving and other events will be held around Bobby's Marina in Great Bay.

The first race, on January 23, 2009, will sail out of Great Bay to Marigot. Sailors will return the next day with Sunday's start again out of Great Bay. Saturday will be the Tall Ship Day regatta, with ships open for public visiting on Sunday morning. Local sailboats will also race on Saturday afternoon from Great Bay beach.

Another big change to the regatta program is that organizers will offer free drinks and food at the buffets, VIP lounge, etcetera, to all participants, invited guests and press during the entire regatta, thanks to the cooperation of several food and beverage companies and restaurants around Great Bay. The St. Maarten branch of well-known coffee supplier Smit & Dorlas will make sure that complimentary fresh-brewed espresso and other beverages are on hand during the whole regatta.

Classic and Vintage Yachts, Schooners and Spirit of Tradition class yachts will be accommodated free on the Bobby's Marina docks (subject to availability) and will also again receive complimentary docking on the Friday afternoon and overnight at Fort Louis Marina in Marigot.

Port Captain of Fort Louis Marina, Etienne Tacquin, announced that as of September, 2008, all yachts (not only regatta participants) that dock at Fort Louis Marina in Marigot, on the French side of the island, will no longer have to clear in or out at the Customs and Immigration office, but can do everything right in the marina office. The complete process will now take only a few minutes and cost only a few Euros.

The Invitational St. Maarten-St. Martin Classic Yacht Regatta is the first classic regatta of the 2009 Caribbean season, followed by the Grenada Classic Yacht Regatta in February (see item further in this month's Regatta News) and the Antigua Classic Yacht Regatta in April.

For more information visit www.ClassicRegatta.com.



Great move. The St. Martin-St. Maarten Classic Yacht Regatta has moved all its activities to Great Bay. Boat owners and captains had expressed concern about rising bridge and other fees at the former Simpson Bay lagoon venue

Pineapple Cup, Florida to Jamaica

The 29th Pineapple Cup Race is scheduled to start on February 6th, 2009. It runs 811 nautical miles from Ft. Lauderdale, Florida, to Montego Bay, Jamaica, and offers navigators, tacticians and crews a challenging all-points-of-sail blast. The current race record is held by *Titan 12*, set in 2005 with an impressive elapsed time of 2 days, 10 hours, 24 minutes and 42 seconds.

The race is sponsored by the Lauderdale Yacht Club, the Montego Bay Yacht Club, and the Jamaican Yachting Association and the Storm Trysail Club (Larchmont, NY) and managed by the Southern Ocean Racing Conference (SORC) with the collective group.

Classes invited include IRC, PHRF, Multihull and ocean racing one-designs.

The Pineapple Cup has long been an ocean-racing classic. The race started in 1961 and has run either annually or biannually ever since. Past winners are a Who's Who of ocean skippers and yacht names. Ted Turner won three times, in *Vamoose* ('67), *Lightnin* ('73) and *Tenacious* ('79); the Johnson family won in *Ticonderoga* ('65); John Kilroy won twice in *Kialoa* ('75 & '77); and Jack King won in *Merrythought* ('91).

Past competitors claiming line honors include Sir Peter Blake on *Condor* ('79), Larry Ellison on *Sayonora* ('97) and Roy Disney on *Pyewacket* ('99). Other notable past entrants include the venerable yacht *Windward Passage*, which maintained the overall elapsed time record from 1969 to 2003. Steve Fossett also made a run in the '90s at the overall race record in the catamaran *Lakota*.

For more information visit www.montegobayrace.com.

Sail to Trinidad for Carnival 2009!

If you love sailing, socializing and spectacular events, you'll love the Route du Carnival yacht rally. Starting with two days at Port du Marin, Martinique, on February 14th and 15th, 2009, participants will sail the 100 miles to Bequia on the 16th. After a lay-day in Bequia, it's onward to the Tobago Cays on the 18th (25 miles). The 19th is a day to explore the Cays and rest up for the 120-mile sail to Trinidad on the 20th.

You'll be in Trinidad for the world-famous Carnival, enjoying the Kings & Queens Parade and the astounding Parade of Bands.

For more information see ad on page 51.

Grenada's Second Classic Yacht Regatta

Grenada will host its second Classic Yacht Regatta from February 19th through 22nd, positioned well in the sailing calendar between the Classic Yacht Regattas of St. Maarten-St. Martin and Antigua, which is celebrating its 22nd birthday in April.

The Grenada Classic Yacht Regatta is the brainchild of Fred Thomas, owner of Shipwrights Ltd, a company specializing in the restoration and refit of classic yachts, located in St. David's Harbour. Fred is a well-known figure in the Caribbean, with a long history of involvement in regattas in the region. After basing himself in Grenada, Fred was responsible for staging the Wooden Boat Regatta on the island for several years.

—Continued on next page



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

—Continued from previous page

For Grenada Classic Yacht Regatta 2009, a range of courses will be designed to concentrate the racing between St. David's and Petit Calivigny on the island's southeastern coast. This will give participants an opportunity to taste the special characteristics of the Grenadian winds and waters in that area, and also give spectators great vantage points from which to view the Classic beauties as they race.

After racing each day there will be plenty of time to enjoy the famous Grenadian hospitality with parties, food and drink, and live bands.

The event's principal sponsors are Bel Air Plantation Resort and Shipwrights Ltd., with Horizon Yacht Charters, Palm Tree Marine, and the Grenada Board of Tourism.

For more information visit www.grenadaclassicregatta.com.



Above: Last year, Thalia, *built in 1888 and sailed across the Atlantic by her owner in the ARC (her first Atlantic crossing), became the Grenada Classic's first Overall Winner. Here she's seen dueling with* Lily Maid

Right: The Round Grenada Race moves to a March time slot in 2009 to round out a slick new annual boating calendar for the Spice Island



Round Grenada Race Dates Move Ahead

There's been another major shift in the Southern Caribbean's yacht-racing calendar: The Round Grenada Race 2009 will take place from March 13th to 15th.

The move away from the Easter weekend will eliminate conflict with the Bequia Easter Regatta and create a smoothly flowing schedule with other Grenada boating events. On the Grenada calendar now are the December 2008 finish of the inaugural Spice Race from England; the Carriacou Sailing Series, the Spice Island Billfish Tournament and the Grenada Sailing Festival (ending February 3rd) in January; the Classic Yacht Regatta in February; and the Round Grenada Race in March. The organizers say, "Our goal is to work with the other committees to promote Grenada as a viable sailing destination."

Once again, the location of the event will be Le Phare Bleu Marina and Holiday Resort, situated in Petit Calivigny Bay on the south coast of Grenada. The event will continue to be co-ordinated by Jana Caniga and Dieter Burkhalter, owners and managers of Le Phare Bleu and enthusiastic sailors themselves. Just as last year, sailors participating in the race will be offered free berthing in the marina for the duration of the race weekend. The programme for 2009 also remains the same with the main event being the Round the Island Race itself. The only change will be the important addition of Junior Sailing.

For more information on the regatta visit www.roundgrenadarace.com. For more information on Le Phare Bleu Marina see ad on page 15.

Fishing Lines

The combined 45th Port Antonio International Marlin Tournament and 24th Port Antonio Canoe Tournament will take place from October 4th through 11th, in Port Antonio, Jamaica. The Marlin Tournament is organized by the Sir Henry Morgan Angling Association, along with the Jamaica Tourist Board and the Port Authority of Jamaica. Last year saw 168 anglers on 40 boats, with five marlin landed and 16 released.

The Angling Association's Ron DuQuesnay, Jamaica's IGFA Representative, gives the background: Shortly after the end of the Second World War, James B. "Big Jim" Paterson, of Anchovy Farm, just to the east of the sleepy town of Port Antonio, Jamaica, mooted the idea of angling for the elusive and feisty Atlantic Blue Marlin. In 1948, after much trial and error, he and his friends brought to the scale the first marlin ever to be caught on rod and reel in Jamaica. As Port Antonio was the initial cradle of tourism, "Big Jim" Paterson became further convinced that deep sea angling in Jamaica needed to be pursued as an alternative tourism product. Ten years later, with this burning aim, his dream came true. On Monday October 5th, 1959, he and a small, determined band of sportfishermen, most of whom had never seen a marlin, much less caught one, set out from the Titchfield Hotel jetty, Port Antonio, in search of its deep oceanic billfish quarry. This was the First Port Antonio International Marlin Tournament. The rest is ongoing history — and you can be part of it!

For more information contact rondq@mail.infochan.com or visit www.errolflynnmarina.com.

Montserrat's 14th Annual Open Fishing Tournament will be held out of Little Bay, Montserrat, on October 25th, hosted by the Montserrat Fishermen's Cooperative and the Montserrat Tourist Board. Prizes for the best catch will be given in four categories including Kingfish, Wahoo, Tuna and Mahi Mahi. The Champion Boat prize goes to the heaviest catch and special bonus prizes are offered for anyone breaking the existing records. Past record catches include a 71-pound wahoo (2003), a 302-pound marlin (1995), a 51-pound dolphin (1990), a 51-pound kingfish and 78-pound tuna (1989).

All local boats must start from Port Little Bay, leaving any time after 4:00AM, with lines in the water at 5:30AM. Boats coming from overseas may start fishing from their homeport, with lines in the water at 5:30AM. All competitors must arrive back at Port Little Bay by 3:30PM.

Visiting boats may wish to arrive the day before. Customs and Immigration will be available for visiting boats and registration fees may be paid upon arrival. Please let the organizers know that you are coming and how many fishermen are expected on your boat no later than October 20th, so that they can make catering arrangements. Special hotel rates are available for this event.

For more information contact mwilson@candw.ms.

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

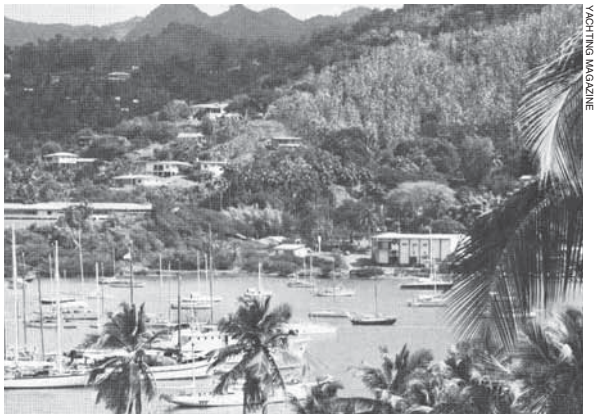


"140 TON Travel Lift - 35Ft Beam"
(St. Kitts Marine Works)

The History of Yachting in Grenada

Part One: 1962 to 1984

by Don Street


YACHTING MAGAZINE

St. George's Lagoon in 1968, with GYS docks at bottom left...

When I first arrived in Grenada, in March of 1962, there was no yachting industry. The channel into the Lagoon has only been dredged the year before, the Grenada Yacht Club had only been finished a few months previously, Grenada Yacht Service (GYS) was in the process of building and no docks were in place. The only boats in the lagoon were the motorboat *Papagayo* with Dodd Gormon sitting on the stern and Colin MacIntyre's locally built 40-foot auxiliary sloop.

Over the next few years yachting developed in a small way. GYS's building and shops were completed, a screw-lift dock capable of lifting about 80 tons was installed, and Grenada Yacht Club built a hand-operated slipway.

Charter yachts began to finish one charter in Grenada, pick up the next group and head north — a turnaround with no deadheading.

In 1965 things really got rolling. Dennis Love, owner of the Baltic trader *Ring Andersen*, decided to invest in GYS. This resulted in the massive expansion of GYS's dock, and the building of the synchro-lift dock capable of hauling about 240 tons. This was, at the time, the only place in the Eastern Caribbean where you could haul a large yacht. The only other option was to share space with other vessels in a dry dock in Martinique or San Juan.

In 1966, I wrote my first hard-covered guide, *Cruising Guide to the Lesser Antilles*, which helped open the Caribbean to the cruising yachtsman and make bareboating possible. It also highlighted Grenada on the American yachtsman's itinerary, as I advised heading directly to Grenada from St. Thomas — usually a three-day close or beam reach — then working your way back north in easy stages.

About the same time Bill and Barbara Stevens arrived in Grenada and opened a small fishing supply and marine hardware store near the main market in St. George's. They also started what was eventually to become Stevens Yachts.

Grenada Yacht Club built up an active fleet of about 20 GP14 sailing dinghies, all shipped out from the UK as kits and built in Grenada. (Some built by Porgie and Al Rapier were so beautifully constructed that compensating weights had to be added to get them up to the class minimum weight.)

In about 1970 John Blunt started Spice Island Charters, a combination of bareboats and skippered charter boats.

Grenada was on a roll.

Bill and Barbara Stevens opened up a big new marine supply store directly opposite GYS. Bill would check out what the GYS chandlery had, then order marine supplies that GYS did not stock. This was a great boon to the yachtsman, as if GYS did not have what you wanted, you could hop in the dinghy to go across the lagoon to Stevens, and vice versa.

Of course in those days you ordered marine supplies by cable or, with great difficulty, by phone. Your order *might* arrive three or four weeks later.

About this time, Peter Spronk convinced Gordon Braithwaite to have a catamaran built, and Gordon wanted to be able to watch the construction so he built a shed below his Great House in L'Anse aux Epines. Peter had a 35-foot sloop, and decided to build a small slipway to haul it. This is how Spice Island Boat Yard started.

Grenada was head and shoulders ahead of Antigua. Antigua until 1966 did not have a hauling facility, so the Antigua-based charter boats came to Grenada for hauling and refit. Charter skippers liked to base in the lagoon, as there were two hauling facilities at GYS, and St. George's — with cable and post office, bank, general hardware stores and food supplies — was readily accessible by a short dinghy ride. This was a far cry from English Harbour, where everything required a long taxi ride into St. Johns.

Cruising yachtsmen also liked Grenada. The friendly Grenada Yacht Club was well established, and they could haul on the GYS screw-lift dock or on the south coast where Bill Stevens had taken over Peter Spronk's operation. Bill expanded it to the point that he could haul boats with up to seven-foot draft and 25 tons. A unique cradle enabled him to haul multihulls by supporting them on their wings rather than on the floats. This became the most popular place to haul multhulls in the entire Caribbean.

There was also the "el cheapo" haul at the Yacht Club where the cradle was hauled up by a hand-powered windlass. "Frenchie" and his friends would man the winch for a payment a couple of bottles of Clarke's Court white rum and a liberal supply of Heineken.

About this time, a few in the yachting industry sat down one day and figured out the direct employment provided by yachting. It came out that the number was one third of the total employment of the hotel industry, but since the yachting industry paid considerably more than the hotel industry, plus the yachting industry continued 12 months of the year (in those days some hotels closed for the summer, others let most of their staff go) as boats came to Grenada for hurricane season to repair and re-fit, the amount of money yachting put into the economy of Grenada was probably equal to or greater than that put in by the hotel industry.

The early Round Grenada Races, starting in 1969, raised Grenada's profile on the international yachting scene. During this time the yachting industry in Grenada was growing in leaps and bounds. However, there were setbacks.

At one point, Dennis Love had decided that the way to make GYS profitable was to install a sidetracking system so that boats could be moved off the synchro-lift. Doing this would make it possible to have five or six big boats hauled out at one time. This would have cut the rug out from under Antigua Slipway, by then the only other heavy hauling system in the Eastern Caribbean, as space restriction prevented Antigua Slipway from using a sidetracking system.

However, the then manager of GYS persuaded Dennis to invest in real estate rather than the sidetracking system. The money went into Fort Jeudy, a development that took 20 years to really start moving. Eventually GYS went downhill and never revived until being reincarnated recently as Port Louis marina.

In 1984, America's Cup challengers were looking for bases where they would be able to train in conditions similar to what they felt they would experience in Freemantle. I persuaded Marvin Green, head of the *Courageous* syndicate, that the south coast of Grenada would be ideal. He visited Grenada, liked the situation, made an agreement to use GYS as a base, and accommodation for crew was organized.

However, Customs insisted that duty would have to be paid on all the boats and all equipment brought in.



... and in 2007, during their reincarnation as Port Louis marina

(The money could be refunded when boats and equipment were exported back to the States.) And Immigration insisted that each member of the crew and support team would have to have a work permit. Each individual would have to be checked and each application assessed to determine whether a Grenadian could do the job before a permit would be issued.

Bermuda got wind of the situation, contacted Green, and rolled out the red carpet, ending any idea of America's Cup boats training in Grenada.

In 1984, Charlie Cary of The Moorings bought Secret Harbour hotel and built a marina in Mt. Hartman Bay as the southern terminus of The Moorings' Caribbean charter bases.

Next month: Modern times.



Racing Earns a Cruiser Convert

by Jacquie Milman

THE Caribbean islands are a playground for regattas of all kinds. Almost every island hosts one or more racing events each year. Just a glance at the monthly calendar in the *Caribbean Compass* shows numerous races: the Harris Paints Regatta in Barbados, the Caribbean One-Design Keelboat Championships in St. Maarten, the Premier's Cup International Youth Regatta in the BVI, the Classic Yacht Regatta in Antigua, the Bucket Race in St. Barth, the Rolex Regatta on St. Thomas, to mention only a very few.





We see the light! Given the right encouragement, even hard-core cruisers realize the 'surprising fun' of competitive sailing

Most of the boats that compete in these events are sleek, stripped down, go-fast machines, made for racing. They don't carry all the gear and paraphernalia we live-aboard cruisers do. So if one wishes to participate in serious yacht racing, one usually needs access to a friend's (or friend of a friend's) boat. But there is another alternative that few people are aware of. An outfit called OnDeck takes guests out on any of their fleet of racing boats, to experience the hands-on thrill of racing a well-crafted boat made to go fast. No experience is necessary, so anyone can participate. OnDeck is based in the UK with Caribbean facilities in Antigua and St. Thomas.

I am not a big racing fan, preferring to putter in leisurely fashion from place to place, drop anchor to swim, snorkel, or laze on deck, or put ashore in the dinghy to walk in the sand and beachcomb. But participating in an OnDeck race was surprisingly fun. A group of us scheduled a race one sunny afternoon. The boats were 65-foot, high-performance race yachts, designed by Bruce Farr. Six of us were on one boat and three were on the other (not counting paid crew). Each "team" was given colored bandanas for identification — ours were green and we playfully tied them around arm, neck, ankle, or head and gave a raucous cheer, displaying our team spirit.

The OnDeck crew was really good at teaching people what to do. Each of us was assigned a task: Joan and Amy were grinders, Jim and I manned the port and starboard drums, and Kari and Connie tended the sheets. The OnDeck crew did the steering and (with the assistance of willing volunteers) hoisting of the sails.

We went out and did some practice maneuvers, learning the nautical terms for each — such as doing a "John Wayne" to throw the line from the winch when tacking. When we felt ready for the challenge, we raced two times around the outer buoys, then back into the harbor, the finish line being between the two inner buoys.

Each captain had his own strategy and our boat headed up tighter into the wind, tacking sooner. We delighted in taking the lead. We yelled taunts at the other team, and they worked their grinders furiously, trying to catch up and overtake us.

A tacking duel ensued, but we prevailed. "John Wayne!" the captain yelled at me as we came about. With great cowboy panache, if I do say so, I whirled the line from the winch as Jim began hauling it in on the opposite side to bring the sail around. The grinders pumped furiously with constant encouragement from the mate. As the wind filled the sail, the boat accelerated, like a graceful dolphin swimming through the waves. We sat back and relaxed, enjoying the feeling of the wind in our faces, until the next tack. Then the performance was repeated in the other direction.

We beat the other boat by several boat lengths and rubbed their faces in it by doing a 360 before crossing the finish line.

On our return to the dock after the race, everyone gladly accepted some water and then a rum punch to celebrate our victory (actually, the losers got rum punches, too). It was great fun, and, my antipathy for racing now banished, I would go racing again.

YANMAR FLEETGUARD Filters



FRED MARINE Guadeloupe F.W.I.

MARINE MECHANICS (ALL MAKES) - HAUL OUT

24h BREAKDOWN SERVICE • SALES • REPAIRS • MAINTENANCE

Marina Pointe-à-Pitre 97110

Phone: +590 590 907 137 Fax: +590 590 908 651

E-mail: fredmarine@wanadoo.fr

YANMAR marine

TOHATSU

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

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

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

LEAVE YOUR BOAT IN SKILLED HANDS

2009 EVENTS — SOMETHING FOR EVERYONE

What's your cup of tea? Around-the-buoys racing? Joining a congenial rally? Island-to-island sprints? Seeing classic yachts or traditional island craft under sail? The 2009 Caribbean sailing calendar offers something for every style.

This is only a sampling of what's in store and by no means a comprehensive listing. Websites are given where available. All dates for events mentioned are 2009. Stay tuned to *Compass* for more event news.

The Three-Event Circuits

Like to do things in threes? The new Southern Caribbean Sailing Circuit starts off with the Carriacou Sailing Series (January 14th to 18th, www.ttsailing.org), followed by the Port Louis Grenada Sailing Festival (January 30th to February 3rd, www.grenadasailingfestival.com) and the inaugural Tobago Carnival Regatta (February 10th through 14th, www.sailweek.com).



CASIMIR HOFFMANN





The Caribbean Ocean Racing Triangle (CORT) consists of the St. Croix International Regatta (February 20th to 22nd, www.stcroixyc.com), the Culebra Heineken Regatta (March 20th to 22nd, www.culebrainternationalregatta.com) and the BVI Spring Regatta (April 3rd to 5th, www.bvispringregatta.org).

The trio of Caribbean Classic Yacht Regattas comprises the invitational St. Maarten-St. Martin Classic Yacht Regatta (January 22nd to 25th, www.classicregatta.com), the Grenada Classic Yacht Regatta (February 19th to 22nd, www.grenadaclassicregatta.com) and the Antigua Classic Yacht Regatta (April 16th to 21st, www.antiguayachtclub.com).

Rallies, Distance Races & Multi-Island Regattas

Want to keep moving? The Route du Carnival (February 14th to 24th, www.transcaraibes.com) goes from Martinique to Trinidad, with stops in Bequia and the Tobago Cays.

—Continued on next page

XANADU MARINE



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

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

—Continued from previous page

The new RORC Caribbean 600 (February 23rd to 27th, www.rorc.org) will sail non-stop from Antigua around St. Martin and Guadeloupe and back to Antigua.

The 10th Annual Transcaraibes yacht rally (April 4th to 28th, www.transcaraibes.com) goes from Guadeloupe to Cuba with stopovers in St. Martin, the Dominican Republic, Haiti and Jamaica.



LUCY TULLOCH

It's traditional to precede Antigua Sailing Week with the Guadeloupe to Antigua Race (April 24th, www.antiguayachtclub.com).

The Transcanal Race sails from Martinique to St. Lucia and back (May 30th and 31st).

The Course de l'Alliance (November 27th to 29th, www.coursedelalliance.com) takes in St. Martin, St. Barths and Anguilla.

One-Design Regattas

In the Caribbean, St. Maarten is One-Design City, using mainly SunFast 20s for the Necol One-Design Regatta (February 7th and 8th), the Quantum Boat Hop (April 10th and 11th), the Caribbean One-Design Keelboat Championship (June 20th and 21st) and the Budget Marine Women's Caribbean One-Design Keelboat Championship (November 7th and 8th, director@bigboatseries.com).

The Big Three

The Three Kings are: St. Maarten Heineken Regatta (March 5th to 8th, www.heinekenregatta.com), the St. Thomas International Rolex (March 27th to 29th, www.rolexcupregatta.com), and the Stanford Antigua Sailing Week (April 26th to May 2nd, www.sailingweek.com). Big everything.

Around-the-Island Races

Islands make it easy to set a racecourse — just keep it to port or starboard and keep going. Around-the-island races and regattas with around-the-island courses include: Around Antigua Race (January 25, www.antiguayachtclub.com), Tour de la Martinique (February 7th and 8th), Round Grenada Race (March 13th to 15th, www.aroundgrenada.com), St. Barths Bucket Regatta (March 26th to 29th, www.newport-bucket.com), Bequia Easter Regatta (April 8th through 13th, www.begos.com/easterregatta), Around Guadeloupe Race (May 20th to 24th, http://triskellcup.com) and Carriacou Regatta Festival (first weekend in August, www.carriacouregatta.com).

Parlez Vous?

The French islands are very racy! A few events to check out are: Zion Cup, Guadeloupe (January 31st and February 1st, www.zioncup.org); Martinique Carnival Regatta (February 21st to 23rd, www.carnival-regatta.com); Bananas Cup, Martinique (March 14th and 15th); Trophée Gardel, Guadeloupe (March 21st and 22nd, www.trophee-gardel.com); Celebrations Trophy, Guadeloupe (April 18th and 19th, www.triskellcup.com); Combat de Coques, Martinique (May 21st to 23rd); Régate des Saintes, Les Saintes (June 6th and 7th); and the Bordée de la Saint Jean Race, Martinique (June 20th).

Indigenous Boats

If you love local boats, feast your eyes on these events. Some are local-boat divisions of larger regattas; others are entirely for local craft. All are worth attending: Digicel Workboat Regatta at Grenada Sailing Festival (January 14th to 18th, www.grenadasailingfestival.com); bumboats at Tobago Carnival Regatta (February 10th through 14th, www.sailweek.com); double-enders at Bequia Easter Regatta (April 8th to 13th, www.begos.com/easterregatta); decked sloops and open boats at Carriacou Regatta Festival (first weekend in August, www.carriacouregatta.com); and double-enders at Canouan Regatta (May 28th to June 1, www.svgtourism.com).

Anguilla's local boats usually race in May. Throughout the year you can see the famous yoles racing in Martinique; their annual around-the-island race is in July or August.



CASIMIR HOFFMANN






STEVE JOST

Looking Ahead to the New Sailing Season: 'Business as Usual — with a Difference'

There are many factors affecting the Caribbean boating scene and foremost amongst these are the changing financial, security, weather, boat-maintenance and ambiance situations driven by world markets and climate change. Boaters come in many guises, but generally they want the best of the above. So, are their established sailing and spending patterns going to alter during the coming season in response to the current and forecast changes?

— Julia Bartlett

Good question.

Compass has asked a cross-section of people involved in the Caribbean yachting sector to gaze into their crystal balls and reveal their predictions for the upcoming sailing season 2008 – 2009. Many thanks to all those who responded.

We asked the following questions:

• How do you foresee this coming season — "business as usual" or not?

• Do you predict (or already see) that there will be significant changes from past winter seasons?

• If so, what are the factors driving these changes and how will they affect cruising, chartering or marine-related business plans in the Caribbean this coming season?

• Are you doing anything special in relation to these changes?

• What else does your own "crystal ball" have to tell *Compass* readers about Sailing Season 2008-2009?

Cruising Business as Usual...

Steve Black is President and Founder of the Cruising Rally Association, which organizes the annual Caribbean 1500 yacht rally from the East Coast of the United States to the Caribbean. Steve says: "The growing wave of baby-boomer sailors is keeping the Caribbean 1500 growing steadily each year. Many of our participants made their major investment in a boat several years ago to begin preparing for Caribbean cruising. They have purchased all of the necessary safety gear and navigational systems and made many upgrades to their creature comforts. Things like a weak market and slow housing sales may add a year to the program for some people, but most are on a timetable that began years ago. Preparing for an extended cruise on one's own boat requires a major commitment that is not entered into lightly."

Many who are already cruising concur. Ellen Sanpere of *Cayenne III*: "As for the cruisers, we're all getting older but love the inexpensive lifestyle and travel opportunities cruising affords us... Our little pond is a paradise, so I cannot imagine many good reasons to leave." Susan and Jack Webb on the yacht *Denali Rose* agree: "We have been living full time on our 1983 Nauticat 43 since 1999 with time out for hurricane seasons. As to our plans for this year, we see little change from last year; we love the sailing lifestyle and don't plan to stop anytime soon."

With a Difference...

Betty Fries of the yacht *Forever Young* says: "The Caribbean is changing rapidly due to a number of factors. In my opinion, the rate of economic development in some of these islands is the largest single factor causing changes in the boating environment as high-end developments take over former anchorages.

"In St. John, USVI, all mooring permits for liveaboards in Cruz Bay have been cancelled. The same action is underway in Great Cruz where expensive new housing is going in. The boats ejected are moving to other bays, causing more crowded conditions. In addition, the National Park Service is preparing to actively enforce holding-tank requirements within Park boundaries (although pump-out facilities are rarer then hen's teeth). And, new regulations by the US Department of Homeland Security requiring online notification of boats leaving and entering US waters are being enforced as resources become available. These factors all contribute to the often-heard cruiser complaints about the US Virgin Islands: too expensive, too many visa difficulties, and too crowded.

"Pressures on local island governments from illegal immigrants, larger numbers of boats in their waters, and the increased costs associated with processing foreign-flagged vessels are causing a steady rise in fees and closer surveillance by Customs and Immigration officials.

Mary Stone of *M/V Ms Astor* adds: "Cruisers in Venezuela can expect to experience more government influence in the setting of fees and rules concerning foreign-flag vessels. There are [also] many yachts in the ABCs. The largest number is found in Curaçao, particularly in Spanish Water. That anchorage is fairly crowded and as a result it is drawing attention from the government as they consider proposals for moorings, fees and restrictions on yachts in the anchorage. This will likely escalate in 2008-2009. The islands of Curaçao and Bonaire are in governance transitions; these changes may impact Customs and Immigration rules and procedures. The uncertainties for the ABCs for 2009 are centered around potentially changing rules for Immigration and Customs, length of stays and developing restrictions on anchoring."

Judi Nofs of the yacht *Fia*: "The latest information is that the Rio Chagres in Panama is now off limits to cruising boats. Apparently some foreign-flagged vessels were not clearing into Panama and were staying in the Rio Chagres, so the Port Authority has closed it to yacht traffic."

Including Some Changes in Longitudes

Linda Hutchinson of the yacht *Sandcastle* writes: "Funny you should ask about the upcoming 2008-2009 sailing season. We are beginning a new adventure this season — we are leaving the Eastern Caribbean. Over the past four years we have lived aboard our 42-foot Catalina and traveled as far north as Maine and as far south as Venezuela. We completed the Puerto Rico-to-Venezuela circuit three times, making loads of friends and experiencing a multitude of adventures.

"We began our journey four years ago at the early retirement ages of 59 and 57 after we were both laid off our jobs in New England. After the shock wore off, the answer to our lack of funds was clear: sell everything and sail away! We have never regretted that decision at all. We have more friends than ever in our 40 years of marriage, better health than most in the States our age and, best of all, our finances are okay. We struggle with a fear of not having any health insurance. However, in Venezuela we have had more things attended to at a fraction of the cost we would have incurred in the States. We go out to eat, drink and be merry most nights and still we haven't spent the kind of money we would on groceries in the States.

"Now, we are headed for the Western Caribbean. This is partly due to our own timing and also because the cost of living here [in Venezuela for hurricane season] has doubled in the past year.

"In preparation for our departure we have been getting together with others who have been there already. We have been told a lot of exciting things about the ABCs, Colombia, Panama and San Blas. We look forward to Honduras and Belize in the next few years."

—Continued on next page



—Continued from previous page

Judi Nofs: "Thanks to Randy and Lourae Kenoffel from *Pizzazz* [authors of *A Cruising Guide for the Coast of Colombia*], many more boats are continuing west than ever before. The Colombian Guardia Costa/Navy are very friendly, professional and easy to work with. At this time there is a large US Coast Guard/Navy presence all along the coasts; the US ships frequently are in Cartagena.

Susan and Jack Webb: "We left the USA in 2004 and went south to Trinidad. Each sailing season since then we sailed the Eastern Caribbean and returned each year to Trinidad. We spend our summers in Alaska and our winters on the boat. In January '08, we left Trinidad and sailed west through the Venezuelan islands. After a few months in Bonaire, we moved on to haul out at Curaçao Marine in Curaçao, a much bigger island with more facilities available for boaters. We had planned to go on to Panama this year but now we will stay another year. When we arrived in Bonaire in March, we fell in love with the area. It will take at least another year to see all there is to see in Curaçao and Bonaire. Fuel prices are higher than Venezuela but less than the USA.

"Sailors seem to be having safe voyages from Curaçao through the anchorages of Colombia and on to Panama with the help of the Colombian Coast Guard and their float plans. We will continue to watch this route and plan to do it next year."

Betty Fries: "My husband Larry and I have sailed the Caribbean for the last eight years. The first three, until 9/11, we were truly cruisers — independent of any permanent land ties and financially secure enough to go wherever we wanted. We meandered up and down the islands, with Trinidad as the goal for hurricane season and major boat maintenance. In 2003, we completed seven months and 5,800 nautical miles going from St. Thomas to Biloxi, Mississippi to Cuba, Jamaica, Aruba, Trinidad, and back to St. Thomas.

"After 9/11 and the ensuing stock market decline, we found we had to go back to work to support our boat lifestyle. We chose St. Thomas. As American citizens, it's easy for us to work in the US Virgin Islands, and there's lots of work to be had. Chartering, driving boats, maintenance — even a bit of bartending helped keep us where we wanted to be and allowed for the yearly island-hop down to Trinidad.

But Betty says that now, in addition to the bureaucratic issues she outlined earlier, "add the explosion in the bareboat charter industry. In the British Virgin Islands, a cruiser now has a difficult time finding a mooring ball or a place to anchor. So, where are we cruisers going? I believe cruisers will drift more and more south and west to find the elements that appeal to us — clean quiet bays, sleepy towns, deserted beaches, and safe, uncrowded anchorages."

Julia Bartlett of the yacht *Marietta* says: "The Eastern Caribbean island chain has a huge variety of experiences to offer the cruisers, but mostly I hear how disappointed they are with it because it is 'commercialized'. I hear this while they are taking advantage of a choice of haul-out facilities and modern supermarkets. We're spoiled by all that is accessible to us these days. The island chain doesn't do that well when it comes to hurricane risks and some islands are relatively expensive, but boat-maintenance facilities are excellent, security is passable, the sailing is fantastic, the islands are beautiful — and so here is where the boaters are.

"Trinidad has always had security issues and now Immigration are tightening up and it isn't possible to stay there more than six months out of 12, which can present a problem for those of us who live on our boats. But the haul-out facilities are great, the cultural experience is fantastic, the boating industry has exploded and the yards are full (more 'commercialism').



STEVE JOST

Cruisers are currently being attracted by the uncommercialized nature of the Western Caribbean. But will their increasing presence attract commercialism?

Preparing for an extended cruise on one's own boat requires a major commitment that is neither entered into nor abandoned lightly

"I am surprised that there are still 80 boats anchored in Porlamar, Margarita, even though in past years there have been nearer 150. The odds of having an unpleasant security experience here are higher than I like, plus high inflation and a poor exchange rate are diminishing the lure of cheap fuel and alcohol. Mainland Venezuela marinas and yards are fully booked in advance of the hurricane season, though, and offer their own security (more 'commercialism').

"Meanwhile, the Western Caribbean is increasingly popular and new boating facilities are gradually being constructed. I think that this is owing more to overflow than a conscious move westwards. The Western Caribbean is no safer than elsewhere in general. As cruisers drift west, the crime rate will increase in relation to the number of 'rich' boaters in underdeveloped areas, as it always has, and the Western Caribbean will become commercialized and a disappointment to those with a jaded palate. Commercialism will continue to blossom because cruisers will continue to support it, despite what they say and despite the effects of the forecast recession."

Ellen Sanpere adds: "We did see some newbies last season; many were on their way to the Panama Canal, however, and are now in the Pacific. Some seem to have as a goal 'most miles under the keel before the money runs out'. I'm guessing that not many cruisers will be heading to Europe unless they are going home."

Mary Stone: "For cruisers from Euro Zone countries Venezuela is still a bargain, which may explain the increasing number of European- and UK-flagged vessels. A higher concentration of Euro Zone yachts is expected in the future." Mary, among others, has also noted a summertime trend in the cruising community: "Many people store their yachts for the hurricane season and return to their home country. While there are many cruising boats, there are fewer cruisers who stay aboard during the hurricane season."

Robert Holbrook, managing director of Admiral Yacht Insurance, adds: "We have seen a big increase in the number of boats being shipped back to Europe, which has enabled many European clients who have limited time to enjoy the Caribbean but at the same time has had an impact on the number of boats located in the region during the hurricane season. It also makes it easier and more cost effective, after an accident, if the repairs cannot be easily undertaken locally."

Chartering Demographic Shifts...

Ellen Sanpere notes: "I see a lot less discretionary income in the US and a weak dollar as the vacation-planning season progresses. It's hard to say how the charter industry will be affected. For the US vacationer, will the economics of a less-expensive bareboat vacation have greater appeal than a land-based vacation?"

Narendra Sethia, Manager of Barefoot Yacht Charters & Marine Centre in St. Vincent & the Grenadines, answers: "Our take is as follows: We think that the trend currently indicates 'business as usual — but with a difference'!

"The 'as usual' means that our forward sales for 2009 are very much in line with what we would expect and hope for by this time of year, possibly marginally slower but not significantly so.

"The 'with a difference' is that we are seeing a clear demographic shift with a drop in North American bookings and in increase in European bookings, primarily on account of exchange rates. Our future sales to North American customers (both Canadian and American) are around 15 percent down, but our European sales have increased by an identical proportion.

—Continued on next page



—*Continued from previous page*

"One major consideration right now is that we are primarily booking for next year's high season, rather than next year's low season, and of course high season vacationers are more affluent and therefore less likely to be resistant to spending money to get here."

Peter Cox, Director of TradeWinds Cruise Club (with timeshare-style charters out of the BVI, Bequia, Belize, St. Martin and Antigua): "There is no doubt that a successful club membership scheme assists the charter company in times of recession, the idea being that folk are much more likely to take their annual sailing vacation if it is already paid for.

"TradeWinds' winter bookings are looking fairly normal thanks to the large number of club members and their families and friends who are cruising with TradeWinds as usual. However, the summer marketing net will need to be spread a little further and wider as early signs are that 2009 summer cabins are not filling up quite so quickly as last year's summer cabins did."

Ann E. McHorney, Director of Select Yachts in St. Maarten, said: "It is interesting. At first I thought the fuel and the Euro rates would put a kink in charters. The Med was slower this summer but now we are getting a lot of early action for November, which I do not remember happening last year. Perhaps people put off chartering this summer, as they could not afford the Med, and are delighted with Caribbean rates in comparison.

"I think the fuel rates will really help our sailing yachts to get more bookings. I am getting calls from higher-end brokers this year — I think they are being asked more for sail once they hear the fuel rates. As well, we are not repositioning yachts as much. The boats and the clients can't afford to change locations, they will tend to stick around one area for the season — at the least the motor yachts will. We did a new ad that says, 'Last time we checked the wind was still free'. We hope to turn some people back on to sailing. Besides being more cost-effective it is eco-friendlier as well."

...and the Flight Capacity Challenge

Narendra Sethia: "I think that there is the possibility of a significant drop in off-season bookings for 2009 on account of cost and difficulty of air access, but since our average booking lead-time is around four months, we will probably not have hard evidence of this until early into the New Year."

Ed Hamilton of Ed Hamilton & Co. charter booking agency: "So far the number of bookings is up on last year but the total income is slightly down, so people are spending slightly less on their charter. Overall we are happy with the way the season is shaping up.

"With American Airlines cutting so many seats, I am concerned that we will have problems getting people to the Caribbean as the season gets closer, at least for the popular dates. So far, however, this has not been an issue."

The flight capacity problem could affect events as well as charters. Andy Morrell, organizer of the annual HIHO windsurfing regatta: "Next year is the Highland Spring HIHO event's 25th anniversary. Our event bucks the trend in windsurfing... we sell the event as an adventure and pursue amateur windsurfers who want great racing and fun parties. The formula has proved successful and we anticipate a strong year for the event, though we remain concerned that diminished North American flight capacity will frustrate our important US participant percentage."



ROSEMARIE ALECIO

Venezuela is still a bargain, at least for cruisers from Euro Zone countries. 'With good sense and proper planning, it can continue to be enjoyed'

Red Tape and New Rules

Julie San Martin, Chairperson of the St. Croix International Regatta tells us: "We in the USVI have already been somewhat impacted by the visa requirement of homeland security.

"Example: I wanted the 2008 Caribbean Regatta Organizers Conference to be held on St. Croix — no go, because all the down-islanders need a full-blown visa to attend, so we will be meeting in Anguilla instead. This problem is compounded during regatta season, because the requirements for visitors arriving by commercial carrier are much more relaxed than by private boat. For example, many of the BVI sailors have to go by ferry to St. Thomas or St. John and then be picked up by their crew for the trip to St. Croix. The fact that the US embassies in the Caribbean are in Trinidad and Barbados means that you have to go there, or to Miami, for a visa. There should be an easier way. This is affecting the US territories' regatta program and reducing the down-island participation."

Ellen Sanpere adds: "US visa requirements for non-US crew arriving on private, foreign-flagged vessels will surely keep some racing boats out of the Rolex, St. Croix International and Culebra Regattas."

Stéphane Legendre, organizer of the Transcaraibes and Route du Carnival yacht rallies states: "In more and more places, clearances are becoming a real headache. It is a real issue that puts people off going to some destinations."

This is illustrated by a *Compass* reader who recently wrote: "I took a yacht to Carriacou a couple of weeks ago and once again I was frustrated with the process for clearing yachts in and out of all the islands. Clearing out of Barbados and into Carriacou was bad enough, but then having to clear into Union (only about five miles from Carriacou) and back out after three days and then back into Carriacou really put a damper on the trip.

"While bad, these experiences pale in comparison to what you have to do to clear in and out of Trinidad.

"The individual Caribbean island governments need to understand how important the economic impact of yachting is to the Caribbean. Instead of making it more difficult for yachtsmen and women who want to comply with the laws, these governments should make it easy to clear and then focus their effort on checking that the yachts in their harbors and along their coasts have in fact cleared. (Although I have sailed up and down the Caribbean several times, no one has ever boarded a yacht I was on to check the clearance papers.)

"I was overjoyed therefore to read in the *Compass* magazine of an effort (eSeaClear) to simplify and speed up the clearance process for yachts. Improving this procedure can only increase the number of visitors who come by yacht as the difficulties of clearing in the Caribbean are well known and I think deter many visitors and discourage those that do come from visiting several destinations because of the hassle of clearing."

Steve Black mentions another ray of light: "We are grateful to the key people in the BVI Government that agreed to put off new taxes on [yachting] visitors to their shores.

—*Continued on next page*



—Continued from previous page

The BVI has been a great place to begin Caribbean adventures and many of the Caribbean 1500 participants will cruise the Caribbean from Grenada to Puerto Rico over the winter months."

The Evil Twins: Inflation and Crime

Empirical evidence suggests that inflation increases the crime rate.

Mary Stone: "[In Venezuela] inflation is running over 30 percent annually and the trend will likely continue through 2009. Fuel is extremely cheap but can be challenging to arrange for a foreign-flag vessel. Although medical care remains generally good and inexpensive, the cost of marinas, food, boatyards and skilled labor are approaching world prices or exceeding them in some categories. Prices are likely to continue to rise for marina and boatyard fees. The uncertainties for 2009 are government economic policies and the parallel value of the US Dollar and Euro.

"[In the ABC islands] the exchange rates for the island currencies are stable and tied to the US dollar. This is likely to continue through 2009. However, Curaçao could decide to align with the Euro and if that happens, it will likely have nasty economic consequences."

While security problems arise from time to time in various spots throughout the Caribbean, and certain hotspots persist. Mary notes: "Cruising Venezuela requires security to be a constant concern." Judi Nofs adds: "Many yachties have continued on to Panama via the San Blas islands, but things are a-changing there. The Kuna Indians are for the most part friendly and honest. However, while we were there, a locked dinghy and outboard were stolen from a cruising boat. In Colon, Panama, at The Flats anchorage, more dinghies and outboards go missing even though they are lifted and locked."

Windier Conditions? Better Sails!

Good sailors have sails and gear ready to deploy to meet a variety of conditions. Many commercial enterprises are currently raising new sails.

Steve Black: "This year the Caribbean 1500 will depart from Hampton, Virginia, on November 2nd. For the first time there will be a simultaneous start from Charleston, South Carolina. This is expected to add an additional 15 boats... The Charleston start will serve boat owners from North Carolina to Florida, and will also permit smaller boats to participate with less strong weather. Also, responding to a request from some of our veteran rally participants, we are adding a level of more intense competition for low handicap performance cruisers who join the event. This year, we will have our Rally and Cruising (non-competitive) classes, as always, but will add a Performance class. In all, we expect our largest group ever with 75 to 80 boats in our combined rally."

Grenada Sailing Festival Chairman, Jimmy Bristol: "2009 will be an exciting year for all of us and I see the new Southern Circuit (see related story on page 15) being a great incentive to skippers to keep their boats in the Southern Caribbean longer...." Jimmy adds that there will also be positive changes this year at the Grenada Sailing Festival itself, including the addition of a new IRC Racing Class.



ONNE VAN DER WAAL FOR GRENADA SAILING FESTIVAL

Events such as the Grenada Sailing Festival are continually innovating and improving, developing the Eastern Caribbean's 'impressive fun regatta circuit'

Jean Michel Marziou of Association Le Triskell in Guadeloupe, organizers of the Triskell Cup, Triskell Trophy and Around Guadeloupe regattas, says: "The local government, Région Guadeloupe, has introduced new political investment in the sailing environment, providing support and help in the organization of nautical activities and events in the area. Added to our growing partnership with Antigua Sailing Week, this availability of extraordinary government support should provide a 'grand cru' 2008-2009 racing season!"

Camper & Nicholsons Port Louis Marina in Grenada says: "Wireless broadband, cable TV, electric carrying buggies and trolleys in addition to ample car parking are all available at the marina in Port Louis. The marina also offers excellent pump-out facilities, which have already tremendously improved the marine environment of the lagoon. Port Louis Marina plans to become a 'blue flag' certified marina, which means that the marina will be set to the highest environmental standards. The marina will also be ISPS compliant, accommodating SOLAS vessels requiring secure berthing."

Robert Holbrook, Managing Director of Admiral Yacht Insurance: "With the benefit of having had my own boat in the Windwards and Leewards and subsequently recently taken her to Venezuela, the ABC Islands and later through Panama via Colombia and having studied our statistics I can comment as follows.

"There seems to be a move by certain yards to make substantial improvements to their lay-up facilities. This started in the BVI, and then Grenada after Hurricane Ivan, but seems to have migrated to other islands such as Antigua, St. Lucia and Curaçao. Tie-down facilities and engineered cradles are now much more prevalent. Due to these improvements we now have a better 'spread' of risk, which is obviously an advantage in the event of a catastrophe."

The Crystal Ball Predicts...

Steve Black: "The Caribbean region will continue to be an excellent area for private yacht owners to visit. Many of the economies are geared to tourism and a healthy relationship has been established. Our yachtsmen have been well received and have become good ambassadors for the Caribbean when they return home."

Camper & Nicolsons Port Louis Marina: "We envision Grenada being one of the premier yachting centers in the Caribbean."

—Continued on next page

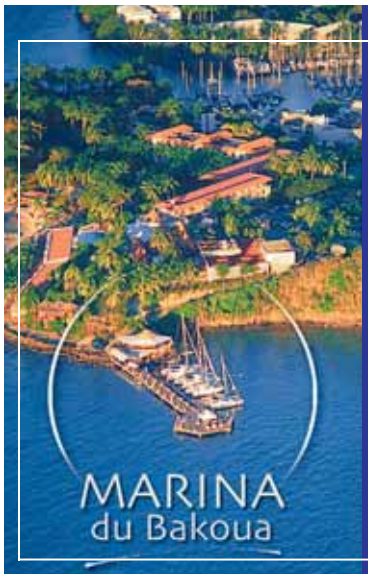


THE SPECIALIST FOR BOAT MAINTENANCE IN MARTINIQUE

Zinc Anodes
Plumbing
Marine Paints
Batteries
Epoxy
Antifouling

International yachtpaint.com
3M

Centre de Carenage 97290 Le Marin
Tel: +596 (0) 596 74 74 80 Fax: +596 (0) 596 74 79 16 carene.shop@wanadoo.fr



DOCK, BAR & RESTAURANT

LE PONTON

Open 7/7 VHF: 16/68

- deep water stern-to berth
- water/ice/laundry
- tel+fax+internet
- gas station

CUSTOMS CLEARANCE

Tel: (+) 596 596 66 05 45
gas station: (+) 596 596 66 17 30
e-mail: leponton@wanadoo.fr

14°33N - 61°03W
POINTE DU BOUT, MARTINIQUE

—*Continued from previous page*

Robert Holbrook: "The impressive fun regatta circuit will continue to entice European sailors who wish to add some variety to their cruising plans while they have their boats stationed in the Caribbean."

Ellen Sanpere notes, "In the racing sector, we've seen a cooling-off in some regattas for the under-40-foot boats." Her yacht racing husband Tony predicts: "There will be more, larger racing yachts since there are more regattas offering IRC classes and better race courses more suitable to the big machines." He continues: "More marinas are in the design, approval, or construction stages. For the average cruiser it is business as usual. More boomers are retiring and coming down." Ellen adds: "My only prediction is that things will certainly change after the inauguration in Washington (but not immediately, of course). As an aging middle-class American cruiser on a fixed income, I can only hope the change is for the better."

Betty Fries: "The countries bordering the coasts of Central and South America have a prime opportunity to attract the significant resources represented by cruisers coming to their shores by ensuring safe anchorages and benevolent neglect. Cruisers could be lured away from Trinidad by one well-run, well-supplied, well-equipped boatyard. And for anyone looking for a business opportunity in the Caribbean, a fleet of pump-out boats could be just the thing, because that's coming too."

Mary Stone: "Although inflation shows no sign of abating and crime will likely continue to increase, with good sense and proper planning, Venezuela can continue to be enjoyed for its beauty and its majority of friendly people. And even with the growth, yachts can continue to enjoy the ABC islands' beauty and services in relative economy and safety."

Julia Bartlett: "I am hearing more American boaters talking about returning to the States than I remember in previous years and I'm not sure why, but I am sure they will be replaced by new faces looking to stretch their dollars and attain a different quality of life. The number of boats will carry on increasing until prices get significantly higher; cruising will be more than ever a middle-class retirement plan in the future.

"My forecast for the 2008-2009 Sailing Season is that prices will continue to increase, boats will get bigger and the storms stronger and there will still be sailors in small boats, getting by off the ever-richer pickings, dodging the pirates and enjoying every moment without ever playing Mexican train dominoes. Business as usual."

Ed Hamilton: "Generally we haven't seen any effects of the turndown in the economy. Let's hope things continue this way!"

Ann E. McHorney: "I think we will all be surprised that the 2008-2009 season will turn out to be better than expected, as far as charters sold. But I do think the Caribbean will see fewer transient motor yachts this year. Let's face it, it is a lot of expensive fuel to get here and back from Florida or the Med."

Narendra Sethia: "The bottom line is that we foresee a good 2009 high season, possible slightly down on this year, but not hugely so. We fear, however, that the 2009 low season could be a tough one. We have always offered a highly competitive pricing structure, and at the end of the day cost is one of the most important factors, so we believe that pricing flexibility will be key to a successful 2009, not only for our business, but for all tourism-related businesses.

"There appear to be a lot of businesses out there who think that customers will fall out of the sky and into their hands like manna from heaven," Narendra says. "I think that 2009, more than any other recent year, will remind businesspeople that if they want to have a successful year, they will need to get off their backsides, go and get the customers, and always be prepared to make a deal. Of course that's easy for me to say because I'm half Indian and a camel-trader at heart!"



ROSEMARIE ALECIO



ROGER WEBB

With attractions ranging from simple palapas *like this one in Margarita to full-service marinas such as CrewsInn in Trinidad, 'the Caribbean region will continue to be an excellent area for private yacht owners to visit'*



Bequia Marina

Open Monday to Saturday 8:00 a.m. to 4:00 p.m.

Look for the Big Blue Building and ask for Stan or Miguel!

Water, Diesel, Ice, Bottled Water and Dockage available.

The Yacht Club, Bequia Marina, Port Elizabeth, Bequia,
St. Vincent & The Grenadines
VHF 68, Telephone 784-457-3361

LULLEY'S TACKLE SHOP

FISHING & DIVING GEAR



FRONT STREET
BEQUIA
WEST INDIES

SERVING FISHERMEN AND YACHTSPEOPLE SINCE 1950

YOUR #1 CHOICE IN FISHING GEAR

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

Wire, Floats, Nets, Twines, Ropes

DUTY FREE

TEL: (784) 458-3420 FAX: (784) 458-3797
EMAIL: lulley@caribsurf.com

Our stock, quality, price, know-how and fishing experience is unsurpassed
Visit us for all your needs

What's Going to Happen to Yachting in the Caribbean?

by Dick Stoute

Economies have a tendency to cycle. Like yachts going downwind, their progress is affected by waves. Right now the world seems to be gliding into a trough, slowing and wallowing. How will this affect yachting in the Caribbean?

The most apparent and immediate effect will come from high energy costs. Expect fewer powerboats and fewer cruise ships. As airline fares go up, this will also reduce the number of passengers traveling and reduce incomes from land-based tourism. The reduced revenue will slow the economies and stimulate social unrest. All the island governments are stretched financially with extensive loans, so their ability to respond will be limited.

> *Sails are the most efficient 'alternate energy' source available — it must be possible to broker this advantage into gains for the Caribbean yachting industry*

We could push this doomsday scenario to financial crisis and social turmoil. Instead I want to illustrate one of the effects of this challenging environment on the human psyche. People tend to "hold strain" when economic hardship threatens and it is this very tendency to cut back on investment and spending that creates the wave-like effect of economies. When they are going well, everyone wants to invest and spend, but when they slow, everyone wants to cut back.

But even when economies are slowing, there are opportunities, and sailing is well set to make long-term gains. I was recently at the B&C Fuel Dock at Petite Martinique in the Grenadines along with a 60-foot powerboat. They took 700 gallons of diesel at EC$14 (approximately US$5.23) per gallon while we filled our yacht's tank and a jerry can with 40 gallons. This illustrates the price advantage being gained by sailing even as the world economy slows. Sails are the most efficient "alternate energy" source available and, as the Caribbean provides the best sailing conditions in the world, it must be possible to broker this advantage into gains for the Caribbean yachting industry.

Picture a Caribbean where every port is welcoming. Officials are friendly and helpful. All the services you need are easily available and delivered in a friendly, welcoming manner. Ashore there are all sorts of things to keep you busy. Apart from the parties, restaurants and bars there are a number of historic tours with well-informed guides that make the fascinating history of these islands come alive. Lectures on interesting topics, hikes, bird-watching tours and eco-tours are all available — book on the Internet. You can also visit with the local *griot* and listen to the traditional dark-night stories featuring spirits that have made the crossing from Africa. The yachting community has also set up websites that advise on everything from the price of fish to the best places to go for whatever you want. Tucked out of the way somewhere is a lecture-bar that caters to those who are more interested in listening to locals and visitors give presentations about themselves, or on their specialty, rather than listening to loud party music. As the evening progresses you get to know more about the people in the room and make friends.

The shore community sees the yachting trade as an asset and welcomes visitors to their schools to present on their specialty. They use the occasion to show how their community works while benefiting from the knowledge and opportunities that the yachting community brings.

But to achieve this, we have to overcome the mesmeric effect that the fear of an economic slowdown has on everyone. Fear is a powerful emotion. Every yachtsman and woman has faced fear and knows that it is indeed the greatest "enemy." It is the devil. Just like Adam and Eve, people possessed by fear are tempted to "eat from the tree of knowledge of good and evil," become judgmental, blame everyone else for their troubles and be aggressively hostile.

I emphasize this because in the Caribbean there is a great propensity to feel that there is nothing we can do for ourselves as our fate is being decided by power brokers in foreign countries. This may be one of the social legacies of colonialism, or slavery, or both. A child that has been beaten and told repeatedly that they will never amount to anything can be expected to show no initiative and be surly and aggressive. When the beating and abuse is done to a community for an extended period of time you can expect similar negative attitudes to become endemic and be passed on from generation to generation. In a typical Caribbean community, when the aura of fear is present there is a surly aggressiveness, but when it is dispersed the community becomes gregarious, party-loving, innovative and generous. This is the Jekyll and Hyde of the Caribbean personality and you need to be aware of it if you are going to be a part of the drive to make the Caribbean a showplace for harmony and eco-socio-centric development.

There are some initiatives underway. I must laud the Caribbean Marine Association (www.caribbeanmarineassociation.com) for their contribution to setting up an electronic clearance system for yachts (visit their site at www.eSeaClear.com) and ProInvest in supporting this association. When established, this electronic clearance will encourage more people to sail through the region and spend more money here. I think that the entire yachting community should show their support in the media and by lobbying their government through their local yachting associations.

The CMA is also focusing on training, an initiative that could probably use some of the talent sitting idle on the various yachts anchored in the Caribbean. Perhaps one of the things that can be done is to set up a website that lists the talents of people who would like to volunteer to help with some of these training activities. Simple things, like taking your laptop to a school and showing the kids how to use it, can have a tremendous effect.

As you may have gathered, my answer to the question posed in the title, is that the future of Caribbean yachting will depend on what the Caribbean community does about it. If we shut up shop and prepare to doze through the coming economic slowdown, that is what will happen, but if we take the business plan approach, do a SWOT analysis (Strengths, Weaknesses, Opportunities, Threats) and get ourselves in gear we can surf the next wave.

Dick Stoute has been secretary and president of the Barbados Yachting Association and secretary of the Caribbean Yachting Association (now the Caribbean Sailing Association). He took over from Al Rapier as Chief Measurer for the CYA in the 1980s and computerized the CYA rating rule. This helped to re-establish this rating rule in the northern islands. Dick has raced with Andrew Burke on Nefertiti *and* Countdown *and more recently has helmed Paul Johnson's* Bruggadung II *to*



second place in Tobago Sail Week. Up to recently he wrote a weekly column in the Barbados Advocate *newspaper and was president of the Barbados Chamber of Commerce and Industry from 2006 to 2008. He is the author of a book called* The Fear Factor *and, having recently retired, he is planning to go to Reading University to study philosophy.*

B & C FUELS ENTERPRISE

Welcomes you to Petite Martinique



A stepping stone as you cruise through St. Vincent, Grenada and the Grenadines. Come alongside our splendid jetty and replenish your supplies of **FUEL, OIL, WATER and ICE** ***at the cheapest prices in the Grenadines.***

Call sign: "Golf Sierra" VHF channel 16
For further information call Glenn Clement or Reynold Belmar. Tel/Fax: (473) 443-9110

GRENADINES SAILS & CANVAS BEQUIA

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

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

NORTH SAILS REPRESENTATIVE





Boaters, Be Aware of the Rules in Nevis

By Betty Fries

My husband Larry and I were about 24 hours out of St. Thomas, motorsailing hard to get to Nevis to pick up our friend Glen Hurd. We had been delayed for two days waiting for Tropical Storm Fay to pass and were trying to get to Nevis before dark on Sunday, August 17th.



We wish there had been a sign here, telling us what we should do when the office is closed

I had just hit the bunk after the 3:00-to-6:00AM watch when Captain Larry shook me awake — we had a fish on the yoyo. The whole reason I stand the dawn watch is to put out the "clothesline", so this was really good news. Rousting out, we hauled in the fish. It was pretty big. I went below for a bottle of cheap booze — Giblets Gin this time — and poured it into the open mouth. No muss, no fuss, no bleeding! We had a 52-inch kingfish! WOW! How was I to know that this fish might become the cause of our spending four hours in the Nevis police station and EC$5,000 (US$1,923)?

Given the southeast winds, we arrived at Nevis' Oaulie Bay around 5:30PM on Sunday. Oualie, at the northwest corner of Nevis, is closest to the Nisbet Plantation Beach Club where Glen and his wife Erin have been the General Manager team for the last two seasons. This was the most convenient location for loading Glen's household effects aboard for the trip to Trinidad.

Unlike last year when we anchored here, mooring balls have been placed all around the perimeter of Nevis to encourage boaters to come here, so we gratefully picked one up, hoisted the Q flag to demonstrate our intention to check in, put the motor on the dinghy and headed for shore where Glen was waiting for us with Kevin, who is going to Trinidad to help with Glen's boat, *Sundance*.



The yellow quarantine mooring balls at Charlestown

As we came ashore, Glen told us that he had gone to the Customs Office in Charlestown the afternoon before (Saturday) to check on check-in procedures, but the office was closed, and there was no information on the door — no office hours, call number, procedures, etcetera. No one in the vicinity could tell him anything about what was required. After waiting outside the office for 45 minutes, Glen gave up. After all, normal operating procedure in the BVI, Dominica and the French islands, for example, is for vessels arriving after business hours to check in the next morning. Even Trinidad, which is the most careful of the islands, allows 24 hours to check in after entering territorial waters.

A look at the cruisers' handy reference, Chris Doyle's *Cruising Guide to the Leeward Islands* (2007 edition) told us, "Charlestown Customs open week-days 0800-1600 and weekends 0900-1300. Go in plenty of time as they may leave early… If you arrive in the afternoon, plan to check in the next morning."

Okay, we had the Q flag up; we'd go check in first thing in the morning. Unfortunately, over the seven years we've been cruising these islands, we've become lax in our attention to the proper messages symbols like the Q flag convey. This is a lesson we were soon to re-learn.

Now the conversation turned to what to do with this 50-pound kingfish. Although we had lopped off the last third for personal use, there were still at least 30 pounds of fish to dispose of. As we were standing on the beach talking about finding orphanages, elderly homes or hospitals to donate the fish to, a local man raised his hand.

—Continued on next page

—Continued from previous page

He had a beachfront restaurant/bar at the end of the airport runway and would like to have the fish. Okay, how about dinner and drinks in exchange? Our local pulled out his cell phone and offered to call his friend in Immigration to come down to Oualie and make everything "all right". He also suggested, twice, that we take down the Q flag. Now why would we want to pull an official out of his home after working hours when we can clear in tomorrow morning? We declined his offer and walked away to the Oualie Restaurant to have a round of drinks. The cook there liked the fish and paid for the round. In our minds it was all good, since nothing would go to waste.

Later at the Nisbet Plantation, we were enjoying cocktails and planning dinner. Kevin, the sous chef, would prepare a rack of lamb, with appetizers and sides. In the meantime, we decided to go down to the pool for a dip before dinner. On the way, we encountered a Customs officer and a police officer. They had been dispatched from the central office in St. Kitts to apprehend an illegal boat — us! It appeared that someone made a call to Immigration in St. Kitts to report our arrival.

Larry and I were herded into two different vehicles for the ride downtown. The "sympathetic" police officer commiserated that we could be subject to an EC$30,000 fine and/or confiscation of our boat. Well, not having EC$30,000 in our pockets meant we could be spending a great deal of time in the Nevis jail, and confiscation of the boat would result in our becoming permanent guests of the government. Things really did not look good for a happy outcome for us since it was already past 8:00PM and the banks were long closed.

So we sat for four hours in the police station with our friend Glen and his wife Erin while a group of officials tried to decide what to do with us. Now began a round of offers, negotiations, and re-offers. First was an offer of a fine of EC$10,000 and then one of EC$7,500. The captain responded that we'd have to go to court, since we don't carry that kind of money. The last overture came through Erin, who was extremely concerned that we resolve the issue rather than spending the night in jail. She advised us to take the offer of an EC$5,000 fine and to be quiet. She went back to Nisbet and arrived shortly with the cash.

We signed whatever they put in front of us and left with the promise to return in the morning to check in with Customs. Although I asked the officer what the official Customs office hours were, I was ignored. The officer either would not or could not tell me what official hours were.

We brought the boat around to Charlestown the next morning and tied up to one of the new yellow quarantine mooring balls. Four were available since one was occupied by a local fishing boat. As we were sitting there, two catamarans dropped mooring balls at Pinney's Beach and motored over to pick up quarantine balls to check in. They were not flying Q flags and were, apparently, unmolested by Customs for checking in late.

We proceeded to Customs to check in. Like last year when we were here, there were no posted office hours, telephone numbers, procedures to follow when the office is not open, or a copy of the law regarding foreign vessels checking in. This oversight makes it much more likely that vessels will be in default. A simple sign saying, "If this office is not open, proceed to Immigration at the Police Station to check in" would enable boaters arriving at odd hours to comply with the law. Any visitor would rather pay the EC$30 check-in fee than a minimum fine of EC$5,000 (which equals 167 legal check-ins!).

Although we have enjoyed previous visits to St. Kitts and Nevis, our experience this time has ruined these islands for us. If you choose to stop, be very aware of the legal requirements and follow them exactly so you won't have the type of experience we did.

Betty Fries, Ph.D./Education Systems Development and her husband Larry are cruising the Caribbean aboard S/Y Forever Young.



Editor's note:

Compass *contacted the Customs office in Charlestown for clarification of procedures for visiting yachts arriving in Nevis. We learned from Lescott Webbe, Senior Enforcement Officer in the Nevis Division of St. Kitts & Nevis Customs, that for yachts and other pleasure craft Customs procedures are as follows:*

1) All arriving vessels to the federation (St. Kitts & Nevis) coming from foreign ports must enter at a formal Customs port of entry, which is prescribed by law. For the island of Nevis, there are two seaports: Long Point, which is more of a commercial port, and Charlestown, which is mainly for pleasure craft and ferries.

2) Once a vessel has arrived at the port of Charlestown, the captain should radio in to the Nevis Port Authority who will instruct the captain what quarantine mooring ball to pick up (there are a number of quarantine balls allocated for arriving vessels).

3) The Customs boarding office operates from 8:00AM to 4:00PM weekdays and from 9:00AM to 1:00PM on weekends and holidays. Captains of all vessels arriving within these hours can take all the ship's documents and passports to Customs, get his vessel cleared, pick up his cruising permits for his vessel, and get Immigration and port charges done.

Yachts arriving outside of Customs opening hours must also arrive at Charlestown port, pick up a quarantine mooring, and raise their Q flag. If there is an emergency, the Port Authority will be able to get Customs to come out and deal with such. If the weather is not stable enough for mooring at Charlestown, of course the safety of the ship and crew must be ensured and an alternate suitable area can be used.

NB: Customs and Immigration laws do not permit the disembarkation of crew or passengers outside of a Customs port of entry until that vessel has been cleared and processed by Customs.

Mr. Webbe adds, "The St. Kitts & Nevis Customs website is www.skncustoms.com. You can research boarding office procedures there as well — just follow the links. The Customs laws of the federation are posted there also.

"I hope I have been able to assist Compass *readers. I want to assure you that the Customs procedures are very simple and documentation processing is also speedily done. We welcome all visitors, even as we also ensure their safety and the security of our islands."*





Cruisers in Peru:

Trekking by the Seat of Our Pants

by Honoree Cooper

Growing up I often heard my Dad saying, "Flying by the seat of my pants...." This usually preceded a tale of adventure. Whether the story entailed flying supplies over the Himalayas, rescue missions over the Burma Hump, or hanging on to a fuselage in the Atlantic for days, the adventures were captivating and dangerous. Perhaps those tales instilled a sense of adventure in me, planting the seeds in my soul.

So begins my own tale: Trekking by the Seat of our Pants. It all began with a book, *Trekking and Climbing in the Andes*, by Val Pitkethly and Kate Harper. In it is a trek: a circuit hike of the Alpamayo, 100 miles in 14 days. The Alpamayo is one of the highest peaks in Peru and renowned as one of the most beautiful peaks in the world.

Cruising aboard our yacht, *Will-o-the-Wisp*, brought my husband Walt and me to the coast of Venezuela, where we began our planning stage for our two-month backpacking and trekking trip to Peru. The preparation itself would be an adventure, for the trek required some conditioning. We would be between 12,000 feet and 16,000 feet the entire two weeks, climbing sometimes two mountain passes a day in the Huascaran National Park, part of the Cordillera Blanca.

—Continued on next page

Simplicity.
Reliability.
Long life.

NORTHERN LIGHTS

Marine Generators | www.northern-lights.com

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

—*Continued from previous page*

Altitude trekking and eight-hour days were things we wanted to be prepared for. We started a running program that would last two and a half months. Just before flying from Venezuela to Lima, Peru, we were running seven miles per day, but at sea level. There was only one hill in our routine. It was a mile long and had a steep incline and we were intimidated by it. We knew we would be humbled by the Andes.

Scott Garren and Heather Shay from the sailing vessel *Scott Free* accompanied us on our two-month journey. They are avid hikers from Vermont and jumped at the opportunity to join us. Geoff Spedding from British Columbia was our fifth companion. He is an adventurer in his own right and kept us entertained with previous hiking, kayaking, and camping stories.



After flying into Lima and then an eight-hour bus ride north of Lima the next day, we arrived in the city of Huaraz where we began our altitude conditioning by going on three different day hikes to 12,000 feet. We also began ingesting coca tea, an aid for altitude sickness, and an herbal supplement to help our blood absorb more oxygen. On day three Walt started to feel the effects of the altitude. He became nauseated and dizzy. He wasn't breathing deeply enough and needed to be almost hyperventilating to give his body enough oxygen. With that remedied, he felt much better. Altitude affects everyone differently, but taking the hikes slowly and listening to the locals, most visitors — even those of us accustomed to life at sea level — can minimize the effects of high altitude.

We would start the Alpamayo Circuit Trek with a three-hour bus trip north of Huaraz, which included a stop in Yungay. Perhaps this was to humble us before the earthquake gods and to pray for our safe journey. We stopped to pay respect to the thousands who lost their lives in the 1974 mudslide that buried the village of Yungay. An earthquake opened up a lake on Huascaran Mountain overlooking the village. Within 15 minutes, and with no warning, the town of Yungay was buried under 20 feet of mud. Today a beautiful flower garden covers the area with thousands of rose bushes in every color imaginable. It is a sight to behold.

—*Continued on next page*



Sweating away the summer in a boatyard was not for Walt and Honoree, who decided to get high instead. The goal: Alpamayo in Peru



—*Continued from previous page*

We arrived outside the village of Sucre and, already hungry, our trek began with a gourmet lunch of lightly sautéed *trucha* (trout) with an onion-and-carrot sauce and fresh steamed broccoli. This was a great sign. The trek organizers had promised good food, but this was exceptional. Our first campsite was in the small village of Sucre where 20 or so children greeted us with runny noses, dirty clothes and faces, and hands out ready to receive candy or whatever we were willing to part with. They followed us around, gazing at our funny equipment and clothes. I felt like the Pied Piper as I had them show me around their village and finally to their modest classroom. They took turns writing their names on the chalkboard. We did some simple math problems and then I drew a picture of a sailboat and explained to them that's where I lived. Then they drew pictures of their houses. The next morning the children were outside our tents, staring in at 6:15, when Ali, our guide, woke us with hot coffee and coca tea. A small plastic pail of hot water would follow in half an hour for us to wash with, a routine we would welcome every morning.

Our guidebook described the Cordillera Blanca as having some of the most beautiful scenery in South America. We can attest to that fact, especially in the month of May when the wildflowers are in abundance. We walked at least a mile one day in the midst of a garden of blue lupin, yellow broom, yellow "little-shoes" that resembled lady slippers, and yellow trees that smelled like chocolate. I remember vistas almost every step of the way. Neither a car nor another tourist was seen for two weeks.

We started out with five clients, seven staff personnel, 15 donkeys, one horse, and five chickens — the latter of which did not finish the trek. The horse was for emergencies or if someone became sick or injured, and for use over mountain passes should anyone need assistance making that difficult hike. Two of our passes would be at 4,900 meters or 16,170 feet. "The higher the fewer," Scott often said, willing us up the passes.

For those of you who have not hiked in a while, technology has caught up with the sport of trekking in fine fashion. After a visit to REI in the States, we would be using telescoping trekking poles, seal skin socks and gloves, whisk-away shirts, zip-away and climb-light pants, "smart" wool socks, lightweight rain gear, dry stuff bags, waterproof covers for our large and small backpacks, hand-cranked flashlights, chamois towels, therm-a-rest mattresses, and fleece and down jackets that are lightweight. We also had memory cards, sticks and iPods.

The two mule drivers did the entire trek in tire-rubber sandals with no socks.

More about the staff: Our cook, a strong woman of about age 40, was up early to prepare tea at 6:15AM and then breakfast by 7:00. She would fix lunch ahead of time to serve picnic style on the trail. Hours after we had hit the trail, Myume and her assistant would appear, although we often heard their transistor radio before seeing them. They would be packing close to 40 or 50 pounds each and trekking at a rapid pace while Myume angled that transistor to get the best reception. Gosh, I wanted to give her my iPod. After serving lunch they would hustle off to make it to the next campsite to set up the kitchen tent and begin dinner preparations and our 4:00 teatime treats. We would often hear them laughing well into the night as they cleaned up and prepared for the next day. An Inca descendant once told us they do not work: it's a labor of love.



The four-day trek to Machu Picchu was a cakewalk in comparison to climbing the Cordillera Blanca

Most of the meals Myume prepared included *sopas*. Oh those delicious hot soups that warmed us from the inside out. There was asparagus, vegetable, pea, quinoa, cream and cheese to name a few, and all with lots of garlic and spices. One of my favorite meals was our anniversary dinner of quinoa (a grain) soup, fresh sautéed trout, fresh steamed vegetables and a cake covered in cherries.

The second day of the trek was to be one of the most difficult, for we had two mountain passes at the highest altitude. And if that wasn't enough, sleeping at altitude was even worse, for me anyway.

—*Continued on next page*

Curaçao Marine





New marine center presents the latest Dutch innovation in boat handling equipment.
Hauling capacity 45 tons and Catamarans up to 33ft beam.



Safe dry storage with 24 hours security
- Long-term storage.
AWLGRIP® indoor spray painting
and many other services.
We are located in the safe harbor of Willemstad.

Email: curacaomarine@interneeds.net
Phone: +(599 9) 465 8936 Fax: 465 8941

www.curacaomarine.com

—*Continued from previous page*

I would wake up short of breath and have to gasp for air in order to fill my lungs. There was a lot of interrupted sleep during the couple of nights we camped over 14,000 feet. And on the third day the rain began and I remember Scott asking whose bright idea this trekking trip was anyway.

But then we saw the Alpamayo and all the struggling was forgotten.

When we arrived at the base of the Alpamayo we couldn't see the peak for the cloud cover. It was Mother's Day and a day of rest at the base of the Alpamayo. We had hoped to be able to wash our hair and do some laundry, but it was snowing and sleeting and visibility was nil. Only Jeff and Ali, our guide, decided to hike to the base camp an hour away and were surprised to sneak a peek of the Alpamayo as she revealed herself momentarily through the clouds.

In the morning we awoke to a clearing sky and the Alpamayo summit stood bold before us. Difficult to believe she was there all along — hiding behind the weather. Yes, the most beautiful peak I had ever seen.

What a fantastic day of trekking! We had the Alpamayo in view most of the morning and saw two condors and their nest. We are in the Santa Cruz chain of mountains, which intersects the Alpamayo trek for about a day and goes through more valleys and thus lower altitudes. This is a more popular trek for those with less time. The only other trekkers we pass are on this trail and we see two of them coming towards us; they are on their own without a guide. As they approach we notice the young man is carrying quite a load and oh my, she isn't carrying a thing; and oh my, she sure smells terrific. We all surmised they were on their honeymoon, or honeymooner-wannabes.

Most every morning we are up at 6:00AM, breakfast by 7:00 and trekking by 7:30. Most days, too, we learn early on what the day's trek will involve and how high we will have to climb. And oh, please tell us there won't be a mountain passage, which is a low point between two very high points. They are also steep and exhausting, but oh that feeling when you have made it to the top and the view is breathtaking.

Once in a while we will pass a farmhouse in a valley. I remember one we passed where the family all came out to greet us. There were animal skins and heads hanging from the side of the house. The father asked us if we had any medicine for a toothache. We gave him some aspirin. Ali told us it was four hours by horse to the nearest village for medical attention and the children most likely went an hour by horse to school. There is no electricity or running water or heat. Sheepskins on straw are their bedding. Water is obtained from the many rivers that flow from the glaciers. They have sheep and cattle, chickens and horses, and lots of field crops to sustain them. The women are constantly busy with their hands, spinning yarn while herding sheep, masters of multitasking.

At one campsite a family of eight children, a mother and a grandmother had walked hours to bring a store of soda and beers to set up for our purchase. We ended up buying everything they had for sale and gave it to our staff. The children received the rest of the pens, paper and candy we had in our packs.



'I remember vistas almost every step of the way'

The next night the moon was full and the nightscape spectacular as the moonlight reflected off the glistening glaciers. It was our entertainment for hours as we watched the moon travel across the night sky.

The next day brought us our first avalanche about two miles away. What an incredible noise. The day also brought us a horseback ride across a flooding river. Not that it was deep, just swift. Roger, our "sweeper", led the horse across for each of us. A sweeper is the last person on the trail, who makes sure everyone stays ahead of him. Roger, age 20, aspires to be a guide for the Peruvian Andes Adventure Company. He is a great horse handler and it was amazing to watch the places the horse and he would go. Roger never rode the horse, always leading, making sure the horse was rested if it needed to carry someone. I, however, took a ride one day in a beautiful meadow — until a bluff presented itself and the horse contemplated jumping over it. Falling off a horse was not the way I wanted to end the trek.

Our most spectacular campsite was called Avalanche City. We camped about half mile across a valley from a ridge of mountains at the same altitude where avalanches fell every half hour or so. We awoke to a snowstorm, but only a few inches fell.

The hike over the pass was frightful as the path was narrow and high. The mules could have a tough time at the altitude and the narrow pass. Ali was worried until he saw his sister, Myume, for she would not have come ahead if the mules were in trouble. My foot fell through the ice and up to my knee and I fell forward and headed downwards. If the hole hadn't held my foot I'm not sure where I would have ended up. Jeff quickly gave me lessons on how to save myself with my trekking pole, should I fall again.

What an amazing trek, and even more amazing is we all finished without injury or turning back.

The Inca Trail, which is a four-day trek to Machu Picchu, was a cakewalk in comparison. The hike to Huayna Picchu across from Machu Picchu is a "must do" for trekkers heading to Peru. And another trek not described in many guidebooks is to Putacusi, or Happy Mountain. The trailhead is outside of Aguas Calientes, downhill. Follow the railroad tracks to the last house and then about a hundred feet on the right is a sign and the trailhead. It is a four-hour uphill climb, of which a third is ladders. The view from the top overlooks Macchu Pichu and you will pass only a few other trekkers.

Back on the boat, we calculated that we must have trekked well over 200 miles on our Peru trip, seeing the Peruvian people first hand as a hardworking culture, still with many Inca traditions. They live with the simplest of possessions and have the largest of smiles. Take a walk in Peru: you will be greatly rewarded.



CLEAR SKIES FORECASTED FOR THIS SAFE HARBOR

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

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

Seru Boca Marina

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

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

Santa Barbara Plantation
AT SPANISH WATER

STREET'S GUIDES ARE MORE ECONOMICAL!

Written by an author with 50 years of sailing experience in the Caribbean, the series' four volumes cover the Eastern Caribbean from Puerto Rico down through the islands and the coast of Venezuela to the ABCs.



REAL SAILORS BUY STREET'S GUIDES

Real sailors use Street's Guides for inter-island and harbor piloting directions, plus interesting anecdotes of people, places and history. Street's Guides are the only ones that describe ALL the anchorages in the Eastern Caribbean.

NEW! Street's videos, first made in 1985, are now back as DVDs.

- "Transatlantic with Street" documents a sailing passage from Ireland to Antigua via the Cape Verdes. 2 hours
- "Antigua Week '85" is the story of the engineless yawl Iolaire racing round the buoys to celebrate her 80th birthday. 1 hour
- "Street on Knots" demonstrates the essential knots and line-handling skills every sailor should know. 1 hour

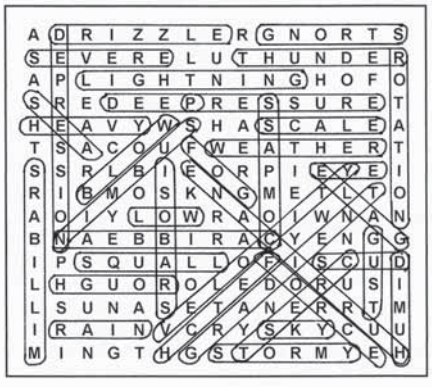
All are available via Armchair Sailor and Bluewater Books.

HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking and securing for a storm.

Street's Guides are available at bookshops and chandleries, or from www.iUniverse.com and www.seabooks.com

STORMY WEATHER WORD SEARCH

Solution



DOLLY'S ANSWERS

1	(i)
2	(g)
3	(f)
4	(e)
5	(j)
6	(d)
7	(c)
8	(a)
9	(h)
10	(b)

CARIBBEAN COMPASS FICTION

WHAT GOES AROUND

Part One

by David Barton

Part One

By the time Zuma and I got back onboard *The Rose* from our perfume-buying morning adventure in Fort-de-France it was already three o'clock. However, we were wound up and decided to go for it instead of waiting for the next morning when there would have been light to see potential dangers. The rationale was that it was only an eight- or nine-hour sail to Castries Harbour, which was easy to enter at night; and there was a mooring waiting for us there, as it had been my homeport before the misadventure with the hurricane on the drug run to Miami.

As we were raising the anchor there was a little more than the usual build-up of afternoon cumulus clouds. Now and then gusty winds in the bay blew areas of water into white spume. *The Rose* was a cutter with a headstay and a shorter jackstay behind it. The jackstay carried a club-footed staysail. We had come from Dominica with the largest of the three headsails and the club-footed staysail up, as well as a full mainsail. Zuma agreed that the safest thing was to take the large jib off the headstay and hank on the much smaller number three jib while we were going downwind across the bay rather than having to change it later because of strong winds when we were in the channel and it was dark.

We had had quite a few drinks at lunch, which prompted Zuma to say, "I have a feeling we need to watch what we're doing and be careful." We were lazy, though, and decided that for such a short trip we would leave the dinghy in the water trailing behind the boat; and that laziness a short time later saved our lives.

The sail out of the large harbor was breezy but uneventful. It rained a little on us as we sailed in relatively sheltered waters toward the south end of the island. By the time we were out into the open waters of the channel between Martinique and St. Lucia the sun was low in the west. Its dimming rays were intermittently hidden behind cloud build-ups. The waves in the channel were surprisingly large, running eight to ten feet, and there was a steady 20 knots of wind. There were areas of tall thunderheads off to windward.

Zuma made soup while we were still in the lee of Martinique, and she brought me up a large deep cupful just as the last light of day was fading. As dark fell the wind was just enough south of east to make it obvious, by looking at the lights of St. Lucia, that we weren't going to be able to lay Castries Harbour on the course we were making. We would have to tack once after we got into the lee of St. Lucia. The course was held close to the wind, driving into the sharp waves.

It was wet and miserable at the wheel. Zuma had on her rain gear but remained below out of the miserable conditions. When she handed me the hot cup of soup, with a grin and her head shaking "no", she asked sweetly, "Would you like me to take a turn at the wheel?" I laughed at her. She stayed below and presumably found the comfort of a lee bunk.

It wasn't that bad after I got used to it — I wonder if that's the way it will be in hell. One thunderhead with lots of lightning strikes passed behind us.

Another that passed ahead of us was close enough to cause strong blasts of wind that made me wish we had put a reef in the mainsail. As we approached the lee of St. Lucia there were the usual awkward waves curling around the end of the island. Zuma stuck her head out to hand me a cup of coffee with just a touch of rum in it for sweetener. I drank it quickly because the stars to windward had vanished and there was an occasional bolt of lightning that seemed, in the dark, to be very close.

The squall hit suddenly with great force. The wind shifted to the northeast and started howling through the rigging. The gusts seemed to be trying to tip the boat over until I brought her up more toward the wind.

Even with my steering her as close to the wind as I could, but still keeping the sails from flogging, she was flying into the waves that were now rolling directly at the bow. I thought it was just a squall line that would soon pass but it persisted with increasing strength. It eased and I headed off the wind a little. On the new heading we weren't bashing directly into the waves as we had been, but we were laid well over flying through the black night. The wind's howl in the rigging seemed to grow even louder.

Solid sheets of salt water continued to drench me.

As Zuma, wide-eyed and still dressed in rain gear, started up out of the hatch there was a deep booming sound as the boat shuddered. She was pitched backward into the galley. I was thrown into the wheel with the spokes driven painfully into my lower ribs. We came to a dead stop so suddenly that the backstay parted. With tons of pressure the gale-force winds bent the unsupported mast forward. As the bow fell farther off the wind a blast hit us as we rolled heavily. The mast broke at the first spreaders. The sails and the mast top came crashing down into the sea alongside the boat. As if satisfied with the damage done, the howling wind stopped and suddenly there was even less wind than there had been before the storm.

The stars to windward had vanished and there was an occasional bolt of lightning

In the weak compass light I saw Zuma, like a shadow, come scrambling up out of the hatch. She was screaming, "We are filling with water, we're sinking!"

I stepped around her to the hatchway to learn what she was screaming about. It was a shock to feel my foot go into water as I put it down on the second step from the top. Realizing that the boat was already half full of water, all that was on my mind was that suitcase full of money. It was in a locker in the bow area. The thought of it drove me to step down into water that was already chest deep. I struggled forward but the oncoming flood of water pushed me back to the steps.

Reason finally prevailed and I forgot the money.

I got back on deck just as the bow vanished under a wave and failed to reappear. There must have been air trapped in the aft cabin which kept the stern afloat long enough for us to scramble steeply upward to the railing at the back of the boat where the towing line of the dinghy was secured. As I untied the towline *The Rose* sank under our feet.

With the line to the dinghy wrapped around my right hand in a vise grip and my other hand gripping the hood hanging from the collar of Zuma's rain jacket, I felt water cover my head.

—Continued on next page

—*Continued from previous page*

There was the sound and feel of bubbles rushing past my ears. In total blackness salt was stinging my eyes. Something struck me a hard blow on the shoulder as Zuma's rain hood, still held firmly in my grip, was yanked free from her jacket. Now with both hands grasping the dinghy towline I realized the weight of the rain gear I was wearing had pulled me down through the water following *The Rose* as she sank deep into the sea. The heavy, rubberized material dragged at my every motion.

I was at the limit of the dinghy's towline and hanging on to keep from sinking into oblivion. The dinghy had been trailing 30 or 40 feet behind the boat and I realized I was that far below the surface, and air.

Major panic. Hand over hand I rocketed up the towline until my head smashed into Zuma's rubber boots.

Fighting my way past her, my head again struck something. This time it was the solid bottom of the dinghy. I took in a big shot of water before I could find the surface and gasp a lungful of air, and more water. Zuma was there beside me. She took one of her hands free from its grip on the towline to hold on to me as I violently choked.

After normal breathing returned we decided to move to opposite sides of the small dinghy so we could keep it from capsizing when we each simultaneously climbed over its sides to get into it. Zuma worked her way hand over hand around to the other side. I moved to the center of the side I was holding. As I got in position I heard her scream and I worked my way quickly around the boat to her. Over the noise of the wind and the waves she was still yelling, "There's something huge down there; it was under both of my feet! It was moving!" She was about to capsize the dinghy in her effort to keep her feet from touching it again.

As I was wondering what kind of beast she could have touched, and praying it wasn't a huge shark, one of those double-sized extra large waves lifted us. As it rolled under us, an angular shadow rose up next to me.

My feet and one knee came in contact with something very solid. I reached out to push away from it. My hand came to rest on the reinforced metal corner of a shipping container.

I yelled, "Your sea monster is the container that sunk us. Let's get away from it before it sinks us again!" Struggling in the heavy raingear our efforts to swim pushing the dinghy ahead of us were pathetic, but we didn't see the container again.

With each of us counter-weighting the other from opposite sides we managed to roll over the gunnels without filling the dinghy completely up with water.

However, it was half full and the waves now and then tried to fill it completely. Fortunately there were flotation chambers that made it impossible for it to go down completely. It became obvious that if we attempted to sit anywhere but in the water in the bottom of the boat our elevated weight sitting on the seat would cause more water to come over the sides.

I sat in silence in the bottom with the water covering my legs. I found myself breathing heavily with my thoughts taking strange leaps. There was an unusual clarity, as if I were watching my mind produce a Technicolor movie. I waited for thoughts or feelings of loss but they didn't come. And the watching self said, "Now there is no boat to worry about, and the money is gone. You dumb shit, you are feeling good that you are going to have to get serious again, and get on with something — you must be in shock. You are really going be pissed off when you die of thirst or drown, or get eaten by sharks." I pushed the confusion from my mind in an effort to focus on the situation.

The sky cleared and there was just enough starlight for us to see each other as tones of grey against the very pale luminescent background of the waves. Zuma spoke first, "When we were under the water I thought I had kicked you off the line and you were gone. It was wonderful to see you when you came up."

I still was feeling giddy and said, "You mean you are going to keep hanging with me now that I have no money and no yacht?"

"You idiot!" After a long silence she reached out, took my hand, scooted over and kissed me, saying with a little strange laugh, "Now that you've mentioned it, I'll think about it. But right now I don't have much of a choice, do I?" She laughed again.

There we were in the middle of the damn ocean in a dinghy without oars, drinking water, or emergency flares, there was nothing but what we were wearing, we had both just narrowly escaped drowning and she could laugh about our relationship. How the hell did I get so lucky?

The conditions improved rapidly. The wind all but died and the waves soon diminished. With little success we tried splashing the water out of the boat with our cupped hands. Next I tried using the rain hood from my jacket as a bailer. That worked after we made it a joint effort with four hands holding it open as we scooped water over the side. Once the water was out we tried sitting on the seats but found the boat felt unstable. There was a real threat of one of the larger waves tipping us far enough to fill the boat again.

When larger waves rolled under us lifting our view we could see lights in the distance. To the east, the horizon over the island was a dark irregular line defined by the absence of stars. Below this line marking the top of the mountains of St. Lucia there were areas where a few glimmers of lights could be seen. Now and then on the top of a wave I thought I could see the flash of the lighthouse at the entrance of Castries Harbour. We agreed we were more than ten miles out, and we were slowly moving away in the direction of Panama.

Thirteen hundred miles to go with nothing in between.

It didn't take long to realize that the farther we moved away from the island the smaller our chances of surviving became.

We paddled with the only things we had, our hands and forearms. Side by side we used our outboard hand to the elbow as an oar in our effort to move the boat toward land. There was really no way to tell if we were actually making headway. Our efforts just focused on keeping the bow pointing in the direction of the lights. We stroked. Time passed. Our arms grew tired.

We cautiously changed sides so we could use the other arm. Before first light we changed sides four times with few words passing between us. I think we remained silent because we each didn't want to say anything negative and were unable to say anything positive with sincerity.

We silently welcomed the first signs of dawn as the definition of the dark island against the sky became more obvious. The sun rose behind the island with full daylight arriving before its direct rays struck us.

When we could see the green of the hillsides we stopped our effort. Risking instability we sat on the seat to rest and to better see where we were.

The bright side of our observations was that the light breeze seemed to be moving us to the south, paralleling the coast and not away from it. I stood in the boat for a brief time and saw the white top-parts of the superstructure and the derricks of what I imagined to be a banana ship leaving the port of Castries. It was a very long way away.

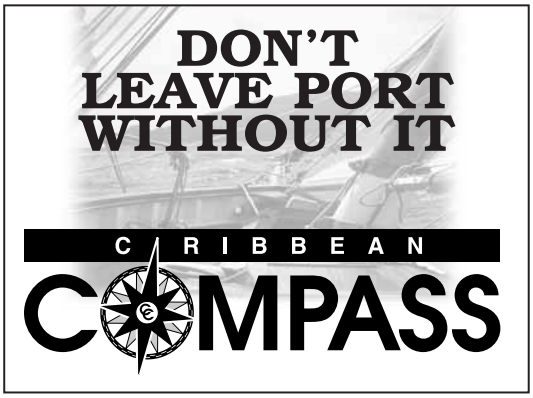
Zuma asked, "What do you see? Can we make it?"

It surprised me to hear a quake in her voice.

I told her, "If we keep paddling and the wind doesn't shift to blow from the island we may make it by nightfall."

I think she knew I was lying but she silently followed my moves as I returned to kneel in the bottom of the boat to start paddling again.

This short story is excerpted from David Barton's novel What Goes Around, *available at http://stores.lulu.com/saltysexyadventures. Find out what happens to our narrator and Zuma in next month's* Compass.



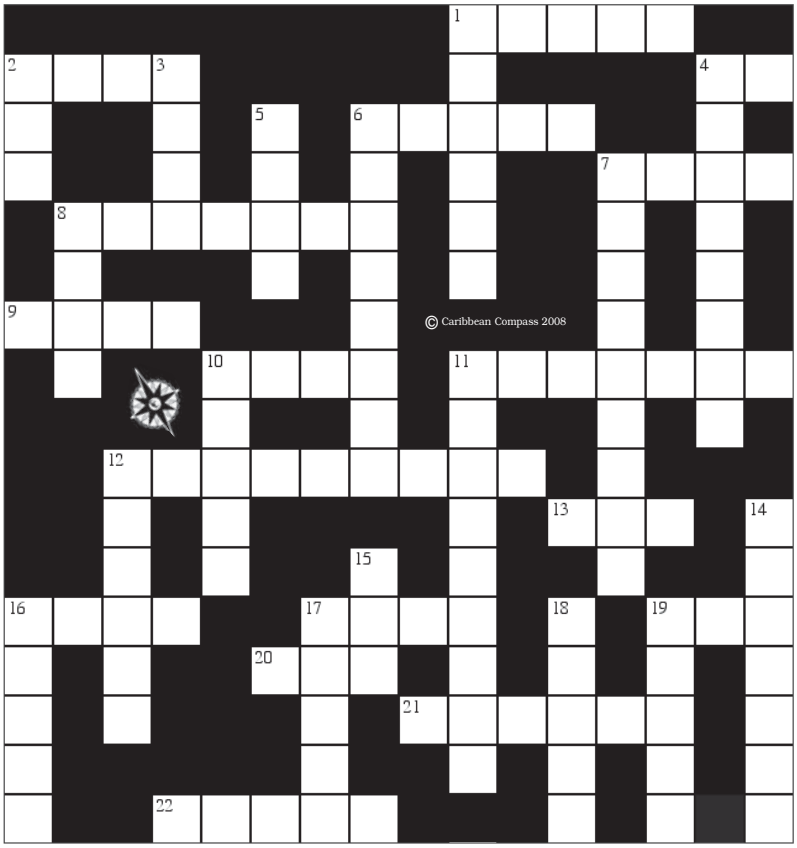
McIntyre Bros. Ltd.
TRUE BLUE, ST. GEORGE'S, GRENADA W.I.
YAMAHA
Parts - Repairs - Service
Outboard Engines 2HP-250HP
Duty-Free Engines for Yachts
TOURS & CRUISES - CAR & JEEP RENTAL
Caribbean HORIZONS
PHONE: (473) 444 3944/1555
FAX: (473) 444 2899
email: macford@caribsurf.com



KP MARINE LTD
YAMAHA MARINE DISTRIBUTOR
YAMAHA ENGINES
(DUTY FREE PRICES)
SPARES
SERVICE
MARINE EQUIPMENT


Located CALLIAQUA, St. Vincent opposite Howard's Marine
TEL: (784) 457 1806 FAX: (784) 456 1364
E-mail: kpmarine@caribsurf.com
P.O. Box 17, Kingstown

Compass Cruising Crossword



Nautical Alphabet: W, Too

ACROSS

1) Pier
2) Exclamation of fatigue
4) "What shall __ do with a drunken sailor?"
6) Bet
7) Walk through water
8) Short, rapid blasts of ship's whistle
9) Leak slowly, as between hull planks
10) Alert
11) Pole for headsail
12) Molding of a ship's side
13) Sodden
16) Pay
17) Flag with fly tied to staff (distress signal)
19) Pale
20) Cloth or paper plug
21) Grain-eating insect
22) Trails of disturbed water behind boats

DOWN

1) A system of long-distance flag signaling
2) "___ goes there?"
3) Turn a ship around without tacking
4) Coarse, hairy fabric used in old days for peacoats, etcetera
5) Buoy made fast to the end of a harpoon line
6) Atlas of charts published in 1583
7) Straight-sided vessel
8) Fish trap
10) Deck area between fore and main hatches
11) Unfinished mast used above main deck
12) Area amidships used for hammocks
14) Strays off course
15) Married
16) Shim
17) Give up
18) Undulations of the sea
19) Heavy fore-and-aft strakes

Crossword Solution on page 37

Stormy Weather

Word Search Puzzle by Pauline Dolinski

If stormy weather keeps you down below, pass the time with this appropriate word search puzzle. (It's just as enjoyable on a sunny day!)

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

BLOW
CARIBBEAN
COMPASS
CREST
DEEP
DEPRESSION
DRIZZLE
EYE
FETCH
FOG
FORCE
GALE
GRADIENT
GUST
HEAVY
HUMID
HURRICANE
ISOBARS
LIGHTNING
LOW
MILLIBARS
NIMBUS
PRESSURE
RAIN
ROTATION
ROUGH
SCALE
SCUD
SEA
SEVERE
SKY
SQUALL
STORMY
STRONG
THUNDER
VELOCITY
WEATHER

Word Search Puzzle solution on page 34



OCTOBER 2008

♈ ARIES (21 Mar - 20 Apr)
It's a good time to drop those pesky boatyard projects and go sailing. This will be a period of creative backwinds with difficulty making decisions the order of the day, especially in the third week. So put work aside and just have fun!

♉ TAURUS (21 Apr - 21 May)
For you, it's time for a solo sail. There may be choppy seas in your love life until the third week, when love may desert you entirely. Mutiny in the master cabin can be avoided simply by not having any crew to mutiny.

♊ GEMINI (22 May - 21 Jun)
A female crewmember or associate may cause squalls in a business situation during the third week. It may be best to just leave her ashore during that time.

CANCER ♋ (22 Jun - 23 Jul)
Although creativity and communication can be ebbing this month, and your sense of humor is at low tide, don't worry — shipboard romance will be a distraction!

♌ LEO (24 Jul - 23 Aug)
Love is sailing away and you don't know where to turn for that attention you crave. You might be tempted to run for "any port in a storm", but that urge could make you pay later for fun now. Better to chart your course for a truly safe haven.

♍ VIRGO (24 Aug - 23 Sep)
Fair winds and following seas are yours this month. Things are looking very positive for your business or financial course and your overall outlook on life. Enjoy it to the fullest!

♎ LIBRA (24 Sep - 23 Oct)
Get ready now for the sailing season. With the sun in your sign and Mercury also, you will have a full cargo of creative energy to tackle all the boat projects demanding your attention.

♏ SCORPIO (24 Oct - 22 Nov)
That summer romance that has been the center of your life will start to be tempted by distant horizons, while you sit aboard mending the sails — and your heart.

♐ SAGITTARIUS (23 Nov - 21 Dec)
A boatload of flirtation will sail into your harbor during the third week to liven up the month and take your mind off any business problems.

♑ CAPRICORN (22 Dec - 20 Jan)
Keep laughing. While you may have a wide variety of creative setbacks, your sense of humor will help you keep the sails full and drawing both aboard and in commercial dealings.

♒ AQUARIUS (21 Jan - 19 Feb)
Mind the helm. Don't let minor relationship storms blow you off course in your creative endeavors.

♓ PISCES (20 Feb - 20 Mar)
A developing personal relationship will help take your mind off issues with the cruising kitty. Enjoy the pleasant distractions it offers in the third week.

Crossword Solution

ACROSS	DOWN
1) WHARF	1) WIGWAG
2) WHEW	2) WHO
4) WE	3) WEAR
6) WAGER	4) WADDAREL
7) WADE	5) WAIF
8) WARNING	6) WAGGONER
9) WEEP	7) WALLSIDED
10) WARN	8) WEEL
11) WHISKER	10) WAIST
12) WAISTRAIL	11) WAISTTREE
13) WET	12) WAGGON
16) WAGE	14) WANDERS
17) WEFT	15) WED
19) WAN	16) WEDGE
20) WAD	17) WAIVE
21) WEEVIL	18) WAVES
22) WAKES	19) WALES

Island Poets

CREOLE WOMAN


LOULOUNE

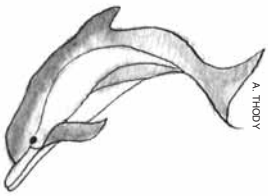
Creole woman
in vivid,
flowered dress
and saucy
blue bandana
come to meet
the boats' returning
on this warm
tropic morn.

Sweet aromas,
spicy pungent,
waft across
the limpid
oily waters
as we snug up
to the busy wharf.

Mischievous grin,
all flighty and flirty,
welcome back
from long night out,
here we are,
home safe from the sea.

— Nicholas Lee

Great Help


A. THODY

I took my first journey out to sea alone.
My boat ran out of gas; I couldn't see light from home.
As night stepped in, I fell asleep.
When I awoke the boat had sprung a leak.

It was leaking very fast.
Within an hour the boat didn't last.
The boat sank and I had to swim,
but I was getting so tired; my chances were slim.

A dolphin passed my way and stopped,
rubbed its body against mine, then I slipped onto his back.
I held on with all my life,
knowing that the situation wasn't nice.

Minutes were like hours and hours were like days,
dying at sea and never seeing land again were my biggest fears.
I closed my eyes for hours and on opening them again
the situation was different; things weren't the same.

The dolphin had found land —
I was a living man.

— Dillon Ollivierre

bela-toon


BELA ALMEIDA

'Don't mind me asking - but what's all that junk for?'

WHO DARES CHALLENGE THE MAGE NOIR?

A Caribbean Folktale

by Lee Kessell

Every Caribbean country girl is sure of one thing: the Mage Noir is out to get her. But perhaps you don't know anything about the Mage Noir. Lucky you, because if you did you wouldn't sleep at night, no, because the Mage Noir is a spook that can slide under doors, through keyholes or any crack or crevice, and then he will sit on your bed and speak charmed words into your ear and you will be his forever. How did the Mage Noir get like that? I suppose he sold his soul to the Devil. But I heard a very surprising story the other day, about a good Mage Noir and it went like this:

Stefan's mother was a Garze, one of those vampire women, and when by accident she gave birth to a son, she immediately made a pact with her master to turn him into a Mage Noir. But Stefan had other ideas. True enough, at night he changed into an invisible spook, and true enough, he could slip under doors and through keyholes. But when he first sat on a young girl's bed he just sat still and looked at her pretty sleeping face and said to himself, "Why should I harm her? I want to protect her!"

Stefan's Garze mother lived in a little village under the shadow of the Gros Piton on the mountainous island of St. Lucia and Stephan visited all the sleeping girls in the small wooden cottages. The children all slept in one room together because that was all the room there was. But, being children, they liked this and could tell each other stories after they went to bed. Stefan liked to listen to these stories because his own mother had never told him any when he was a child. "Oh," he sighed to himself, "I have missed out on all the fun."

So, Stefan liked to visit the children in the village at bedtime to listen to their stories and, in this way, he felt that he was now part of a very big family. He would have liked to snuggle into bed with the children and make up his own stories, but he knew this was impossible, because they would shriek for their mothers to come and beat him with the broom — or worse still, the shovel. So Stefan just pretended to his mother that he enjoyed being a Mage Noir with every village girl under his power. His mother was very pleased with him and, what with her own vampire ways, she thought they had the village all sewn up between them.

One night, Stefan's mother told him that she had decided to suck the blood of an infant sleeping next to her young sister Evee. She wanted Stefan to be there and make sure that Evee did not wake up and scream. Horrors! What was poor Stefan to do? He flew through the night wringing his hands and groaning. It was ten o'clock already and his mother was going to turn into a blood-sucking vampire at midnight!

He had to do something, but what? Stefan couldn't think of anything, and so he turned up at Evee's cottage and slid under the tightly closed window of her bedroom just a little before midnight. He used his Mage Noir powers to make sure that Evee didn't wake up, and then sat on the bed and gazed at the sleeping infant. "What am I going to do?" Stefan groaned. "Why don't mothers protect their babies from Garzes by sprinkling rice all around the bed? Don't they know that Garzes have to pick up every grain of rice and count them? Don't they know that before they can do that the cock will crow at sun up and the Garze must fly off to get back into her skin?"

Before Stephan could ask any more questions, his mother, now a big ball of light, squeezed in through the keyhole, dropped down by the infant's side and turned herself into a horrible, bent-over hag with two great fangs!

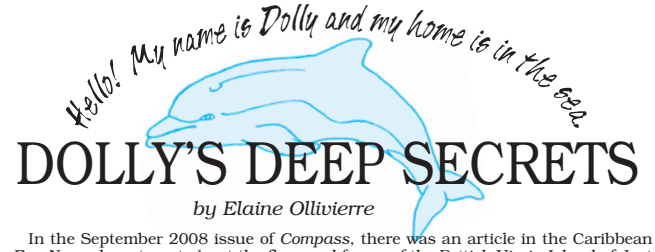
Stefan got a terrible shock because he had never seen his mother in action before and he leapt up in his true Mage Noir form. He was huge and powerful, dressed in a black suit and long cape, and he snarled a dreadful leopard snarl, deep down in his throat, and he stretched out his great arms and strong hands to throttle the vampire. But the ugly hag jumped back and hissed: "Think you can kill your own mother? I'll teach you!" She slashed at him with her talons and gashed Stefan's hand. Big red drops of blood oozed from the ragged, blackened edges releasing such power that nothing could withstand it. Stephan reared high above his vampire mother and a drop of his blood fell on her evil face. Her wizened skin burnt with an acid green, spreading to the rest of her body until all that was left was a curl of black smoke and then it too disappeared.

> *He will sit on your bed and speak charmed words into your ear and you will be his forever*

Now the happy end of the story is that Stefan's mother remained the bad-tempered old woman she always had been, but the Garze part of her was gone forever. Stephan, the unconquerable Mage Noir, never used his newfound powers for evil, but only to protect the children and young girls, keeping them safe from all harm.

THE END

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

In the September 2008 issue of *Compass*, there was an article in the Caribbean Eco-News department about the flora and fauna of the British Virgin Island of Jost van Dyke. Five different species of frogs were identified. Their scientific names showed that four of them were closely related because they all belonged to the same genus. The first part of all of their scientific names was *Eleutherodactylus*. This means 'free-toed' and refers to the fact that these frogs have little or no webbing between their toes. The fourth frog belonged to the genus *Leptodactylus*, which means 'long-toed'.

The scientific name of any living thing is made up of the genus (generic epithet) and the species (species epithet). The species epithet is usually related to some characteristic of the species; for example, its colour, shape, location, or to the person who found it first. Let's look at our frogs' names again.

The common name of *Eleutherodactylus antillensis* is Antillean Frog so, evidently, its species epithet refers to its location in the islands of the Antilles. The scientific name of the Mute Frog is *Eleutherodactylus lentus*, so that frog must move very slowly because that's what 'lentus' means — 'slow'. The remaining two Jost van Dyke frogs of the *Eleutherodactylus* genus are named after two scientists who researched the frogs of the region: *E. schwartzi* and *E. cochranae*.

What about *Leptodactylus albilabris*? Apart from having long toes, this frog must also have a white mouth as *albilabris* comes from the two Latin words, 'albus' meaning 'white' and 'labris' meaning 'lips'. And that's the common name for that particular creature: the White-Lipped Frog!

If we look at the marine environment, we can use turtles for more examples. A *chelys* was an ancient Greek musical instrument, a lyre with a curved back often made from turtleshell. So 'chelys' is used to mean 'turtle' in the family names for leatherback turtles (*Dermochelyidae*) and for hardback turtles (*Chelonidae*). The scientific name of the leatherback is *Dermochelys coriacea*, which literally means: skin (dermo) - turtle (chelys) - leather (coriacea). The green turtle is *Chelonia mydas*, which means wet turtle. This name was given by Linnaeus himself in 1758. The hawksbill is *Eretmochelys imbricata*, named for its oar-like flippers (eretmo) and the overlapping scale pattern (imbricata) on its shell. The loggerhead has a scientific name that is apparently derived from an old French word for turtle — *Caretta caretta*.

With the millions of existing species and with possibly millions more to be found, the naming of species has become more complicated. Still, it will always require some imagination and creativity to find appropriate names every time a new kind of plant or animal is discovered.

Now see if you can match these common names of some Caribbean plants and animals with their own scientific names.

(1) Brine shrimp	(a) *Physeter macrocephalus*
(2) Coconut palm	(b) *Plumeria alba*
(3) Common dolphin	(c) *Manta birostris*
(4) Conger eel	(d) *Mangofera indica*
(5) Doctorfish	(e) *Heteroconger halis*
(6) Mango	(f) *Delphinus delphis*
(7) Manta ray	(g) *Cocos nucifera*
(8) Sperm whale	(h) *Astropecten duplicatus*
(9) Two-spined starfish	(i) *Artemia salina*
(10) White frangipani	(j) *Acanthuras chirurgis*

— *Answers on page 34*

ELAINE OLLIVIERRE 2008 ©

A VISIT WITH THE CARIB QUEEN VALENTINA MEDINA

by Norman Faria

Nestled in the foothills of the Northern Range of mountains in Trinidad lies the town of Arima. Situated 26 kilometres (16 miles) east of the capital Port of Spain, the community of 40,000 people is typical Trinidad: old wooden houses with gingerbread fretwork, galvanized-roofed "wall" (concrete block) bungalows with palm and fruit trees, churches, stores, and friendly, helpful people of all races.



But Arima is also the home of the descendents of its indigenous peoples, those who lived here before Columbus came in 1498 — the people who actually discovered the Caribbean rim countries. They are peoples referred to as Amerindians in Guyana and Caribs in Dominica. Popularly called the Caribs in Trinidad as well, they presently number about 600, said the President of the Carib Community, Ricardo Bharath-Hernandez who briefed me when I spent a pleasant afternoon there recently. Most have intermingled with the dominant Indo-Caribbean and Afro-Caribbean races and there are very few persons who can be readily identified physiologically as Amerindian as is the case, for example, in Guyana.

The history of how the ancestors of these still industrious and worthy citizens of the twin island republic of Trinidad & Tobago came to live there is a fascinating one. It started long before Christ walked on the earth. According to Dutch anthropologist Arie Boomert, there were continuous settlements in the two islands as far back as 6500 to 4000 AD. Examination of pottery styles showed the peoples had crossed by canoe from what are now Venezuela and the Guianas. From Tobago, exploring expeditions later reached and settled the islands of the Eastern Caribbean.

The "Caribs" (Mr. Bharatah-Hernandez frowns on the use of such a description, considering it derogatory, and prefers Lokono) apparently had come and found, and then absorbed, the dominant earlier first people, the "Arawaks". (Reliable sources list nine first nations at one time). They had villages all over the two islands, living in harmony with nature, their own governing structure, planned agriculture and religion.

Columbus' arrival, and later colonization by the Spanish, French and British, led to tragedy for them. It is estimated they numbered 40,000 when Columbus arrived. Sadly, by the 1800s, there were only 1200 left. The population was reduced mainly, as in the other islands, by slavery and disease.

In 1757, according to the excellent website of the Santa Rosa Carib Community Centre (www.kacike.org), Arima was established by a Catholic religious order from Spain, the Capuchins. Their stated aim was to convert the remaining Lokono to Christianity. By the 1780s, the native peoples were brought into the settlement even from neighbouring areas so that newly arrived French planters could have their lands. They were put to work on state farms as virtual serfs.

As with other indigenous peoples in the hemisphere, the indigenous peoples in Trinidad put up a fight. In December 1699, the Arena Uprising took place in the island's centre plains. Led by the great Carib warrior chief Hyarima (a monument to him stands in Arima today), they rose up in an incident in which all the Catholic priests lost their lives and churches and ornaments were damaged and broken up. On their way out of the mission to seek refuge away from inevitable reprisals by colonial authorities, the rebels met the Governor, José de Leon y Echales and an entourage coming in for a routine visit. Unfortunately, the Governor happened to be in the wrong place at the wrong time and neither he nor his group (except one) ever got back to their residences. Afterwards, there was a massacre of the rebels by better-armed adversaries.

Today, there seems to be no long-held animosity against the Church, though there have been some demands that the Vatican should apologise for the slavery and atrocities. Today, most of the Lokono share the Catholic beliefs held by the majority of Arima's population. In August every year, the Carib Santa Rosa Festival, named after an Amerindian saint, is held. Heavily influenced by Catholic ceremonial pomp and pageantry, it features mass, a procession around town with the Carib Queen at its head, and other activities.

The concept of the Carib Queen is not an Amerindian one. Male chiefs (caciques) are. The "female rule" was introduced in 1875 by the Catholic Church, according to an article by Tracey Kim Assing in the *Trinidad Guardian* newspaper, and herself a relative of present Carib Queen Valentina Medina (elected in March 2000).

In recent times, in an effort to maintain a balance and give a true picture of the native peoples' history, attempts were made to remind public of the role, for example, of the shaman, the traditional Amerindian advisor and seer, and of traditional religious beliefs. One activist, Ricardo Cruz, is described in the *Trinidad Guardian* as a practicing shaman as among those re-introducing such traditional ceremonies as burning of herbs. Cruz is quoted: "Even if it is Catholic, (the Festival) is at least something the Amerindian people can take pride in."


MAXIMILLIAN FORTE/WWW.KACIKE.ORG

Members of Trinidad's 'Carib' community, circa 1940s. Back row, left to right: Isidore Hernandez, Nicola Farfan, Leontine Fermin, Gabrielita Lopez. Front row: Jose Pilar, Ms. Severa, Mimi Farfan

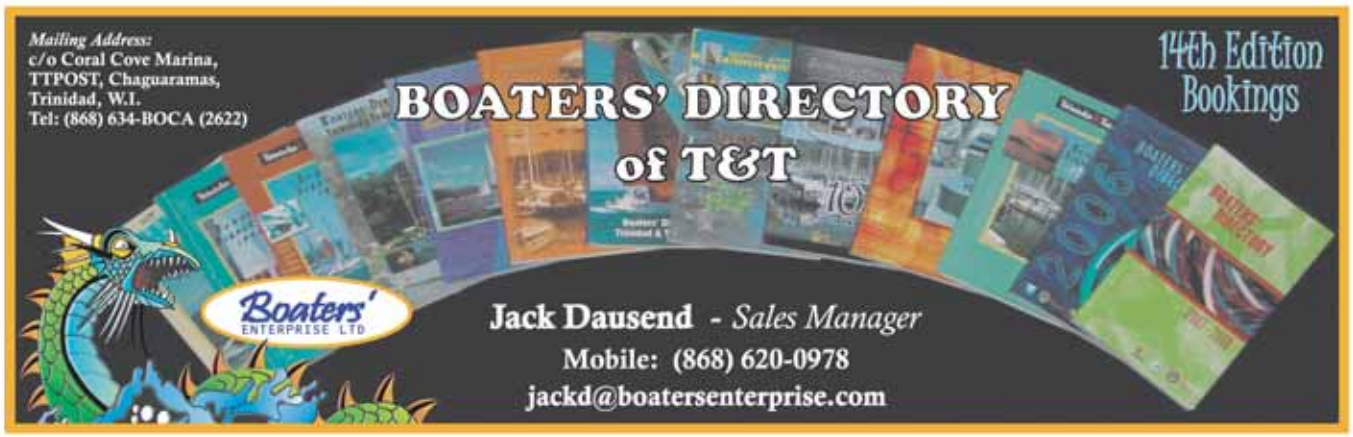
Among the aims of the Carib Community Centre, says Bharath-Hernandez is to correct the misconception of the "Caribs" as war-like cannibals. Aside from the sensitivity about the name, he commends the Carnival planning authorities in the twin-island republic for consulting with them when organisers have a band depicting "Indians" (as in North American "red Indians" and cowboys). Traditionally, costume bands in Trinidad have always had some "Indians", along with the ubiquitous devils and sailors.

I was greatly honoured, after being briefed on the situation including protocol by the Guyana Honorary Consulate in Port of Spain, to be granted a courtesy visit to the present Carib Queen, Valentina Medina. A most gracious lady, she clearly took pride in her ancestry all the while noting the patriotic fervour she has for being a modern-day Trinidadian. Both she and Mr. Bharath-Hernandez spoke highly of the visits from delegations of Amerindian communities in other countries including those from Guyana, Suriname and Canada. On one occasion, Guyana's present Minister of Amerindian Affairs, Hon. Carolyn Rodrigues, was present at a Festival as an invited dignitary.

In recent years, Trinidad governments have recognized the significance of the Carib community. In 2000, then Prime Minister Basdeo Panday addressed them saying he fully supported "the call for Trinidad to recognize and respect its first peoples". Subsequently, spokespersons for the administration of Prime Minister Patrick Manning have made similar statements.

Though not as well known as the more written and spoken about Amerindian communities within CARICOM as in Guyana and Dominica, the first peoples of Trinidad & Tobago, settled now in Arima, are worthy of the same respect. We must respect them, not only as equal citizens in today's society but remember them as the descendents of once proud, resourceful and industrious nations who peopled our Caribbean civilization many years ago.

Those wishing more information may visit the Santa Rosa Carib Community Centre website. There, a commendable photo collection project co-ordinated by Maximillian Forte is ongoing to preserve their history.



—*Continued from page 9* ...Business Briefs

Caribbean Alternate Energy

Sustainable Earth Inc. — The Caribbean Alternate Energy company — has started operations from its corporate headquarters on the Nature Island of Dominica.

Hervé Nizard says, "Thanks to our Dominican engineers, we have been able to test, select and now promote the best systems for alternate energy systems in the Caribbean's harsh environment. Backed up by world-renowned manufacturers who granted us distributor rights for the Caribbean, we can now design, supply and install Alternate Energy systems on any Caribbean island.

"And what might be of extra interest to *Compass* readers is that these systems are sold direct, at 'shore' prices and not 'marine' prices."

For more information visit www.sustainableearth.dm.

Maritime School of the West Indies Moves

The Maritime School of the West Indies (MSWI) in St. Maarten is moving to a new location in Simpson Bay — on Airport Road close to the Simpson Bay Bridge. Previous and new students, boatowners, captains, crew, press and invited guests will be welcomed at the official re-opening cocktail party on October 3rd.

The school will start the new season with the first STCW'95 course on Monday, October 13th. All crew working on vessels with paying passengers need to complete the official five-day STCW'95 basic safety course. Also beginning in October, MSWI will also offer a Day Charter Captain course, the four-day Mega Yacht Crew course, the Mega Yacht Stewardess course, and an MCA recognized RIB (Small Power Boat and RIB Master) course.

For more information visit www.MaritimeSchool.net.

American Resumes Non-Stop Flights to Antigua

American Airlines has recommenced its non-stop services from Miami to Antigua after nearly ten years. In October, the airline will provide weekend nonstop service to Miami. The flight goes daily as of November 2nd. American Eagle will continue to provide daily service from Antigua to San Juan, Puerto Rico.

Meet the Boats at Antigua Charter Show

The 47th Antigua Charter Yacht Show will take place from December 4th through 9th at Nelson's Dockyard in English Harbour, and at Falmouth Harbour Marina and the Antigua Yacht Club Marina both located in Falmouth Harbour. A sponsored shuttle service runs between the three marinas during show hours. Over 45 yachts are registered so far with many new launches that have not been seen before, plus many more top-quality yachts that the show is welcoming back once again. Registration is still open. This is a chance for charter brokers to see the boats and meet the crews.

The event will include the 9th Annual Concours de Chef with the theme of "A Piper Heidsieck Champagne Caribbean Dinner Party".

For more information visit www.antiguayachtshow.com.

St. Lucia to Cuba Excursions 2009

Next year, the St. Lucia-Cuba Humanistic Solidarity Association will be offering seven- and ten-day round trip excursions to Cuba departing from Barbados. The all-inclusive package includes airfare, accommodation, two daily meals, and visits to numerous places of interest.

For more information contact rawleharvey@hotmail.com.

Sweet Cry Festival Moves to English Harbour

After careful planning, producers of the Sweet Cry Festival, having taken a backseat in 2008 to the Antigua Music Festival, have re-branded the event as "Sweet Cry Festival – Antigua" and re-positioned it to capture a new market: the sailing crowd.

Sweet Cry '09 will be staged on Friday May 1st and Saturday May 2nd at the spectacular Dow's Hill festival venue with its 360-degree panoramic view overlooking historic Nelson's Dockyard. The relocation of the festival to English Harbour will make it irresistibly convenient for those in Antigua for the mammoth Sailing Week (April 26th to May 2nd) to attend.



Music with a view. Next year's Sweet Cry Festival – Antigua will overlook beautiful Nelson's Dockyard — during Sailing Week, no less!

Sweet Cry will appear in 2009 having undergone a musical metamorphosis as well. In the past, SCF has featured the world's greatest reggae, dance hall and soca artistes as well as having presented the Sweet Cry Freedom Award to such esteemed individuals as Stevie Wonder, Professor Hilary Beckles and Third World. In 2009, the festival will diversify its musical line-up to include rock 'n' roll, surf, rave, zouk, R&B, blues, steel band and much more.

Sailing Week in Antigua will never be the same! Make plans to be there for a great music festival that was worth the wait.

For more information visit www.sweetcryfreedom.com.



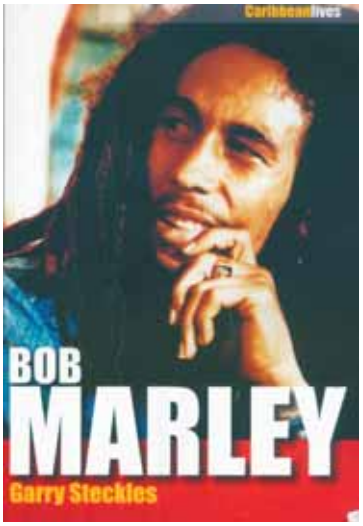
BOOK REVIEW BY BOB BERLINGHOF

__Bob Marley__, by Garry Steckles, Macmillan Education, ©2008. Paperback, 267 pages. ISBN 978-1-4050-8143-6.

Nesta Robert Marley was born in rural Jamaica in 1945, the offspring of an 18-year-old black woman, Cedella Malcolm, and a 50-year-old white man, Norval Marley. His father was an overseer for crown land and had been a captain in the army. Although Norval married Cedella, he soon moved to Kingston and left Cedella alone to raise her son.

Nesta was raised by an extended family and was a bright, happy youth. His father sent for him when he was six, supposedly to put him in a good school in the city, and the young country lad traveled to Kingston for the first time. A year later, Nesta bumped into a village woman and begged her to tell his mother to come get him. Unbeknownst to Cedella, her son had been put to work looking after an elderly woman and was not even attending school. She brought him back to Nine Mile, where they lived happily once more. One of Nesta's childhood friends was Neville (Bunny) Livingston, a.k.a. Bunny Wailer. Bunny's father took Cedella as his mistress and the two would have a child, cementing the boys' friendship.

A CARIBBEAN MAN



Cedella moved to Kingston after Norval Marley died in 1955, but Nesta didn't join her there until 1957. They moved to Trench Town and Nesta dropped out of school at 15 to pursue a singing career. He was learning vocal harmonies from a Rastafarian teacher, Joe Higgs, with his old friend Bunny Livingston and Peter McIntosh (Tosh), a musician who taught Nesta to play guitar. Nesta fell in love for the first time but was rejected by the girl's family, because he was a half-caste. The wiry youth survived many scrapes and was nicknamed "Tuff Gong" for his resilience.

His first recording, in 1962, was a ska song he wrote called "Judge Not" and it was credited to "Bobby Martell". Ska was the fast-driving Jamaican beat of the time, a precursor to rock steady and reggae. Marley made many records but found himself homeless when his mother moved to Delaware, where she remarried. For a while he slept on the floor of the recording studio and he did another stint on the table of a friend's shop after hours, since the table was used for gambling.

Nesta hung out at the recording studios and was friends with many of the best musicians in Jamaica. The Wailers, with Bunny and Peter, began recording in 1964; though they had local hits, there was never any money from their unscrupulous producers.

Nesta married Rita Anderson in 1966 and then left her to spend nine months in Delaware, trying to make enough money so that the Wailers could record on their own label. It was while applying for his first passport that the Immigration officer snapped, "What kind of name is 'Nesta'?" and reversed the order of the names in his passport. Nesta Marley became Bob Marley at that time, although the credit on his first track indicates that perhaps some people had already called him Bob.

Bob returned to Jamaica and continued recording while raising a family with Rita. The Wailers' first international album, *Catch a Fire*, in 1973, coincided with Jimmy Cliff's brilliant *The Harder They Come*, a movie soundtrack that put Jamaica on the map and reggae in the hands of an enthusiastic white audience. The Wailers followed up with *Burnin'*, which included the hit "I Shot the Sheriff", although it was Eric Clapton who made it a number one single, in 1974. The Wailers' tours, however, were dismally organized and the band broke up under the strain, with Peter and Bunny going on to successful solo careers.

Bob was just beginning his run to international superstardom, however. With Chris Blackwell of Island Records behind him he put together a string of albums including *Bob Marley and the Wailers*, which would cement his stature as the greatest reggae artist of all time.

Although it is difficult to overestimate Bob Marley's influence on world music and pop culture, Garry Steckles tries and succeeds in this biography. This is not to fault the author too much, as his enthusiasm is certainly warranted and somewhat infectious. But his writing often becomes deferential to the point of reverence, and in so doing, it sometimes loses sight of Bob Marley the man, with faults and contradictions, while presenting us with Bob Marley the world hero and pop icon, a revolutionary and an ardent lover with children all over the globe (12 are listed in the book; he had four with Rita).

Overall, however, this is a well-researched and well-written account of an entire era of music that followed the socially conscious lyrics of the Sixties into the early 1980s. Never again would the world's dominant popular music bring a revolutionary message as well as one of universal brotherhood. Though there are many fine rap and hip hop artists espousing this message today, they are lost in the swill of bling, sexism, homophobia, and violence of today's dancehall and gangsta rap, and today's performers double as corporate shills in order to rise to the top. Reading *Bob Marley* takes you back to another era; it is hard to believe that 27 years have passed since Bob died of complications from melanoma, in 1981. Though not without its faults, *Bob Marley* is worth the time for anyone interested in the post-Beatles era, reggae music, and Jamaican life, society and politics.



MERIDIAN PASSAGE OF THE MOON

OCTOBER & NOVEMBER 2008

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

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

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

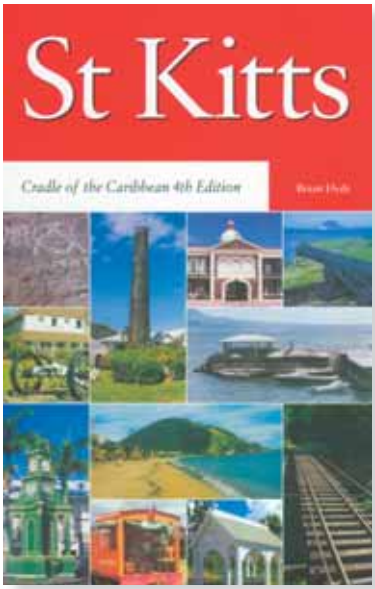
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

October 2008	
DATE	TIME
1	1320
2	1407
3	1455
4	1545
5	1636
6	1727
7	1817
8	1905
9	1952
10	2038
11	2123
12	2209
13	2256
14	2347
15	0000 (full)
16	0041
17	0140
18	0243
19	0347
20	0449
21	0549
22	0643
23	0733
24	0820
25	0904
26	0947
27	1030
28	1115
29	1201 (new)
30	1249
31	1338
November 2008	
1	1429
2	1520
3	1610
4	1658
5	1744
6	1829
7	1913
8	1958
9	2043
10	2132
11	2224
12	2322
13	0000 (full)
14	0024
15	0130
16	0237
17	0339
18	0437
19	0530
20	0618
21	0703
22	0746
23	0829
24	0913
25	0958
26	1045
27	1133 (new)
28	1224
29	1315
30	1405

St. Kitts Then and Now

***St. Kitts, Cradle of the Caribbean**, fourth edition, by Brian Dyde. Macmillan Caribbean ©2008. Paperback, 112 pages, color photos and maps.*
ISBN 978-1-4050-6642-6. £8.50.

Before becoming a writer, author Brian Dyde spent 20 years as a hydrographic surveyor in the British Royal Navy. His association with St. Kitts began in 1973, while carrying out work for the production of new charts of the Leeward Islands. This is his third book in Macmillan's series of Island Guides, and is illustrated with his own maps and many of his own photographs. Dyde lived in nearby Montserrat until he was forced to leave by volcanic activity, and now lives in Wales.



More than a "what to do, where to go" guide (although there is that, too), this book introduces you to the flora and fauna of the island and discusses the natural phenomena, including climate and earthquakes, which influenced its history. Dyde also outlines the role of tiny St. Kitts as the "mother colony of the West Indies", its evolution from colony to independent nation, and the development of its economy from "sugar and slaves" to a diversity including agriculture, industry, tourism — and sugar.

He writes: "In the years since the Second World War the life of the majority of Kittitians has improved immeasurably. What has not changed greatly in these years, or indeed at any time during the past three centuries, is the general appearance of the island. For the passengers in a cruise ship or the skipper of a yacht, from a few miles out to sea, St Kitts looks much as it did to the captain of an eighteenth century slaver, or to a nineteenth century member of the 'plantocracy' coming out to inspect his property. Sugar-cane fields were to be seen all around the island then, just as they are today…"

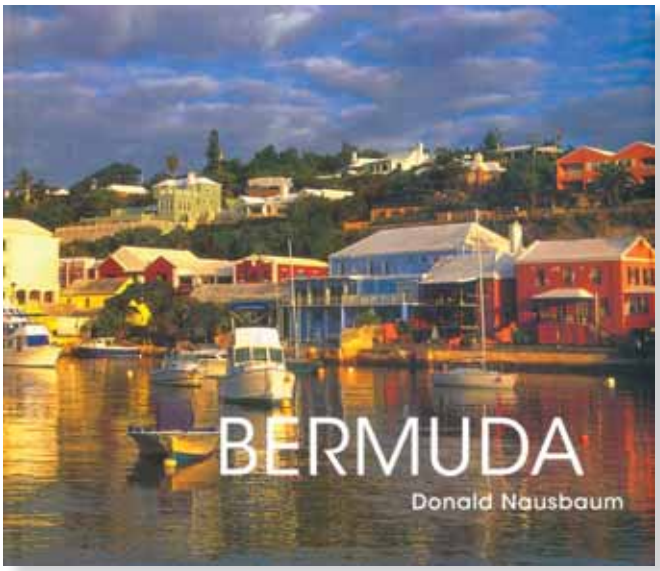
And although the sugar industry has seen its demise, tourism has a long way to go before it reaches the scale seen in neighboring islands such as Antigua and St. Maarten. First published in 1989, *St. Kitts, Cradle of the Caribbean*, has proven to be of enduring interest and will be a valuable companion to anyone who chooses to see St. Kitts now.

Available at bookstores or from www.macmillan-caribbean.com.

BERMUDA SHOTS

***Bermuda**, photographs by Donald Nausbaum, text by Madeleine Greey. Macmillan Caribbean, © 2008. Hardback, 184 pages, color photos throughout.*
ISBN 978-1-4050-9487-0. £25

For sailors taking the offshore route from the East Coast of the US to the Caribbean, Bermuda — a 22-mile stretch of islands — is often a blessed pit stop. After a brutal thrashing by an early winter gale in the Gulf Stream, Bermuda looks like a slice of heaven. This coffee-table picture book reflects the reality of that beauty. Turquoise harbors, pink beaches, red mailboxes, and ochre-colored houses with pea-green shutters — Bermuda's visual refreshments are as welcome to sea-sore eyes as that first Dark 'n' Stormy is to a salt-parched throat. One imagines that this handsome book would make a fine prize for winners in the Newport-Bermuda Race, or anyone else making a successful landfall here.

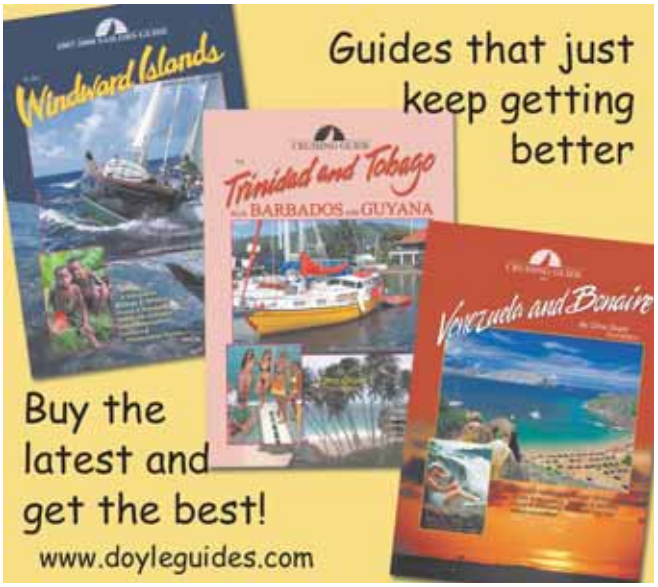


Photographer Donald Nausbaum's previous work includes photo books of St. Martin, Cuba, and the ABC islands, as well as one of the Caribbean as a whole. His photo agency, Caribphoto (www.caribphoto.com), specializes in images of the Caribbean. His wife, Madeleine Greey, is a travel writer and cookbook author.

Available at bookstores or from www.macmillan-caribbean.com.

WALLILABOU ANCHORAGE
WALLILABOU BAY HOTEL
VHF Ch 16 & 68
(range limited by the hills)
P.O. Box 851, St. Vincent & the Grenadines, West Indies.
Tel: (784) 458-7270 Fax: (784) 457-9917
E-mail: wallanch@caribsurf.com
PORT OF ENTRY
MOORING FACILITIES
WATER, ICE, SHOWERS
CARIBEE BATIK - BOUTIQUE
BAR AND RESTAURANT
TOURS ARRANGED
CREDIT CARDS ACCEPTED
HAPPY HOUR 5-6

Your Expert Guide to Carriacou's Best Diving
Carriacou Silver Diving Ltd.
Find us right in the town of Hillsborough!
Phone/Fax (473) 443-7882 and VHF CH 16
scubamax@spiceisle.com
www.scubamax.com
• Daily dives at 9.30 am and 1.30 pm or individually
• Air-Fills at PADI 5 * Standard
• Scuba and Snorkel Gear Rental
• PADI Courses from Beginner to Instructor & 15 Specialties in English & Deutsch
• Rendezvous Service for Sailors at Hillsborough, Sandy Island & Tyrrel-Bay
• Special Group Prices for Sailors
INSTRUCTOR TRAINING



A TASTY TASTE OF ST. KITTS

by Jo-Anne Nina Sewlal

IT'S said that an army marches on its stomach. Well, sailors and other island travellers do too!

When I visited St. Kitts last year I was fortunate to visit many restaurants with my hosts and friends I made during my stay. I also discovered some on my own.

The first restaurant I visited in St. Kitts was at the Ocean Terrance Inn located just one kilometre from the capital city, Basseterre. They have a West Indian buffet every Friday night. The food is endless and the menu includes stewed fish, chicken salad, Spanish rice, goat water (a stew made with goat meat) and johnny-cakes. You can eat while listening to the live steelband, and if you finish early you can dance off some of the calories. If you are not in the mood to dance, take dessert on the huge terrace overlooking the ocean and the twinkling lights of Basseterre.

One thing I found amazing on St. Kitts is that you can plan where you want to eat each day because restaurants such as Serendipity, located next to the Ocean Terrance Inn, advertise their lunch menus and prices on the local radio station. Is that convenient or what?

Another thing that really appealed to me about St. Kitts is that in Basseterre most of the shops are conveniently located along the main street and the Circus, which is the town square. A feature of the Circus is the Ballahoo restaurant, which is located upstairs over the Island Hopper shop. The restaurant was named after the ballahoo fish. I recommend getting a table on the veranda overlooking the Circus, where you can enjoy a meal (the conch chowder is excellent) and observe the everyday life in St. Kitts. The restaurant also features artwork by local artist Rosey Cameron.

Another restaurant I visited in Basseterre was the Star of India, which serves authentic Indian cuisine. The menu offers a variety of food from different regions of India. After your meal you can have an authentic Indian dessert called kulfi, which is similar to milk ice-pop.

—Continued on next page



CHRIS DOYLE (ALL)

Overlooking the Circus, you can enjoy a meal and observe the everyday life in St. Kitts

PICK UP!

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

Barrow Sails & Canvas
Boaters' Shop
Budget Marine
Calypso Canvas
Calypso Marine
Caribbean Marine Electrical
Caribbean Propellers
Chaguaramas Metal Works
Coastal Machine Shop
Coral Cove Marina
CrewsInn Marina
Dockside Supermarket
Dockyard Electrics
Dynamite Yacht Management/ Bay Island Yachts
Echo Marine
Econo Car
Electropics
Fortress Woodworking
Goodwood Marine
Hi-Lo Supermarkets: Chaguaramas, Glencoe & Westmall
Kappa Drugs
IMS Yacht Services
Institute of Marine Affairs
Irena Tours
Joe's Pizza
Kiss Energy
Lennox Stewart Woodworking
LP Marine
Marc One Marine Supplies
Marine Warehouse
Mariner's Office
Members Only
Nau-T-Kol
Peake Chandlery
Peake Yacht Services & Brokerage
Power Boats
RBTT Bank
Sails Restaurant
SGI Distributors
Ships Carpenter/Internet Café
Soca Sails
Southern Supplies
Sweet Water Marina
Tackle Shop
Vespa
Tropical Marine
TTSA
TTYC
Wheel House Pub
YSATT Office



"I got seasick every time I went out for five years. After this treatment I have not been seasick once this year! D. W."

Cruisers: Overcome Seasickness

Tired of hanging over the lifelines every time you set sail?

Seasick Prevention Clinics to be held in Trinidad June thru September

Jaclyn M. Gisburne, Ph.D. (S/V Quietly) discovered a solution for seasickness using EEG Neurofeedback. She will be in Trinidad during hurricane season to help cruisers.



For more information on this new approach, email her at: jaclyn@svquietly.com

Cruiser-proven approach
- Painless process
- Completely non-invasive
- Drug free
- Lasting results

Jaclyn M. Gisburne, Ph.D. in association with
Waveney Richards, M. App. Sci., M.A.
2A Roberts Street, Port of Spain
Trinidad and Tobago

Call to schedule appointments **Tel: 868-628-6314**

—Continued from previous page

A great local hangout is Spratnet, located on the coast in Old Road Village. They serve a variety of grilled seafood and meats and the portions are generous. The seating is simple, with long wooden benches and tables, and there is a huge TV to look at music concerts or sports. To me it was like dining in the middle of a fête! Unfortunately they do not serve dessert, but there is a small shop obliquely opposite that sells cake and ice cream — go before 9:00PM because they sell out fast.

Some hotels also boast great restaurants, such as the Golden Lemon at Dieppe Bay on the north coast. It is a charming hotel bordered by the ocean and a coconut plantation. The grounds of the hotel also have many stone ruins of one of the sugar-producing estates that littered the island in the past. This hotel also has a lovely restaurant where you can eat indoors or out on the patio or have a drink around the pool.

Also, many of the old plantation houses were converted into bed-and-breakfasts. One such place is Rawlins Plantation in Mt. Pleasant, also on the north side of the island. Similar to the Friday night buffet at the Ocean Terrance Inn, they serve many West Indian dishes. I had lunch there, which was also buffet style.

But eating at restaurants can get quite expensive. Cheaper alternatives are fast food and street food. There are the international fast-food outlets such as KFC and Subway, or the old standby when you are on a tight budget: Chinese. You can get a box of Chinese food, which can consist of rice or noodles and Chinese-style chicken, for EC$5 (US$2). Other sources for inexpensive edibles are the many bakeries around the island. Here, in addition to sweet treats, you can get savoury pies and pizzas.



Above: The yacht basin at Port Zante is just a few steps from the center of Basseterre



Below: You might be asked to share your street food...

When in St. Kitts there are two unique local snacks you may also want to try.

The first is their famous saltfish sandwich. This consists of bread, similar to fried pita bread, having a hollow centre for stuffing with a variety of fillings, which in this case is flaked and cooked salted fish. The best so far, I was told, are made by Ms. Moore at the port at St. Kitts. I tried them and they are incredibly delicious: one bite and you are hooked.

The second St. Kitts specialty you may want to sample is "ribs and rolls". This, as its name suggests, consists of barbecued pork ribs and dinner rolls.

The term "street food" can set off alarm bells. Where is it safe to buy and eat? This is where observation and common sense prevail. First of all, look for clean surroundings. In most islands, food vendors are required to either wear or display a "food badge" identifying them and indicating authorisation from the Ministry of Health to sell food to the public. Then, look for a crowd. After all, if the food is cheap and tasty, there will be a crowd of locals.

So if you ever visit St. Kitts, sample the local cooking and make it a tasty trip.

The Compass goes from strength to strength!



Peter Ashby
Toronto, Canada

Join our growing list of on-line subscribers!
12 issues US$29.95, 24 issues US$53.95
Same price, same content
— immediate delivery!

www.caribbeancompass.com

CREW VACANCIES!
email: crew@tradewindscruiseclub.com

TRADEWINDS CRUISE CLUB

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

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

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

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

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

NO STRIKE-OUTS WITH THIS BATTER!

by Ross Mavis

One afternoon while strolling along a street in San Francisco, many years ago, I was jerked to attention by a fragrance that caught me like a fish hook. It wasn't painful but oh so pleasant and enticing. Seconds later, a couple strolled by with a handful of newspaper from which the wonderful aroma had wafted. Fish and chips, eaten from newspaper! At that very moment, I could have been convinced we were in London, England. But no, it was California. A few blocks away we quickly found the tiny shop called Big Ben's. No more than three customers wide, the shop had two lines of eager patrons waiting to take out what the owner called "the best ruddy fish and chips this side of Piccadilly".



Whether you eat them out of newspaper or off a fine china plate, fish and chips owe their wonderful flavour to several things. Foremost is the fish: choose cod, ocean perch, snapper or monkfish depending on your own preference. Secondly is the delightfully crisp but light batter. And finally, fresh, hot cooking oil is a necessity.

I prefer cod or snapper but perch comes a close second. The other day I cautiously tried battered tuna for the first time. As I suspected, it was a marriage destined for divorce. The batter masks the already rich flavour of the tuna. Also, the richness of the fish itself was made overpowering with the added intensity of the batter. Don't gild the lily. Don't batter tuna or other oily fish like mackerel.

Mild white fish takes on a richness of its own when cooked quickly in a light, crisp batter. Although snapper and perch are two of the more popular fish cooked in this manner, they aren't the only ones. Most white-fleshed fish can be used for fish and chips. Even shark and jumbo shrimp are delicious when encased in this delightfully flavorful batter. But don't stop at fish and chips. Clam strips, onion rings and veggies like zucchini and mushrooms all do well when deep-fried in a good batter.

There exists some debate on which oil to use for deep frying. Most taste tests will show that old-fashioned lard with all its saturated fat makes the best tasting cooking oil. However, few people today would promote using lard. I find canola oil gives almost as good a taste without the saturated-fat time bomb. You can experiment with other oils if you wish but be sure to keep the kids out of the galley when you heat up the deep fryer. Hot fat is deadly and can scar for life or even kill a young child who pulls a pot of hot fat onto him or her self. Use extreme care and caution when deep fat frying. Watch the weather also, as rough slopping seas can be deadly if trying to deep fry. Do it only when safely moored in a sheltered spot.

Don't even attempt to cook with hot oil in a regular pan on top of the stove. I successfully use a deep stock pot with a heavy bottom. The oil only comes one third of the way up the pot. *Also, don't guess at the temperature of the oil!* Use a hot-fat thermometer. Many boats and houses have been razed from overheated or spilled fat fires.

Here is my recipe that you can make from everything you have on board. This batter recipe was given to me by a friend and it is without a doubt the best I've come across. I'm sure you'll find the results fantastic. Serve your batter-fried fish with tartare sauce and cole slaw (easy recipes below) for a delicious lunch or supper. Enjoy. (But remember, don't overindulge in fried foods.)

Fish-and-Chip Fish Batter

The secret ingredient in this batter is the vinegar that's added just before you are ready to cook.

1 1/2 Cups (375 ml) flour
2 1/2 teaspoons (12 ml) baking powder
1/4 teaspoon (1 ml) baking soda
3/4 teaspoon (3 ml) salt
a pinch of sugar
1 teaspoon (5 ml) dried chives
1 1/4 Cups (300 ml) water
2 teaspoons (10 ml) vinegar

Mix dry ingredients and stir in water. The batter will be quite thick at this point and can be thinned down if you wish by adding a Tablespoon or two more of water. Just before you are ready to dredge the fish in the batter, add vinegar and stir well. The batter will puff right up and is ready for use. Fry in preheated 350°F (177°C) oil.

Tartare Sauce

1 teaspoon (5 ml) minced onion
2 teaspoons (10 ml) chopped sweet pickles
1 teaspoon (5 ml) chopped capers
1/2 teaspoon (2 ml) chopped green olives
1 Tablespoon (15 ml) chopped parsley
3/4 Cup (125 ml) mayonnaise
1 Tablespoon (15 ml) cider vinegar

Fold first five ingredients into mayonnaise and vinegar. Mix well and taste. Adjust with mayonnaise or vinegar to your own liking. Keep in a closed jar in the refrigerator.

Cole Slaw

The perfect accompaniment to fish and chips. This salad is easy to make and is tasty.

2 Cups (500 ml) cabbage, finely sliced
1/2 Cup (125 ml) sour cream
2 Tablespoons (30 ml) cider vinegar
1 Tablespoon (15 ml) liquid honey
1/4 teaspoon (1 ml) salt
1 teaspoon (1 ml) celery seed

Finely slice cabbage and place in a bowl of ice water for about one hour. Meanwhile, beat sour cream to thicken and slowly add vinegar and honey. Beat well; add salt and celery seed. Drain cabbage. Place in bowl and pour dressing over. Mix well and serve as a side dish.

Your #1 Choice for Provisioning in the Grenadines.

Fine Wine, Cheeses, Fresh Fruits, Vegetables and Choice Meats

Monday-Saturday: 8am to 12pm & 3pm to 6pm
Sunday: 9am to 12pm



THE FOOD STORE
Corea's Mustique
Tel: (784) 488-8479 Fax: (784) 456-5230

SUPERMARKET & Whole sale

Gourmet Food

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









Calliaqua
St.Vincent & the Grenadines
Tel: 784 456 2987 Fax 784 456 2983
E-mail: order@gourmetfoodsvg.com
www.gourmetfoodsvg.com
Call us on VHF 68 for all your yacht provisioning needs

Read in Next Month's *Compass*:

Wrecked in a Sudden Squall
Trini Christmas — Past and Present
A New Year's Eve in Tobago
... and more!



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

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



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

THE FLAVORFUL GUAVA

Guavas have a unique flavor that everyone visiting the Caribbean should try. Guavas grow in many forms and colors: pear-shaped, round or oval, with yellow to green skins, and creamy or grainy yellow, pink or red flesh. All guavas have rows of small hard seeds. The guava's aroma and taste are strong. Guava is used green or ripe in punches, syrups, jams, jellies, chutneys, ice creams and a popular confection called "guava cheese". Guava paste, used in some of the recipes below, can be purchased in Caribbean or Latino grocery stores.

Guava is a fruit native to the Western Hemisphere that has over a hundred species. Scientists believe the guava was first cultivated in the mountains of Peru thousands of years ago, but man and birds have spread the seeds though all the tropics and the Caribbean. European voyagers carried the guava from the West Indies to the East Indies, Asia, Africa, and Egypt. India now invests over a hundred thousand acres in guava production, yielding over 25,000 tons of fruit annually.

Fine-grained guava wood is valued for carvings. It is also a good wood for making charcoal. Guava bark and leaves are almost 25 percent tannin, which is used to process animal hides. Asians use the leaves as a dye for cotton garments. In the Caribbean, young guava leaves are made into a tea that is used to stop diarrhea. They can be pounded into a poultice for wounds, boils, and aches. Amazon Indians use a tea of the leaves as a remedy for sore throats, nausea, and to regulate menstrual periods. Tender leaves are chewed to stop bleeding gums, bad breath or toothache. If chewed before drinking alcohol, they are said to prevent hangovers. A poultice of guava blossoms is reported to relieve sun strain, conjunctivitis, or eye injuries.



Guavas are high in vitamins A and C, phosphorus and niacin. Some guavas have four times the Vitamin C of an average orange. A quarter pound of guavas has only 60 calories. They can be eaten right off the tree, but I like them seeded, sliced, and chilled. The most common way of preparing guavas is to remove the center pulp and seeds, and stew the resulting "shells" with sugar and spices (think of poached pears). Cooking will usually reduce the strong odor associated with guavas. Straining the liquid after boiling seeded guavas makes guava juice, one of the main ingredients of Hawaiian Punch.

Guava Sauce
1/2 pound guavas
2 Cups orange juice
Sugar and spices to taste
Place guavas in a large pot, cover with orange juice and simmer until cooked. Press through a sieve and add sugar and/or spices.
This is a great accompaniment to fish, pork, duck or chicken.

Guava Bread Pudding
4 Cups scalded milk
2 Cups bread cubes
1/2 Cup sugar
Salt to taste
1 Tablespoon vanilla extract
4 eggs, beaten
1/2 pound guava paste
1/2 Tablespoon cinnamon
1/2 Tablespoon nutmeg
Soak bread cubes in scalded milk for five minutes. Mix in sugar, salt, vanilla and eggs. Pour into a buttered baking dish. Cut paste into ½ inch cubes and spread out evenly over the dish. Sprinkle top with cinnamon and nutmeg. Bake at 350°F for one hour.

Guava Pastry
4 Tablespoons butter
3/4 Cup vegetable shortening
2 Cups baker's flour
3 Tablespoons baking powder
1 Cup sugar
1 Tablespoon salt
3 large eggs
1 large egg yolk
1 1/2 pound guava paste, sliced 1/4 inch thick
3 Tablespoons dark rum (optional)
Melt butter and shortening in a medium skillet. Combine all dry ingredients in a large bowl. Stir in the three eggs and the melted butter/shortening. Work dough with your hands until everything is mixed well. Cut dough in half. Place one half of the dough in a greased 9x12" baking dish. Cover with sliced guava paste and sprinkle with rum. Cover with remaining dough and brush with egg yolk. Bake for 40 minutes at 350°F.

Guava Cake
3/4 Cup butter
1 Cup sugar
2 eggs
1 Tablespoon vanilla extract
2 Cups baker's flour
1 Tablespoon baking powder
a pinch of salt
1/2 pound guava paste sliced 1/4 inch thick
In a medium skillet melt butter and slowly mix in sugar. Add eggs one at a time and stir in vanilla. In a bowl, combine flour, baking powder, and salt. Then combine the flour and melted butter/eggs mixture. Pour half the mix into an eight-inch-square baking pan. Cover with guava slices, then cover with remaining batter. Bake at 350°F for one hour.

Poached Guavas
8 very ripe guavas
1 1/2 Cup water
4 Cups sugar
3 Tablespoons lemon juice
Peel, seed, and halve the guavas, saving the seeds and pulp. Slice the guava flesh into ¼ inch strips. Place seeds and pulp in a skillet with the water and boil for five minutes. Use a wire mesh strainer to strain the liquid into another saucepan. Discard the seeds and pulp. Add sugar, guava strips and lemon juice to the liquid. Boil for three minutes or until fruit strips are soft. Serve as a topping for cakes or ice cream.

For the Gardener
The guava is usually a small tree growing to 30 feet, but new grafted types seldom reach 15 feet. It is a type of evergreen with smooth brown bark. These trees can be grown from seeds, but better results are delivered from the grafting-budding process. Guavas prefer full sun and can grow in almost any soil type. They flourish in well-drained soil with a pH of 6. Mature guava trees need a half-pound of nitrogen-rich urea a year, but should also be fertilized monthly with an eighth of a pound of the mix 10 – 4 – 10 plus five percent magnesium. Pruning will increase blossoms and encourage larger fruit. Red alga is a parasitic problem, especially in high humidity. Spraying with a copper-based algaecide at the first appearance should control this problem. Mealybugs and fruit flies can also be problems. Where fruit flies are a problem, the immature fruit is covered with paper bags for protection to assure prime quality produce for the markets.



Dear *Compass*,

About the Tobago Cays, your recent articles have been positive, but the majority of cruisers consider the installation of moorings in the marine park (as reported in the August 2008 issue) a big shame. This is all about money, not about protection of the reef!

Remember the study conducted a few years ago, mandated by St. Vincent authorities? They clearly had written that moorings in the park are not useful; moreover, they damage the view. The lagoon is now spotted with white bowls. Remember Chris Doyle's articles in *Compass* about this subject? He clearly explained why this is a shame.

Stop saying that the placement of moorings is to protect something.

The grass area where the turtles are of course needs to be protected, but this is already the case for more than one year, with the small line preventing boats from anchoring there.

They say that the moorings are not mandatory, but where else could we anchor? They have been put in the best places where boats normally anchor.

This is about money. I agree totally that St. Vincent & the Grenadines needs to make money from its natural resources, and other people (e.g. yacht charter companies) have made money for years thanks to the Tobago Cays. Why not increase the current per-person tax?

Putting in moorings is dangerous: they may break and put wrecks on the reef or beach; people may anchor too close to them and hit boats when the wind shifts; and they are ruining all the pictures people take!

About the park rangers: I went there about 15 times last year, and they were always nice and polite. They have a difficult job, and it is a shame that a Vincentian tour operator treated them as he did (see last month's Reader's Forum). However, I have never seen the park rangers patrolling to check if people are fishing illegally, etcetera. They are not doing a "protection" job; they just collect money. Something must be improved.

I personally will skip Tobago Cays; this is too much to accept. I'd like to see the park become self-supporting, but putting in moorings is the wrong way to do it.

Cordially,
Frédéric Dalle, Manager
Nemovoile

Dear Frédéric,

We asked Lesroy Noel, Education Officer of the Tobago Cays Marine Park, and also Compass *correspondent Chris Doyle, for their responses, which follow.*
CC

Dear *Compass*,

Thank you for the opportunity to reply to this letter. First I want to state that the installation of the moorings is one of the planned activities set out in the TCMP Management Plan 2007-2009, which took into consideration a study done by Moor Seacure International (MSI, 2004). This study was commissioned by the Ministry of Finance of St. Vincent & the Grenadines and did recommend the use of limited and strategically placed moorings in the Cays.

We must stress that the 32 moorings installed are in line with the number suggested by the study. They are placed there solely for the protection of the park's fragile resources; the small fee collected for these moorings goes towards its maintenance. The fact that the use of these moorings is OPTIONAL does not lend credence to the notion that they are placed there to make money. If that were so, the management of the park would have insisted that their use be mandatory.

It must be noted that all activities of the park are done in consultation with various stakeholders and experts — the process of installing the moorings was no exception. Until now, all comments received from stakeholders and environmentalists about the moorings have been positive. We regret that someone will see them in such negative light, and we hope that this person will realize that the goal of the Tobago Cays Marine Park is to protect, conserve and improve the natural resources of the Cays.

In addition, I would also like to comment on the writer's statement that the rangers are not doing a protection job. This view is puzzling to us at TCMP. What is the writer basing this assumption on? Rangers do check daily for illegal fishing, waste management infractions and other criminal or suspicious activities. Our rangers have been involved in early morning and late evening patrols in and around the Tobago Cays, and we have had instances where offenders were arrested and charged due to the excellent work of our hard-working rangers. There will obviously be the few that get away, but we will continue to work hard with support from the local police authority to ensure the park remains one of the major tourist attractions in St. Vincent & the Grenadines.

Regards,
Lesroy Noel, Education Officer
Tobago Cays Marine Park

Dear *Compass*,

I cannot really make a judgment call on these moorings without seeing them. As I understood the plan, some were to lie just inside Horseshoe Reef, where they would also serve as a limit to how close to the reef you could anchor, as some yachts were getting a bit too close. Also, some would be placed around the turtle protection area for the same reason.

Looking at the photos on the Marine Park's press release I thought the mooring buoys were rather larger than necessary, and it would be a shame if they detract from the beauty of the area. I agree with the letter writer that buoys in marine parks can be a problem: several boats have gone adrift in various Caribbean marine parks. In the good holding in the Tobago Cays, I would personally prefer to trust to my anchor. However, the bareboat companies, who sometimes have clients who find anchoring a challenge, will be pleased that their clients now have the option of something to tie up to.

I do find it hard to believe the park has managed to place 32 buoys in such a way that there is no decent place left to anchor. That I will have to see.

Chris Doyle
Ti Kanot

Open Letter to eSeaClear:

After reading a scathing attack of your system [an optional electronic clearance system for yachts in the Eastern Caribbean, www.eSeaClear.com] in the Readers' Forum of the September 2008 edition of *Caribbean Compass*, I decided I should try your system myself and form my own opinion.

I found your system is easy to use and fairly straightforward.

However there is one place where a small change would make it easier for first-time users, and one place that for me is a "show stopper" and prevents me from using the system. This is a critical item and needs a rapid fix.

The small change:

The Date Entry Tool is less than obvious to use. I actually sat here and scrolled through 62 years and 11 months, one month at a time. Quite by accident in one of the other entry areas I did something (not sure what) that popped up the ability to change the year and month.

My suggestion is to pop up the month and year entry first and then the day of the month if you can. If not, I would suggest using a different tool that is more obvious in how it works. If that is not possible, pop a "help" box up with the date entry field that explains how to change the month and year quickly.

The "Show Stopper":

You MUST allow free form entry in the homeport field. You have done a great job of building a list, but there are tens of thousands of towns not listed. My homeport is Vail, Colorado. Since it is not listed, I cannot use the system. This seems like a critical problem that needs to be fixed immediately.

My personal background is in designing software systems and I want to commend you on the work you have done. The system is quick and responsive.

I was discussing the system with a Customs officer in Bequia, who notably did not have first-hand information. I asked him what happens if I complete the form in Dominica on checkout for, say, St. Lucia but decide while sailing it is a beautiful sail and I will just keep going to Bequia. He told me that would not be allowed that he would send me back to St. Lucia. Is this correct or would I just delete the arrival notice and create a new one on my arrival in Bequia?

I think I can speak for many of us who used the French system in Martinique this year. It works very well and even with the difficult French keyboard it is quick and easy!

Thank you,
Dalton Williams
S/V Quietly

—Continued on next page

IKAL
rare + exotic arts + crafts interior design
young street st. georges grenada
tel: 440-2310
e-mail: fisher@caribsurf.com
Jewelry, Wooden-Ware & Hammocks

The sailor's choice
Admiral YACHT INSURANCE
A distinctive product...
A personal touch
• Year round coverage
• Top European security
Admiral Marine Limited
4 Barnack Centre Blakey Road Salisbury SP1 2LP UK
Telephone: +44 (0)1722 416106 Fax: +44 (0)1722 324455
E-mail: info@admiralyacht.com
Web site: www.admiralyacht.com

Marine Insurance
The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is cheap insurance, but there is no good cheap insurance. You never know how good your insurance is until you have a claim. Then, if the claim is denied or unsatisfactorily settled, it is too late.
I have been in the **insurance** business 40 years, 36 with Lloyds, and my claims settlement record cannot be beat.
Fax DM Street
Iolaire Enterprises (353) 28 - 33927
or e-mail: streetiolaire@hotmail.com
www.street-iolaire.com

—Continued from previous page

Dear *Compass* Readers,

We've also learned that when Dalton tried to send the above message to the eSeaClear support e-mail address (eSeaClearSupport@cclec.net) given on eSeaClear's website, it seemed that the address was invalid. We have been informed by CCLEC's ITC officer Aaron Smith that the problem was corrected on September 5th, and the correct address is easeaclearsupport@cclec.net.

We'll also try to follow up on the success of Dalton's suggestions. Stay tuned!

CC

Dear *Compass*,

After a two-and-a-half-day sail from Martinique, we arrived at Charlotteville, Tobago, on July 10th, 2008. After a hard night's sailing with squalls and rain, we dropped anchor between 0630 and 0700. My fiancée was already in bed, exhausted, when I came below. I was not much better, so I decided for our health and safety that we would have a short sleep before clearing Customs. After a two-hour sleep we ate breakfast, put the dinghy in the water and mounted the outboard engine. Around 1030 I arrived at the Customs and Immigration building.

Instead of "Welcome to T&T" I was welcomed with the words, "We have to fine you ten thousand dollars, because of not coming straight to the office." I explained my situation, and after some arguing, the Customs officer said, "Okay, go first to Immigration." When I returned to the Customs office everything seems to have calmed down, and I paid my fees and left.

After a few days it suddenly occurred to me that I paid much more to clear in at Charlotteville than I had paid to clear in last year at Chaguaramas. So when I went back to the office to say I wanted to go to Store Bay, I asked what the second bill was for — an overtime fee? "Yes," the officer said. I said that I came within office hours. Then he stated that I arrived before office hours. I asked him, "So, if I drop my anchor outside office hours I have to pay the overtime?" "Exactly," he answered.

When I was still in Charlotteville I spoke with other sailors who had paid the TT$159 (approximately US$25) overtime, although they went to clear in within office hours.

The Customs in Charlotteville granted me permission to sail to Store Bay and make some stops in the bays between. When I arrived in Store Bay I went immediately to Customs in Scarborough. The officer there was very upset with me because, according to him, I should have sailed immediately to Scarborough and asked HIS permission to visit the bays between the two places!

I tried to explain him that I had made a float plan and had given this itinerary to the Customs in Charlotteville; I even showed him a copy. This made him even more upset. Luckily, just at that moment the Customs officer from Charlotteville who granted me the permission came in, and things were settled in my favor — which did not make the Scarborough officer's attitude to my person any better.

On July 29th, we arrived in Chaguaramas, Trinidad. When I checked in at Customs I asked for a parcel that I had ordered underway. According to the tracker it should have been in the Customs office in Chaguaramas, having been delivered on July 14th at 1400 hours. It was not there. I told the Customs officer that I had received confirmation that it was there. They let me check the book: it was not in it. "Maybe you should check at the Chaguaramas Post Office (at Coral Cove Marina)," so I did and it was there, but before I could have it, I had to pay TT$150 (approximately US$24) duty. I told the helpful girl that this parcel was something for my boat and that it was duty-free, but that did not help, so next day I paid and picked up my parcel, a WiFi antenna.

I went with the parcel to the Chaguaramas Customs office where I opened it and asked the officers if this antenna was free of duty. "Yes," they answered, but they could do nothing to help me — they said that I could go to the Customs out by the airport to make a complaint. To go there would take a maxi-taxi and a regular taxi, because there are no buses in that direction, and that would have cost me more in taxi fares then the duty I paid.

I asked them why a parcel that that was properly addressed to the "Customs Boarding Station Chaguaramas" never arrived here. The answer: "That is a mystery." When I ordered the antenna, I had the *T&T Boaters' Directory* at my side, to be sure not to make any mistakes, but still something went wrong. Because my packet came through the post (and not with a delivery company like DHL or FedEx) doesn't the T&T Post have the responsibility to deliver to the address on the packet?

Now I have left Trinidad, and I have made myself a solemn promise never to go back to T&T.

Eddy Huybs
S/V Helena

Dear *Eddy*,

The rules for yachts arriving in Tobago are strict. If coming from abroad, you must go directly with your yacht to one of Tobago's ports of entry, Scarborough or Charlotteville, and check in first with Customs and then with Immigration. Directly means with no delays, and applies every day, including official holidays, at any hour of the day or night. *The whole crew should present themselves at check-in. When you clear in, let the Customs officer know all the harbors you wish to visit.*

It's proper to fly your Q flag from the starboard spreader until cleared by Immigration; then replace it with the Trinidad & Tobago courtesy flag. Note that when you leave Tobago, you are supposed to clear out at the same port of entry where you checked in. If you clear in at Tobago and plan to clear out in Trinidad, let Customs and Immigration in Tobago know so that they can send the appropriate paperwork to Trinidad with you.

Customs will charge you TT$50 (about US$8) navigation dues per month. You pay for the first month when you clear in, and any additional when you clear out. There are no other fees to clear in or out of Trinidad & Tobago. There are, however — as you and other cruisers found out — overtime charges. To avoid them, time your actual arrival for a weekday between 0800 and 1600 hours. Easier said than done, but those are the rules.

The Communications Unit of Customs & Excise of Trinidad & Tobago told Compass *last month, when another cruiser complained about his reception at Customs in Tobago:*

"The Customs and Excise Division is currently investigating allegations concerning the negative attitudes of certain Customs Officers highlighted in letters of complaint. The Division has also embarked on a Customer Service training programme as we seek to improve the overall service of the Division. The Customs and Excise Division remains committed to facilitating legitimate trade to support the economic growth and development of Trinidad and Tobago."

As far as your mail not being delivered to the Customs office, the T&T Boaters' Directory *(2007-2008) says of incoming mail for yachts, "Even if the mail was properly addressed, there is a very good chance the mail is at TTPost – Chaguaramas."*

CC

Dear *Compass*,

We ordered a new Caribe dinghy here in Isla Margarita, Venezuela, on January 3rd of this year. We then went to the Navimca boatyard, over near Cumaná, to have our boat painted. We finally made it back here in July to see what happened to our order. We were told the dinghy would arrive in July but that never happened.

Subsequently we were told that Caribe has moved from Venezuela, as did their competitor AB dinghies. We shall either pay the inflated imported price here for an AB or pick up a dinghy when we head up island after hurricane season.

A boat just arrived from Trinidad and other cruisers there told them to hold off buying a dinghy until they arrived here. So I'm writing this to inform other yachts that it is no longer true that dinghies are available in Venezuela at low prices.

I wonder if other cruisers would please write in and let us know if AB has indeed relocated to Colombia and if they could purchase dinghies reasonably there.

On another matter, we had some fenders stolen that were hanging from our davits while we were here in Porlamar. The same night another boat had their liferaft and other items stolen, so we got away lucky. The loss of our fenders was noticed by a yacht a couple of boats ahead of us. He saw a fishing pirogue and the fellow in the boat with his hands on our deck. The yacht shone a light onto our boat and the fellow moved away, but not before moving around the back and snipping off our fenders. Discussion here after the theft of a liferaft from another boat brought out that some of the larger local fishing boats now have liferafts on their roof. Just to remind people that you must lift it and lock it if you want to keep it.

It is very difficult to determine the reason for specific items stolen here. For example, the yacht *Leila* had the hundred-dollar notes from his Monopoly game stolen but not the rest of the play money from the game!

Sincerely,
Sandra and Paul Johnston
Yacht Quarterdeck

Dear Sandra and Paul,

According to their website (www.caribenautica.com), Caribe dinghies are still made in Caracas, Venezuela. However, we have heard that although they are still available in Venezuela at Venezuelan-made prices, they are currently in somewhat short supply.

AB moved to Colombia last December, after nearly four decades of building inflatable boats in Venezuela. Their website (www.abinflatables.com) says:

—Continued on page 55



PEAKE
YACHT SERVICES AND BROKERAGE

Lot#5 Western Main Road, Chaguaramas, Trinidad WI
T:868 634 4420/4427 (ext 106)
Fax:868 634 4387
email:pys@cablenett.net
website:peakeyachts.com






MONOHULLS			
30' 1999 Henderson 30 *(Racing Yacht)*	US$60,000	51' 1990 Jeanneau Sun Odyssey	EU 159,000
34' 1978 Steel Sloop ROB	US$45,000	51' 1987 Beneteau Idylle 15.5, located in Martinque	US$160,000
36' 1977 Roberts Home Built *(Located in Barbados)*	US$40,000	53' 1995 Super Maramu *(Reduced!!)*	US$329,000
37' 1977 Gin Fizz	EU30,800	53' 1984 Amel Custom Mango	US$269,000
39' 1968 Cheoy Lee Off Shore 40	US$95,000	55' 1998 Zerft Motor Sailer *(must sell!!!)*	US$59,900
40' 1986 Tashing Tashiba *(Excellent condition)*	US$199,000	55' 1994 Oyster 55	£376,000
42' 1986 Endeavour	US$98,000	56' 1973 Visch Motor Yacht	US$175,000
43' 1999 Wauquiez Pilot Saloon	EU247,500	**MULTI-HULLS**	
43' 1985 Gitana	US$115,000	36.5' 1993 Dean Catamaran *(Reduced for quick sale)*	US$99,500
44' 1999 Finngulf *(Under offer)*	US$169,000	37' 2002 Fountaine Pajot, located in Guadeloupe	US$325,000
45' 1992 Fortuna	US$150,000	43' 2001 Lagoon Catamaran	US$334,000.00
46' 2001 Tayana *(Vancouver pilot house)*	US$329,000	44' 2007 Lagoon 440 Catamaran	EU438,700
50' 1991 Celestial Pilothouse	US$268,000	54' 1980 Norman Cross Trimaran	US$295,000
51' 1986 Beneteau	US$225,000	55' 1995 Custom Built Trimaran, located in Grenada	US$350,000

Who's Out There? Or, Is the Cruising Fad Fading?

by Bruce Van Sant

I snapped awake. Frightened and disoriented, it seemed to me that I had screamed in my sleep. I held my breath and listened for intruders. Nothing.

Then a strangled, terror-stricken voice from the stateroom, "Who's out there?" Then, "Who… ARE… you?"

George, a charter guest, slept in my stateroom while I slept on the port settee. I listened a while more, then decided that George had had a nightmare.

Now wakeful, I went on deck with a jigger of rum over lime and icewater. I sprawled in the port beanbag and sipped from the cold, sweating pewter cup, naked and alone in the cool night breeze. Life offers little more pleasurable than the simple luxury of letting a night breeze powder dry your naked body muggy from sleep — and terror.

An Indonesian artisan had formed clay in my cupped hand to model the pewter cups I used on my boat. Squatting by the roadside, this ancient yet lithe Javanese begot ten of them from his hand-cranked wooden lathe, blessing each with an expression of contentment and fulfillment.

The other night I nursed one of those cups from a rocking chair on my hilltop verandah, content as my Javanese tinker, comfortably reminiscing over decades of fulfillment as a cruising sailor. A few of the cups will go with *Tidak Apa* when she sells. I thought: Will the blessings go with them?

As I moved to expose the last hidden folds of skin for the night breeze to dry, another breeze-drying night came to mind — the night of the screaming charter guest.

I've seen lots of Peter Pan cruisers, staunch "we'll never grow up" middle-agers and seniors out to simulate youth; and lots of adventurers out to prove themselves; and some Georges, just out for a pleasant twilight-years cruise. Some find pleasure in a cooling night breeze in the blackness of a lone anchorage at an empty island amidst a lonely sea. Others get the creeps. And others, as George did, have night terrors.

I wondered, as George did, "Who IS out there?"



CASA LOMA

More than 100 foreign-flag yachts lay in the moonlit bay below me at Luperón in the Dominican Republic, a number not grown larger in the last couple of hurricane seasons, and the winter season's boat count has declined each year from its 2005 high of 165. The largest website dealing with Luperón sells boats. Other formerly popular anchorages in the area, such as Samaná in the DR and Salinas in Puerto Rico, seem devoid of cruisers compared to their heydays of the '90s. Georgetown, in the Exumas, which broke the record of 500 boats at the end of the 1990s, has seen a wobbling decline since. So where have they gone? Or why haven't they come?

You can't fault the economy, since the flow of North American cruising yachts to the Caribbean hardly noticed the burst of the "dot com" bubble, and that one hit the economic indicators a lot worse than either of today's "dot bank" or "dot real estate" bursts have.

Well, George, you'll find a lot fewer Peter Pans and adventurers, and increasingly more escape artists "out there". I think expectations have cooled. Maybe George got home and had a talk with Peter Pan. Whatever — Caribbean cruising has begun to lose some of its cachet to Caribbean real estate. A case in point follows.

Here in Luperón the outlanders still start and fold restaurants, cantinas and nightclubs. Margaritaville wannabes still get gleefully swallowed up by the cheerful wickedness of it all. But the 100 boats in the harbor no longer hold crews who in years past had spent an aggregate of US$72,000 a month ashore. The mix has changed.

A rough estimate might break down the 100 boats as follows: 5 percent, crews gone God knows where; 10 percent, long abandoned; 15 percent, crews moved ashore or building ashore; 30 percent, in storage (crews flown home); and 40 percent, liveaboards. That reduces the shoreside take from boaters to less than US$29,000 a month, and much of that stays within the growing shoreside ex-pat community.

Of the 100 boats in the bay, less than 30 percent might move on at the end of hurricane season. Those that stay don't add to the overall proportion of liveaboards, they just replace those lost to the "moved-ashore" or "God-knows-where" or "abandoned" categories. In other words, the growth of yacht traffic to Luperón has peaked due to changes in the nature of the crews and the reasons why they come. You can still find cruising sailors around, but look quick.

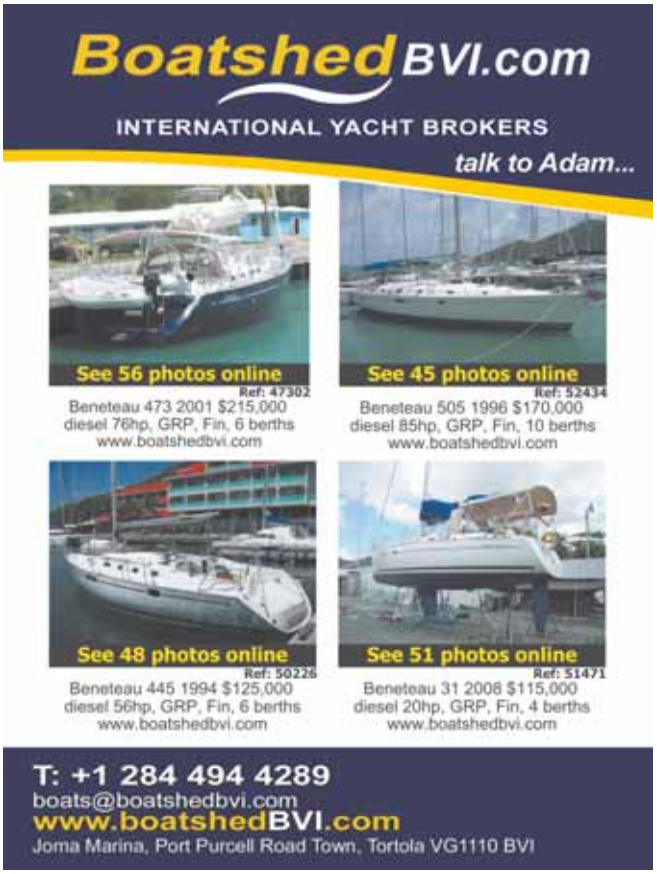
The cruising sailor loves the departing and the arriving and, above all, the sea. Cruisers cruise. Escape artists differ from cruising sailors in that they stop when they feel they've escaped. Ironically, the escapists miss the commodore's cups and the marinas and West Marine. Despite the vogue of environmentalism, the escapists get a foreboding sense of criminality when inside the hard jurisdiction of real nature. Foreign life and lands frighten them as well.

So they cluster. They stop cruising and create bubbles of back-home air. Like charterers with their first-night jitters, the escape artists drink and talk, talk and laugh, dispelling uncertainty. They travel inland only in groups, noses pressed against the window glass, marveling at the strangeness outside the bubble from which they dare not escape.

Others scream in the night. I can understand that. It might happen to me in the mountains.

Bruce Van Sant is author of Gentleman's Guide to Passages South, A Cruising and Watersports Guide to the Spanish Virgins *and* Tricks of the Trades. *Visit his website at www.LuperonCruising.com.*





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

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

MULTIHULLS:		41' Hunter 410 '98, 2-3 cab cnvrt 2 hd	139K
82' Dufour Nautitech '95, 10 cab/10 hd	995K	41' Morgan 416 CC '83, 2 cab/2hd	69K
46' FP Bahia '03, 4 cab/4 hd Great price	330K	41' Beneteau Oceanis 413 '01, 3cb/2hd	103K
40' Fount. Pajot Lavezzi '03, 3 cab/2 hd	279K	40' Hinkley Bermuda '70, 1cb/1qb/1hd	95K
SAIL:		40' J Boat J/120 '97, 2 cab/1 hd	195K
55' Tayana '89, Cutter CC, 2 cab/2 hd	260K	40' Exe Marine C-Farer II '82, World crsr.	55K
54' Hylas Deck Salon, '00, Luxury crsr	850K	39' Tollycraft Fastpassage '83, 2 cb/1hd	120K
51' Morgan Out Islander '75	70K	38' Hunter 386 '03, 2 cab/ 1 hd	109K
50' Brewer Custom Ketch '80, Spacious	65K	38' Bavaria Ocean '98, CC, Private	139K
48' Barens Sea Trader '89, S. African	120K	38' Morgan 38 CC, '98, cen ckpt, 2 avl.	99K
47' Bluewater Vagabond 47 '87, Furling	239K	37' Beneteau Idylle '87, 2 cab/ 2hd	49K
46' Beneteau 461 '01, 2 cab/2 hd PVT.	199K	36' Gulfstar '83, 2 cab/1 hd	72K
45' Hunter 450 Passage, '99, 1 pvt. ownr	199K	36' S2 11.0A '85, 1 cab/1 qrt berth/1 hd	32K
45' Wauquiez MS45, 90, Pilothouse	229K	32' Catalina 320 '94 2 cab/1 hd	59K
44' CSY '79, CC 2 cab/2 hd	84K	31' Golden Hind '78, Cutter 1cab/1hd	29K
44' CSY Walkover ' 79, w/ business	165K	POWER:	
44' Freedom 44 '82, Cat-Ketch 2cb/2hd	104K	56' Horizon Motor Yacht '01, 4cab/3hd	475K
43' Bruce Roberts Steel Ketch '81, Solid	59K	48' Sunseeker Manhattan '97, 3cb/2hd	339K
43' Beneteau Cyclades '05, 3cab/3hd	170K	46 Bertram 46.6 Sport Cruiser '81	129K
43' Mason '82, 2 cab/1 hd	125K	42' Hershine Motoryacht '89 4cab/3hd	49K
43' Hunter Marine 430 '97, 2 cab/2 hd	130K	36' Heritage East 36 '01, Fully equip'd	159K
43' C&C Ketch '82, CC, 2 cab/2 hd	90K	36' Hatteras Sportfish/Flybridge '83	75K
42' Beneteau 423 '04, 3 cab/2 hd	159K	35' Maxum SCR 3500 '01 2 cab/1 hd	129K
42' Halberg-Rassy HR-42E '84, Refit	229K		

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

Yacht Brokerage
Visit us at www.caraibe-yachts.com for complete list of boats for sale


Maryland 37 Power Catamaran
1999 - Good Condition
Caribbean 169 000 €


LAGOON 440 - 2006
Owner Version - Full Options
Martinique 435 000 €

MONOHULL		
Halberg Rassy 53 2004	Guadeloupe	700 000 €
Amel 54 2007 Like New	St Maarten	849 000 €
Amel SuperMaramu 2001	Guadeloupe	290 000 €
Alubat Ovni 435 2002	Guadeloupe	215 000 €
GibSea 43 2003	Martinique	105 000 €
CATAMARANS		
Lagoon 500 2007	Martinique	600 000 €
Lagoon 380 2001	St Martin	179 000 €
Nautitech 395 1999	St Martin	169 000 €
Tobago 35 1996	Martinique	127 000 €

Us and European Markets
Caraibe YACHTS
French Caribbean
Saint-Martin . Martinique . Guadeloupe
Phone: + 590 590 908 161
www.caraibe-yachts.com

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


44' 1982 Ta Chiao CT
$89,900

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


33' 1973 Pearson 10M Sloop,
$33,500

Sail

37' 2001 Bavaria Sloop, 3 strms, Yanmar diesel	$ 79,500
40' 1986 Hunter Legend roomy, aft cockpit	$ 69,000
40' 1987 O'Day Sloop, Westerbeke, 2 strms	$ 60,000
43' 1995 Hunter 430, stepped transom, 2 strms	$119,000

Power

14' 2006 Aquascan Jetboat, 160HP Yamaha	$ 34,900
31' 1999 Sea Ray Sundancer, new engines, 2005	$ 79,900
32' 1996 Carver 325, twin crusaders great condition	$ 99,000
38' 1999 Sea Ray Sundancer, mercruisers, 18 kts,	$167,000

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

WHAT'S ON MY MIND

LEARNING TO SWIM

We tend to think of summer as hurricane season or "off season", when nothing much of importance happens. But every summer, something very important occurs. Every year, various organizations throughout the Caribbean include swimming lessons as part of their children's summer activities.

Many years ago, Norman Faria wrote to *Compass*, stating, "Hardly a week goes by without our hearing of a fisherman, seaman, or sea bather in one island or another getting into difficulties and having to be rescued. Throughout the Eastern Caribbean some learn, as the popular saying goes, that the 'sea has no back door', and slip below the waves… We are an island people, we know how to take our sea baths, but do we know how to swim?"

Some islands, Barbados, Grenada and Trinidad for instance, have seen a growth in the numbers of competitive swimming clubs. Many yacht clubs' junior programs insist that children be able to swim before taking sailing lessons, and they are taught to swim if necessary. The University of the Virgin Islands announced the formation of a swim team last year.


Summer learning is important, too. Here, Union Island children take a swimming lesson as part of the Tobago Cays Marine Park's summer program

The British Virgin Islands' KATS (Kids and the Sea) program has taught scores of children to swim. The KATS program was developed back in the late 1980s when several young children lost their lives in a boating accident because they did not know how to swim.

It's a surprise to many visitors that some people who live right next to the sea (a sea that is warm year round!) might not know how to swim. If you want to "make a difference" to your favorite island, see if there is a learn-to-swim program that you can support or even start. You might save a life — or simply give a child the key to a lifetime of healthy fun.

DYNAMITE
YACHT MANAGEMENT SERVICES
SKINNER'S YARD, CHAGUARAMAS, TRINIDAD, W.I.
TEL: (868) 634-4663 / 634-4868 FAX: (868) 634-4269
Contact Frances at dynamitemarine@gmail.com
www.yachtworld.com/dynamitebrokerage
www.dynamitemarine.com

Bay Island YACHTS

Large selection of Yachts & Power Boats
List available on request



heather@bayislandyachts.com, alain@bayislandyachts.com

Caribbean Compass Market Place

Antigua

ART & DESIGN

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

www.thelucy.com +1 268 720 6868

Azores

MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES

Providing all vital services to Trans-Atlantic Yachts!

Incl. Chandlery, Charts, Pilots, Rigging

EU-VAT (14%) importation

Duty free fuel (+10.000lt)

TEL +351 292 391616 FAX +351 292 391656

mays@mail.telepac.pt

www.midatlanticyachtservices.com

Bequia

TEAK & HARDWOOD
MARINE PLY
FINISHING PRODUCTS

Caribbean Woods

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

PORTHOLE RESTAURANT & BAR
& Shoreline Mini-Market

We serve breakfast, lunch and dinner

VHF CH68
Phone (784) 458-3458

A friendly atmosphere where you can sit and meet people.

Admiralty Bay, Bequia
Noelina & Lennox Taylor welcome you!

Carriacou

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

Carriacou

CARRIACOU REAL ESTATE

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

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

We also handle Villa Rentals &
Property Management on Carriacou

Dominica

DOMINICA MARINE CENTER

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

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

Grenada

TechNick Ltd.

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

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



Grenada

SAILMAKING, RIGGING, ELECTRONICS

TURBULENCE LTD. GRENADA

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



Guadeloupe

Cruising Rally
TRANSCARAIBES 2009
Guadeloupe to Haiti, Jamaica & Cuba

CLUB TRANSCARAIBES

e-mail: contact@transcaraibes.com
www.transcaraibes.com
Tel: + 590 (0) 690 494 590

Martinique



continued on next page →

Caribbean Compass Market Place

Martinique

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

A&C Yacht Brokers
Bateaux neufs et d'occasion
Concessionnaire Fountaine Pajot
Dominique AMICE 06.96.28.70.26

International Yacht Broker
Bateaux Neufs et Occasion
Représentant JEANNEAU, LAGOON, Fountaine PAJOT
PETIT BRETON ANTILLES
Port de plaisance, 97 290 Le MARIN, Martinique, FWI
Tél: + 596 (0)596 74 74 37 Cell: + 596 (0)696 29 71 14
www.petit-breton-antilles.fr pbavente@orange.fr

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

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

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

LOOKING FOR FLAGS?
Specializing in flags since 15 years in the Caribbean. Any country, any size, customized wide stock, fast delivery.
W.I.N.D
+ (596) 596 682 128
www.wind-flag.com

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

St. Maarten

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

St. Thomas

MARITIME YACHT SALES
Independent Boatyard, St. Thomas, VI
340-774-3175 Office • 340-513-3147 Cell
yachts@viaccess.net yachts@vipowernet.net
www.maritimeyachtsales.com

Trinidad

CARIBBEAN MARINE
ELECTRICAL LIMITED
AC & DC SYSTEMS
Design | Installation | Upgrades
High Output Alternators & Regulators
Chargers & Inverter Chargers
Solar & Wind Systems
Batteries - Deepcycle & Cranking
Power Boats, Chaguaramas, Trinidad

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

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

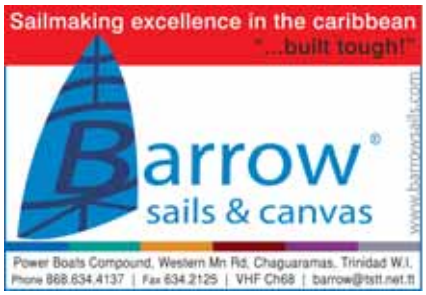
LENNOX STEWART
ALL TYPES OF BOAT WOOD WORKING
Teak Decks · Special Interior & Exterior Designs · Cabin Sole
Tardieu Marine, Chaguaramas, Trinidad & Tobago
Tel/Fax 868.634.1391 | Cell 497.4832 | Email exxy@tstt.net.tt

Soca Sails for BEST Service
ANDERSEN
Soca Sails
New Sails . Sail Repair . Canvas Fabrication
Winches . Sail & Canvas Consultations
CrewsInn Marina, Chaguaramas, Trinidad & Tobago
Tel 868.634.4178 | Fax 634.1044 | Email info@socasails.com

continued on next page →

Caribbean Compass Market Place

Trinidad











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





Caribbean-wide







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

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

CLASSIFIEDS

BOATS FOR SALE



1986 Beneteau 51 Nice condition, plenty of new upgrades, ready to sail, located Palm Island, SVG. Info on www.artandsea.com. Tel: (784) 458-8829 E-mail: palmdoc@vincysurf.com



56ft MIKADO KETCH 1975 Perkins 106hp .Interior/exterior refit Nov. '07, 4 dbl cabins, good sails, lying in Martinique 145,000 Euros E-mail d.bouquet@asericharter.com



FAMOUS POTATOES 2005 Admiral 38 Catamaran. For Sale. You can follow her adventure now at web.mac.com/famouspotatoes2

DONZI 32ZF, DEC. 2007 Donzi 32ZF, Dec. 2007, like new, used only 6 months, stored on boat lift, located in St. Maarten. Open center console with open bow, custom made benches, seats for 12, incl. snorkeling-, floating- and fishing gear, 2x Verado 250 hp, max speed 55 mph, cruising speed 30-35 mph, 147 hours. For immediate sale US 125.000 E-mail: WebAd@gmx.com



1975 GERMAN FRERS 39 FT, 2 sets racing sails, US 61.000 St.Lucia duty paid. Other boats for sale:
1981 Cape Dory 30, US 39.000, St.Lucia duty paid,
2002 Oceanis 36, 2 cabin, US 94.000,
1975 German Frers 39ft, 2 sets racing sails, US 61.000 St.Lucia duty paid,
2000 Dehler 41CR, 3 cabin, US 255.000,
2001 Beneteau 50, 3 cabin, US 199.000,
2000 Catana 471, 4 cabin, 460.000 Euros,
Tel (758) 452-8531
E-mail destsll@candw.lc



LAGOON 380 - 2003 Owner sells upgraded excellent condition, 4 double cabin /2bath. Low time Yanmar. Solar + Wind generator + large battery bank. Must see in Guadeloupe. Call and we'll send you a private aircraft to come see the boat E-mail: airtropical@yahoo.com 170.000 €. Tel (767) 4404403.



Two Power Catamarans, One Sail Boat, Kayaking Business for sale
Tel 473 - 440-3678 / 407-1147
starwindsailing@caribsurf.com



32' TAHITIANA STEEL HULL, junk rigged schooner in Colon, Panama. GPS, EPIRB, liferaft, 40hp BMC diesel, wind-vane self-steering, propane cooker and much more... US$5,000 OBO. chelsea@amurimina.com



26' WOODEN GAFF CUTTER,2006 An award winning classic design by Mark Smaalders.Traditional carvel hull - mahogany on pine. New monitor windvane, SS 6mm anchor chain, 3 anchors. All gear less than 2 years old!Cozy cream painted/varnished mahogany interior.Unique little yacht with a humble price tag! Lying St.Maarten. US$70K. For more info E-mail lundmartin@yahoo.com Tel: 00599 5815603.



82 ft Catamaran Ocean Voyager, Special DAY CHARTER 100 passengers. Immaculate and ready to operate. Tel: + 590 690 351 792. E-mail: gerard.tiptopcruise@wanadoo.fr

ERICSON 38 Sailboat, good hull, good rig and sails, good engine. Needs interior work. Lying Tortola, BVI US$15,000 OBO Tel (284) 540-1325



1984 Andrew Burke designed 33 ft ex racer. Located Barbados Bds $15,000. E-mail rincon@caribsurf.com Tel (246) 231 0464.



SANTA CRUZ 28, 1980 Twin Volvo TA-MD40's, New parts, just overhauled, fuel efficient and ready for work. US$ 39,700 Tel: (767) 275-2851 E-mail info@dominicamarinecenter.com



Heritage WI 46´ -77GPR Classic CC. Cutter. Great liveaboard. Lying in Grenada.US$ 75000:- or try an offer. E-mail: boc@hotelhenan.info



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

RENAISSANCE 42, 1988 CRUISER YACHT 4280 EXPRESS. Two new Caterpillar 3126 (120 Hrs). Air Conditioned, 10KW Generator, sleeps 6, Fly Bridge seats 10. Fully equipped Navigational Package, Good Condition. In St. Vincent. US 150,000.00 E-mail: neville@ckgreaves.vc

CSY 44 1979, major refit '99/00, rebuilt Perkins 60HP 1,000 hrs, new sails 2004, solar & wind generator, no osmosis, strong reliable boat, new AB 10' RIB, Yamaha 15, hauled St. Martin for season. $78,000 includes mooring in St. Barths.E-mail robin.shepherd@wanadoo.fr Tel +590 690 35 73 38.

3 x RIB's, TP 7.8 Meter 2005 RIB. Twin Yamaha 200HP 4 Stoke. $40K, AB VST 24' RIB. Brand new, unused hull, centre console no engine. $22K, AB 19' RIB 115HP Suzuki (100 hours) $20K Lying BVI Tel (284) 494-4289

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

MISC. FOR SALE

SELDEN RIG for VINDÖ 35, deck stepped, boom, spreaders, lights, winches (has been changed for upgrade) ask for details Tel (758) 452-8531 E-mail destsll@candw.lc



FLOATING DRY DOCK FOR SALE- Built 1997 Haul out 1000 tons. Width: 51 feet Length: 165 feet Draft: 12 feet Weight 280 ton. Located in Martinique. Possibilities to take to Dominica with 5 to 10 years tax relief. In need of some minor repairs. Asking 300,000 euros ONO, for more information. E-mail: katieaudrey@hotmail.com/ sailfunn@hotmail.com

BUSINESS FOR SALE You own a boat, you live in the Caribbean, you like to have income? Buy our business and director license for day charter in St. Maarten and you are ready for the next season. US 15,000 E-mail: WebAd@gmx.com

DAY CHARTER BUSINESS on St. Maarten for sale. This is a great opportunity! E-mail: WebAd@gmx.com

36HP YANMAR DIESEL Trinidad Cell (868) 683-9135 E-mail JanDutch@tstt.tt

2x54' FIBERGLASS CATAMARAN HULLS Cell: (868) 683-9135 E-mail JanDutch@tstt.tt

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

PROPERTY FOR SALE

BEQUIA PROPERTY FOR LEASE Waterfront house with dock Admiralty Bay. 1/2 acre of land at Level. 6,000 square feet in Hamilton. Tel (784) 458-3942 E-mail: Daffodil_harris @ yahoo.com

FRIENDSHIP BAY, BEQUIA Lovely 1250 sq ft. cottage, 100 yards from beach. 2 master bedrooms, 1 guest bedroom, full kitchen, laundry, level with road - no stairs! 12,558 sq ft of land, fenced with mature fruit trees. US$320,000, Term rental available. E-mail jocelyne.gautier@wanadoo.fr

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

BEQUIA PROPERTIES A classic Belmont villa in 1 acre 2,000,000US, The Village Apartments Business 1,890,000US, Admiralty Bay 900,000US, Spring Villa 1,750,000US LowerBay 1.600,000US, Friendship 320,000US, Moonhole 750,000US, relax & enjoy Bequia life.
Tel (784) 455 0969 E-mail grenadinevillas@mac.com www.grenadinevillas.com



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

BEQUIA, Lower Bay, Bells Point, House and Land. Serious buyers only. Sale by owner. Call (784) 456 4963 after 6pm. E-mail lulleym@vincysurf.com

RENTALS

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

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

SERVICES

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

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

WATERMAKERS Complete systems, membranes, spares and service available at Curacao and Puerto La Cruz, Venezuela. Check our prices at www.watercraftwatermaker.com In PLC Tel (58) 416-3824187

COMPLETE AFRICAN EXPERIENCE Kruger National Park, mountains, magnificent Vistas, solitude. www.hazeyview.com

WANTED

OPPORTUNITY TO HELP DEVELOP SMALL ARTISTS' COLONY with gallery, workshops, pottery, cottages in progress. Suit energetic (early retired?) craftsman/woman or artist with wood/stone building skills a plus. Partnership in gallery or workshop and sales space etc. in trade for start-up help. Beautiful rainforest, 1 mile to beach. USVI, needs US Visa, greencard or citizenship E-mail raintree.arts@gmail.com

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

TORTOLA - ARAGORNS STUDIO looking for 2 employees. Welder/Workshop manager and shop assistant required at our busy Art Studio in Trellis Bay, BVI. Ideal candidates are a couple with artistic inclination living on their own boat and looking for shore side employment in a US$ economy. Still interested to hear from a lone welder! Info contact Aragorn Tel (284) 495-1849 E-mail dreadeye@surfbvi.com

MARINA MANAGER We are looking for an entrepreneur to take over (Management Contract) a profitable bar and restaurant in our 3 year old marina. We have a great location and enjoy tax advantages as well as a captive customer base. The operation is profitable but not as profitable as it should be, there are numerous opportunities to generate more business and reduce costs. The marina is also growing which will provide a larger customer base. Candidates should have food service experience and management skills. E-mail Russ@procapi.com

Extra Income seekers!!! Sailors, Beachbums & Surfers! Stop looking..... .....YOU found it! No selling, No meetings, No Prospecting. www.wealthsooncome.com

ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
Admiral Yacht Insurance	UK	47	Dopco Travel	Grenada	29	Le Phare Bleu	Grenada	15	Soper's Hole Marina	Tortola	21
B & C Fuel Dock	Petite Martinique	27	Doyle Offshore Sails	Tortola	3	LIAT	Caribbean	55	Spice Island Marine	Grenada	28
Barefoot Yacht Charters	St. Vincent	14	Doyle's Guides	USA	42	Lulley's Tackle	Bequia	26	St. Maarten Sails	St. Maarten	8
Bay Island Yachts	Trinidad	50	Echo Marine - Jotun Special	Trinidad	9	Maranne's Ice Cream	Bequia	46	St. Thomas Yacht Sales	St. Thomas	50
Bequia Marina	Bequia	26	Errol Flynn Marina	Jamaica	7	McIntyre Bros. Ltd	Grenada	35	Superwind	Germany	10
Boat Shed Brokers	Tortola	49	Food Fair	Grenada	46	Navimca	Venezuela	22	SVG Air	St. Vincent	23
Boater's Directory	Trinidad	39	Fortress Marine	St. Kitts	17	Northern Lights Generators	Tortola	30	SVG Tourism	St. Vincent	40
Bogles Round House	Carriacou	46	Fred Marine	Guadeloupe	19	Peake Yacht Brokerage	Trinidad	48	Tikal Arts & Crafts	Grenada	47
Budget Marine	Sint Maarten	2	Gourmet Foods	St. Vincent	45	Perkins Engines	Tortola	12	Trade Winds Cruising	Bequia	44
BVI Yacht Sales	Tortola	50	Grenada Marine	Grenada	29	Petit St. Vincent	PSV	38	Triskell Cup Regatta	Guadeloupe	5
Camper & Nicholsons	Grenada	6	Grenada Sailing Festival	Grenada	11/21	Ponton du Bakoua	Martinique	25	Turbulence Sails	Grenada	28
Caraibe Greement	Martinique	24	Grenadines Sails	Bequia	27	Prickly Bay Marina	Grenada	11	Tyrrel Bay Yacht Haulout	Carriacou	10
Caraibe Yachts	Guadeloupe	50	Iolaire Enterprises	UK	34/47	Renaissance Marina	Aruba	31	Vemasca	Venezuela	20
Carene Shop	Martinique	25	Island Water World	Sint Maarten	56	Santa Barbara Resorts	Curaçao	33	Virgin Gorda Yacht Harbour	Virgin Gorda	9
Cooper Marine	USA	49	Johnson Hardware	St. Lucia	16	Sea Services	Martinique	18	Wallilabou Anchorage	St. Vincent	42
Corea's Food Store Mustique	Mustique	45	Jones Maritime	St. Croix	35	Seasickness Prevention	Trinidad	43	Xanadu Marine	Venezuela	20
Curaçao Marine	Curaçao	32	KP Marine	St. Vincent	35	Silver Diving	Carriacou	42			
Dockwise Yacht Transport Sarl	Martinique	13	Lagoon Marina Hotel	St. Vincent	41	Simpson Bay Marina	St. Maarten	8			

—Continued from page 47

"The company's new base is in Barranquilla, Colombia. It is strategically located in the duty-free zone on the waterfront, 500 feet from Customs and a half-mile from the port. It is also located an hour from the port cities of Cartagena and Santa Marta, giving the company the ability to ship from three convenient locations… company president Ivor Heyer began to search for a more business-friendly location for his manufacturing operation because of difficulties in finding dependable, skilled labor, along with aggressive labor unions and government red tape that affected the company's efficiency and ability to ship product in a timely fashion.

"'I know that last year, due to political reasons in Venezuela, we had a lot of problems with labor and with importing/exporting product, which caused delays and a lot of frustration to our distributors and dealers,' he said.

"After looking at the Dominican Republic, Costa Rica and Panama, he settled on Colombia as the new location. Not only did the country have a specialized labor force, which the other countries did not have, its stable democracy and the fact that it is a big exporter of products to the United States, were major drawing cards. More than half of all the nation's exports and about 45 percent of AB's production go to the US market," the website adds.

CC

Dear *Compass* Readers,

I am looking for cookbooks published in the Caribbean in 2008 to be considered for submission to the Gourmand World Cookbook Awards. Any information will be most welcome.

I founded the World Cookbook Awards in 1995, and the awards event took place at the Frankfurt Book Fair in 1995 and 1996, in Paris, France, in 1997, in Périgueux in 1998, in Versailles in 1999, in Périgueux in 2000, and in Sorges in 2001.

The event was renamed Gourmand World Cookbook Awards in 2001. The Gourmand World Cookbook Awards 2002 took place at the Chateau de Brissac, in the Loire Valley, on February 28, 2003. The event for books published in 2003 took place in Barcelona, Spain, on February 27, 2004, during the Mediterranean Cookbook Fair. The next event was in Orebro-Grythyttan, Sweden, on February 11, 2005. After Kuala Lumpur, Malaysia, in May 2006, the "Best in the World" were announced in Beijing, China on April 7, 2007. The event came back to Europe on April 13, 2008, at Olympia Theatre in London, England.

All cookbooks published between November 1, 2007 and November 15, 2008, qualify for this latest round of awards. Manuscripts and publisher's proofs are also accepted. Books compete in their original languages in all categories except the Translation category, which was created in 2007. The Jury decides in which category books compete, and may change nominees from one category to another at the final jury meeting. The Jury may decide that awards for some categories remain vacant, and there may be more than one winner per category.

There are no entry fees. The competition is free and open to all. Books may be entered by anyone: authors, publishers or even readers.

Last year, Gilly Gobinet of Antigua won a "Best in the World Award" for her illustrations and recipes.

The deadline for submissions is November 15th.

Thank you,
Edouard Cointreau
icrlatino@virtualsw.es
www.cookbookfair.com

Dear V. Lavia,

Will the V. Lavia who recently submitted a letter to Compass *by post please contact Sally to clarify certain points before publication. No return address or contact information was given in the letter, so I am taking this opportunity to ask you to get in touch. Thank you.*

We take this opportunity to remind all letter writers to include your name, boat name or address, and a way we can contact you (preferably by e-mail) if clarification of your letter is required.

Sally

Dear* Compass *Readers,

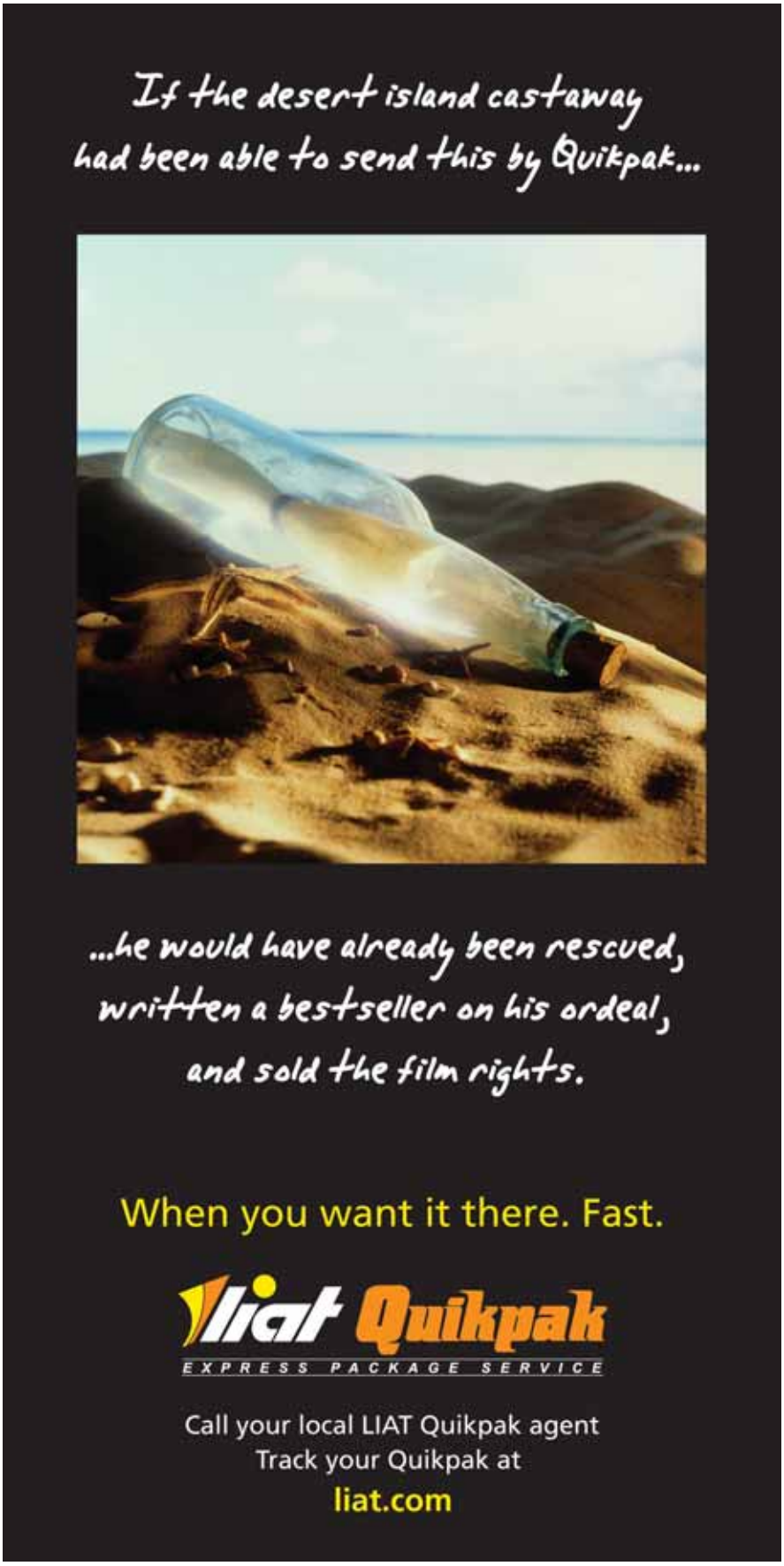
We want to hear from YOU!

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

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

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

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



What's New at Island Water World

October

NEW SURVIVAL EQUIPMENT - FLARES AND LIGHTS:

Pains Wessex's 100 years of pyrotechnic production has made them world renowned for their reliability and superior quality products. Pains Wessex flares are up to 30 times brighter than its competition. Designed to withstand the toughest of marine environments, hand-held flares are short range distress signals. These distress signals meet the various specifications of the SOLAS, U.S.C.G., and EC-Type Certificates.



Red Hand Flare MK8 PW52610
A hand-held flare designed to withstand exceptional environmental exposure and to perform reliably under extreme conditions. Burns for 60 seconds at a minimum of 15,000 candela.



Lifesmoke MK8 PW63240
A buoyant orange smoke signal safe to operate on petrol or oil-covered water. Produces dense orange smoke for 3 minutes.



Para Red Rocket MK8 PW50570
The Red Parachute Rocket is a hand-held distress signal ejecting a parachute suspended red flare at 984 ft altitude. Visible up to 30 miles. Burns for 40 seconds at 30,000 candela.

PainsWessex MARINE DISTRESS SIGNALS

REVERE



Water-Activated Lifejacket Light
Operating life exceeds 8 hours. Visible for up to 2 miles, in clear conditions. Waterproof, corrosion and temperature resistant case. Simple pull-ring operation even with gloved hands or in adverse conditions. Easy to install on most types of lifejackets, saving labor costs. Small size for easy stowage of lifejackets.
PW80008



Dual Light Saver Flash/Strobe Light PW80001
- Flashlight & Strobe Light on opposite sides.
- Waterproof to 330 feet.
- Combined burn time (Strobe & Flashlight) up to 8 hours.
- Comes with adjustable lanyard and velcro strap.
- Light weight: 4 oz.
- Dimensions: 6.5" x 1.75"
- Batteries not included
- Floats

What's on Sale

BARTON MAINSHEET TRAVELER SYSTEMS
25%* OFF!

Barton MARINE



BN24900 net price $349.00
2:1 Purchase incorporating 70 degree angle cleats on ends.



BN24901 net price $467.00
4:1 Purchase incorporating 70 degree angle cleats on ends.

AIRHEAD COMBO WATER SKI
25%* OFF!



These 67 inch rim molded combo water skis are designed to accommodate many different skill levels. Wide tails and tunnel shaped bottoms provide the ultimate balance of performance, control, stability and smooth tracking turns. The composite construction and fiberglass reinforced nylon fins ensure years of service. *LR43010 net price $154.00*

MITCHELL CASTING REELS
20%* OFF!

MITCHELL



Armada 800
PU1094483
net price $90.80



701 FD
PU1115075
net price $36.00



Blue 7000
PU1127746
net price $56.76

*Discounts valid for October 2008 while stocks last.

What you need

ICE-STATION ZERO COOLERS

New shipment! Now available in 4 sizes.
Ice-Station Zero with Arctic Technology is the latest breakthrough in portable cooler engineering. Ideally suited for any outdoor activity, where rugged durability and long-term cooling is a necessity. Keeps ice 5 days in 90°F heat!

MOELLER



ML43129 - 94 qrt.
ML43126 - 125 qrt.
ML43127 - 170 qrt.
ML43128 - 270 qrt.

BOSTON WHALER 270 OUTRAGE
with twin 225 Hp Mercury Verado engines



From its low-profile bow rail to its integral boarding platform, the 270 Outrage incorporates sleek lines plus a host of fishing-friendly features and comfort options. This remarkable boat includes three in-deck insulated storage/fishboxes, a lockable console, locking bow rod storage and a lighted 23-gallon transom livewell. Versatile seating includes two bow bench seats, a leaning post, a molded seat in front of the console and a convenient stern bench seat that folds into the transom.

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

BOSTON WHALER

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

Authorized dealer of EVINRUDE E-TEC

St. Thomas, U.S.V.I.	St. Maarten, N.A.	St. Maarten, N.A.	St. Lucia, W.I.	Grenada, W.I.	Grenada, W.I.
Yacht Haven Grande	Cole Bay	Bobby's Marina	Rodney Bay Marina	St. George's	Grenada Marine
Tel: 340.714.0404	Tel: 599.544.5310	Tel: 599.543.7119	Tel: 758.452.1222	Tel: 473.435.2150	Tel: 473.443.1028
Fax: 340.714.0405	Fax: 599.544.3299	Fax: 599.542.2675	Fax: 758.452.4333	Fax: 473.435.2152	Fax: 473.443.1038

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

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

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