CARIBBEAN On-line
COMPASS
SEPTEMBER 2009 NO. 168
The Caribbean's Monthly Look at Sea & Shore



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See story on page 12

HIHO IN THE BVI



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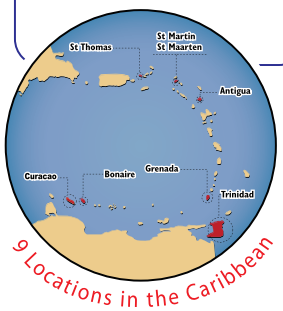
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SEPTEMBER 2009 • NUMBER 168



Water Island, USVI
Nothing doing? No way! 22

A 'Gentle' Sail
Newbie's scary adventure 27



Around Guadeloupe
...in traditional sailboats..... 13

Carriacou Regatta Fest
Annual summer fun 14, 15



'Pandora Awards'
Cruisers' top island picks 20

Take Turtle Time
Turtle watching in Trinidad .. 31

DEPARTMENTS

Business Briefs 8
Regatta News..... 16
Cruiser Profile 21
Product Postings 26
Cruising Crossword..... 32
Word Search Puzzle..... 32
Island Poets..... 33
Sailors' Horoscope..... 33
Cartoons..... 33
Cruising Kids' Corner..... 34
Dolly's Deep Secrets 34
The Caribbean Sky..... 35
Book Reviews..... 36
Meridian Passage..... 38
Cooking with Cruisers.....38, 39
Readers' Forum..... 40
What's On My Mind..... 41
Caribbean Marketplace..... 43
Classified Ads 47
Advertisers' Index..... 47

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

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Bob Bitchin
Founder/Publisher
Latitudes & Attitudes Magazine
Executive Producer
Latitudes & Attitudes TV

Info & Updates

Antigua Immigration Forms Now Online

The Antigua Barbuda Marine Association (ABMA) are delighted to announce that their website has now been upgraded and, with immediate effect, Antigua & Barbuda Immigration Forms 1 and 2 can be completed on screen at www.abma.ag and printed off for presentation to Immigration upon arrival.


FORM 1

Official Crew List

Name of Vessel _____

Port of Registry: _____ Call Sign: _____ Port of Departure: _____ Date _____

Registration No. _____ Gross Tonnage _____ Port of Arrival _____ Date _____

Captain: _____ Net Tonnage: _____

Persons on board (last name first)	Address (residential)	Nationality	Marital status	Date of Birth	Place of Birth (country)	Passport No.	Place of Issue	Date of issue Date of expiry	Position

Print Reset

It is anticipated that this new development will save a lot of time and stress for visiting yacht skippers and their crew/passengers. John Duffy, President of the ABMA says, "The Government of Antigua & Barbuda, together with the Immigration Service, has been steadily improving the entry and exit procedures for visiting yachts and this latest development brings us closer to the day when everything will be available on-line. Yachts without access to on-line facilities will still be able to complete the forms at the island's Immigration offices, where officers will now have more time to deal with arriving yachtsmen due to this improved facility."

Motor Yacht Eludes Attackers Off Isla Margarita

On August 5th, approximately ten nautical miles northeast of Isla Margarita, an eight-metre (26-foot) long peñero carrying four armed men approached the stern of the US-flagged recreational motor vessel *Mantuana*. According to a report from ONSA (Venezuela's national organization for maritime safety and security), the men in the peñero fired pistols at the motor yacht, with bullets hitting the stern and the flybridge. No one was injured. The *Mantuana* proceeded at full power toward the northeast, into the prevailing wind and seas. Calls for help on the radio (SSB 8291.1 and VHF 16) got no response. After approximately one hour and 15 minutes, the peñero gave up the chase and turned back. The *Mantuana* proceeded toward the northeast for another hour, and then returned to the port of Juan Griego on Isla Margarita.

For more information (in Spanish) visit www.onsa.org.ve.

Eight Bells

Rena Knight of Antigua, known to many as the "Queen of English Harbour", died on July 25th following cancer surgery and a subsequent stroke. Co-founder of Antigua Sails, she also ran the highly regarded Select Crew crew-placement service and was a medical insurance advisor for BUPA. She touched many lives during her decades in English Harbour, and is often described by those in the yachting industry as "a legend". She will be greatly missed.

"Joey" Burke, 46, of the Windjammer Barefoot Cruises dynasty died in his sleep of unknown causes on July 26th in Miami, Florida.

—Continued on next page



MIAMI HERALD (2)

Windjammer Cruises founder Capt. Mike Burke's Miami Beach 'castle' (above) burned to the ground days before his son and former company president Joey Burke (below) died of unknown causes





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AT SPANISH WATER

—*Continued from previous page*

Joseph Conrad Burke was the former president and director of the now-defunct Caribbean sailing-vacation company founded in 1947 by his father, Mike Burke. Windjammer cruises were hugely popular and the ships employed many Caribbean nationals as crew. But Windjammer ran into trouble repeatedly. In 1998, their self-insured 282-foot, four-masted schooner *S/V Fantome* was lost with 31 crewmen aboard off the island of Roatan during Hurricane Mitch. In late 2005, the senior Burke suffered a stroke that incapacitated him. Some vessels in the fleet fell into disrepair and crews were owed thousands of dollars in back pay. Vessels were impounded in various ports and scores of passengers paid for advertised cruises that never sailed. In 2007, the company's then-president, Joey's older brother Daniel Burke, died in a motel room of a drug overdose. Mike Burke's spectacular Miami Beach castle burned to the ground just eight days before Joey Burke died.

Cruisers Site-ings

Sailors used to faithfully keep logs, but it seems that nowadays they keep blogs. Well, "keep" isn't the right word, because blogs are logs that are meant to be shared. Here are just a few blogs by Caribbean cruisers that you might enjoy.

• www.blogcatalog.com/blog/all-about-boats: "A little of this and that as we are cruising the Caribbean islands aboard our Cal 34 sailboat. Comments on various subjects on the liveaboard cruising lifestyle such as destinations, anchorages, WiFi and internet access, sailing/boating tips, restaurants, marine services, business services, yacht charters, general day-to-day life..."

• www.brucesmithsvoyage.com/blog/index.html: Bruce Smith is a top-notch artist and long-time Caribbean sailor, and this beautiful blog is chock-a-block with excellent photos and insightful written observations about his and his wife, Jan's, travels in the islands.

• www.gearthblog.com/blog/archives/2006/07/sailing_adventu.html: This blog features way-cool Google Earth photo-documentation of the catamaran *PatiCat's* cruises.

• http://forcruisers.com/blog/: This is the blog of Kathy Parsons, renowned author of *Spanish for Cruisers* and *French for Cruisers*, and, of course, a cruiser herself. We like this blog for its "Spanish Word of the Week", which seems like an achievable rate of learning. (Are we also swayed by Kathy's kind words about the *Compass*?)

Got a favorite Caribbean sailing blog, or one of your own? Tell us.

International Coastal Cleanup

September 19th is International Coastal Cleanup Day, the world's largest volunteer cleanup effort collecting trash from the oceans, coastlines and waterways. The annual event, promoted by Ocean Conservancy, offers people around the word a chance to directly improve their shore and marine environments. The event aims not only to gather trash that pollutes our coasts and oceans, but also to identify the sources of debris and to change the behaviors that cause littering and pollution. This will be the 24th International Coastal Cleanup. If you like clean beaches and a healthy marine environment — take part!

For more information visit www.oceanconservancy.org.

Showtime!

The 28th Annual BVI Charter Yacht Show hosted by the BVI Charter Yacht Society will be held from November 5th through 8th at Village Cay Marina, Tortola, BVI.

—*Continued on next page*



DAVID ALLESTER

Show 'em off! In November and December, crewed Caribbean charter boats, ranging from shiny megayachts to stately classics to intimate honeymoon-specialist yachts will be on display for international charter brokers at shows in the BVI, USVI, St. Martin and Antigua



—Continued from previous page

All charter yacht brokers and clearing-house representatives are welcome. After the BVI show, a ferry will transport attendees to St. Thomas for the US Virgin Islands Charter Yacht League's Fall Yacht Show, November 10th through 12th.

For more information visit www.bvicrewedyachts.com.

The USVI's charter yacht fleet will be in display at Yacht Haven Grande marina, November 10th through 12th, for the St. Thomas Fall Yacht Show. Some two-dozen charter brokers and the elite of the Virgin's professional crewed charter yachts are expected to attend.

For more information visit www.vicl.org.

Registration for the 2009 MYBA St. Maarten Charter Show is now open. MYBA (the Mediterranean Yacht Brokers Association) has resolved to give its fullest support to St. Maarten and the St. Maarten Marine Trades Association for this year's show, which will run from December 4th through 7th. All yachts registering and paying before September 15th will be eligible for a 15-percent discount. The show will again be centrally located at the Yacht Club at Port de Plaisance and is closed to the general public.

For more information visit www.mybacaribbeanshow.com.

The 48th Annual Antigua Charter Yacht Show will take place from December 7th through 11th, at the Nelson's Dockyard Marina in English Harbour, the 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. Badges are required for boarding of yachts. Registration is now open.

For more information visit www.antiguayachtshow.com.

New Ferry Routes for Southern Islands?

There has been much talk about the desirability of inter-island ferry systems in the region. Some of these services are up and running, but many more plans for such ferries have been announced over the years yet remain unfulfilled. For example, the *Caribbean Rose's* Margarita-to-St. Lucia proposal sounded promising in 2007, and in 2005 a Barbadian company announced it would offer ferry service between Barbados and Guadeloupe, with stops in St. Lucia, Dominica and Martinique. Neither service was ever begun. But in the past, inter-island ferries such as the *Seimstrand* in the 1970s and the *Windward* in the 1990s served successfully in this area.



The latest announcement states that Grenada-based BEDY Ocean Line will begin two new fast-ferry routes in late October: a St. Vincent – Barbados – St. Lucia run, and a Grenada – Trinidad – Barbados run. Reportedly, between 260 and 300 seats will be available per ferry. At a time when the traveling public has been negatively affected by high airline rates and baggage restrictions, it would be encouraging to see this venture succeed.

For more information contact brossysh@hotmail.com.

Barefoot Yacht Charters Opens New Meteorological Station in St Vincent

Narendra Sethia reports: Using traditional Arawak forecasting techniques, Barefoot Yacht Charters is pleased to announce the opening of a new, state-of-the-art meteorological station at their marina in Blue Lagoon, St Vincent.

In St. Vincent, a lighter look at sailors' preoccupation with weather forecasting

At the recent opening ceremony, Managing Director Mary Barnard told the assembled guests that the company's in-house weather experts, led by Dr. James Ward, had conducted several months of painstaking research before assembling this unique piece of technology that will be of undoubted benefit both to charter guests and cruising yachtsmen alike.

There will be no fees for use of the service.

For more information on Barefoot Yacht Charters see ad on page 18.

Charitable Writers

Who says cruisers are cheap? The following *Compass* contributors have recently donated their writer's fees to charity: Richard Clubb, Jack Foard, John Lytle and Nan Hatch, to St. Benedict's Children's Home in St. Vincent; Arthur Ross, to the Sunshine School for Children with Special Needs in Bequia; Christine Weber, to the Bequia Mission; Melodye Pompa, to the Carriacou Children's Educational Fund; Cheryl Johnson, to the Bequia Bookstore Children's Reading Group; John Rowland, to the Bequia Community High School Library; and Clare Sudlow, to the animal welfare organization in Antigua.

Thank you all. Your generosity is greatly appreciated.

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BUSINESS BRIEFS

Cuba's Commodore Escrich Appointed President of Marlin Marinas

José Miguel Díaz Escrich, Commodore of the Hemingway International Yacht Club of Cuba since May 21st, 1992, was recently appointed president of the business group Marinas y Náuticas MARLIN S.A. It is better known as Marlin Marinas Business Group, the biggest marina company in Cuba.


STEPHANE LEGENDRE

Marlin Marinas Business Group owns entry ports Marina Santiago de Cuba, Marina Cienfuegos and Marina Cayo Largo, and non-entry port Marina Trinidad, all on the south coast of Cuba. On the north coast of Cuba, the group also owns entry ports Marina Hemingway, Marina Dársena Varadero and Marina Cayo Guillermo and non-entry port Marina Tarará. Marina Hemingway and Marina Tarará are located in the city of Havana.

Other Cuban marinas, which are not part of the Marlin Marinas Business Group, include entry ports Marina Vita and Marina Cabo San Antonio, on the northeast and northwest sides of Cuba respectively, which are owned by Marinas Gaviota S.A. One of the dreams of the current President of Marlin Marinas Business Group is to achieve the foundation of the Association of Cuban Marinas.

José Miguel Díaz Escrich will continue working both as Commodore of the Hemingway International Yacht Club of Cuba and President of Marinas y Náuticas MARLIN S.A. and hopes to be able to offer an even greater contribution to the development of nautical tourism in Cuba.

For more information on Marlin Marinas visit www.nauticamarlin.com. For more information on Hemingway International Yacht Club contact yachtclub@cnih.mh.cyt.cu.

September Opening Hours Changed at Art Fabrik in Grenada

Art Fabrik, the famous boutique on Young Street in St. George's, Grenada, is taking a little time off in September. Chris and Lilo plan to beautify their upstairs workshop, which still has scars from Ivan the Terrible. The boutique, with its second anniversary coming soon, needs some touch-up too. They also want to create new, exciting, funky one-of-a-kind creations for you for the coming season. And, finally, they want to put a big sign on their building, so you can find the place without asking every vegetable vendor on the road where they are!

For September only, shopping hours will be Monday, Tuesday, Wednesday, Friday and Saturday from 9:00AM to 1:00PM. Closed Thursday. Chris and Lilo will be working upstairs in the workshop, so if you can't match your shopping schedule to these hours, call the workshop at (473) 440-5872, or cell (473) 405-3272 and they will find a way to be there for you.

Chris and Lilo say, "If you plan to sail down to Grenada, visit our workshop. It is exciting to watch over the artists' shoulders as they work with the thousand-year-old batik textile resist technique, still done by hand. We do all the designing, waxing, dyeing and boiling right here in our workshop. When finished, we bring the finished gorgeous creations directly downstairs to the boutique where they are for sale, like bread coming hot from the oven. Come and have a taste!"

The month of October will bring back Art Fabrik's regular opening hours: Monday, Tuesday, Wednesday and Friday from 9:00AM to 1:00PM and from 2:00PM to 5:00PM, plus Thursday and Saturday from 9:00AM to 1:00PM. Magna cards accepted.

For more information contact artfabrik@gmail.com or visit www.artfabrikgrenada.com.

International Yacht Transporters Merge

Dockwise Ltd. recently announced plans for its wholly owned subsidiary Dockwise Yacht Transport (DYT) to merge with Yacht Path International Inc. to create a new force in premium yacht transport.

The combination of Yacht Path with DYT will create an enterprise capable of transporting yachts of any size to any destination around the globe and broaden the scope of services to any client, from private owner and charter company to brokers and shipyards. Yacht Path will contribute its worldwide leadership in "Lift On/Lift Off" transportation: the chief mode of transport for small to medium yachts up to 80 feet, aboard ocean-going cargo and container vessels. DYT will bring a corresponding global leadership in "Float On/Float Off" transportation for yachts up to 200 feet on its four submersible yacht carrier vessels. The combination of a reliable fixed schedule between cruising playgrounds and the ability to add extra voyages to new destinations with flexible tonnage will provide yacht owners with increased options for their travels.

The market for yacht transport is a clear niche market with a strong volume share of yachts less than 80 feet, and the super-yacht segment (more than 80 feet) representing approximately 25 to 30 percent. Demand for yacht transportation services is mainly generated by yacht owners and charter companies seeking expansion of their cruising grounds to benefit from two seasons within one year (e.g. Mediterranean in the summer and Caribbean in the winter).

"The merger of DYT and Yacht Path is an exciting step in the evolution of a growing global niche market," said André Goedée, Chief Executive, Dockwise Ltd. "The current recession, while temporarily subduing demand, has not reversed the long-term upward trends in yacht transportation between cruising destinations. The unified company will be ideally positioned once favourable conditions return and Dockwise will enjoy significantly increased market share."

For more information visit www.dockwise.com.

Megayachts Discover St. Lucia's Rodney Bay Marina

Ernie Seon reports: More megayachts are choosing to make the Rodney Bay Marina their home port and base as a result of the recent expansion and upgrading works undertaken there.

In early August, Marina General Manager Cuthbert Didier said, "We have seen a huge spike in the demand for megayacht berthing over the last two weeks. We are finding out that even in this hurricane season, these vessels are choosing our marina, and by extension St. Lucia, to be their base. It's an endorsement of what we have been saying all along: if you build, and you have a good price structure and good service, and the facilitation of Customs and Immigration, the vessels will not only come but they will stay."

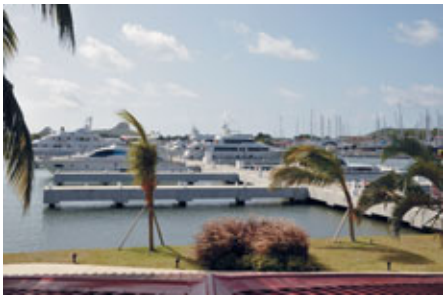
According to Didier, St. Lucia and RBM continue to address the insurance issues that in the past had chased a lot of yachts further south, to places such as Grenada and Trinidad.

—Continued on next page

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"The hurricane that hit Grenada (Ivan in 2004) certainly helped us in a very strange way, in that it proved that there is no 'invisible line' and no hurricane-free zone, so yachtsmen are now choosing where they berth based upon the quality of facilities, even if that means staying further north. And St. Lucia is benefiting," he said.

Didier noted that so far, this hurricane season had not shown any strong signs of being active and because of that people were still in their normal pattern of sailing and enjoying the Eastern Caribbean. "So the normal traffic has not disappeared and we are hoping that this hurricane season will spare us so that persons can enjoy quality sailing," he said.



Rodney Bay Marina's new megayacht dock, with the boatyard in the background

Meanwhile, the first phase of expansion at the Marina is continuing. Didier said, "We are in the midst of some significant projects. We are about a month away from finalizing the boatyard. We have a new dredge that's been at work in the entrance of the lagoon and alongside the fuel dock. We're working with Sol to commission the new fuel tanks up to a capacity of 10,000 and 20,000 gallons of diesel and gas with high-speed dispensers. The final landscaping is also being done."

But he said there was no word yet on the commencement of the second phase of the expansion. The company is still looking at the slowdown in the world economy, assessing the developments in St Lucia and making sure that the demand is there before going into the second phase.

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

Fitness Matters at St. Maarten's Isle de Sol

The Yacht Club Isle de Sol, an IGY Marina located on the Simpson Bay Lagoon on St. Maarten, is expanding and upgrading its gym and exercise facilities. The original gym was in such high demand during the season that IGY decided to double the size to 800 square feet. The newly expanded gym will have all new equipment including cardiovascular machines, weight machines, and free weights. The gym will also boast a yoga and pilates area and a new cool-down deck for post-exercise relaxation. Also new to IDS this season will be a half-court basketball court with professional lines, backboard, and hoop. IDS is also upgrading its tennis program to further take advantage of the two courts on the property, which are both available to visiting yachts.

"The Yacht Club Isle de Sol and IGY are well aware of how important these amenities are to the crew, so the gym expansion project has been one of our main priorities this summer," stated the Marina General Manager Brian Deher.

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

C&N Partners with New St. Kitts Marina

Work is scheduled to begin in January on the new Cockleshell Bay Marina, a 153-berth marina to be located on the southern coast of St. Kitts. The marina is scheduled to open in November 2012, with berths for yachts of up to 70 metres (230 feet). The development will include a five-star hotel, a spa, and shopping and dining facilities. The owner of Cockleshell Bay Marina, the Toronto-based St. Michael Development Ltd, has signed a ten-year operating agreement with Camper & Nicholsons (C&N) Marinas, effective September 1st. C&N has specialized in marina development for over 40 years and has provided services to clients in more than 25 countries worldwide, including Port Louis Marina in Grenada.

For more information visit www.cnmarinas.com.

Super Solar Ovens Available in Bequia

Leah Belmar reports: What on earth! Sun Oven? What is the mystery behind this black briefcase-looking object with shiny top and bright circles on the side?



Sampling solar-cooked fish at Bequia Fishermen's Day 2009

The answer lies inside the four folded reflectors that open up to direct the sun's rays into the heating chamber, converting raw food into the most flavourful and healthy meals one could ever imagine. Sun Ovens International Inc. has developed the Global Sun Oven.

This 19-inch by 19-inch device, which weighs only 21 pounds and has an average depth of 11 inches, lets you harness the sun's energy to cook without fuel. It can cook almost anything that can be done in a conventional electric or gas oven or on the stovetop—bread, cakes, muffins, pizza, vegetables, poultry, fish, meats, rice, and the list goes on. The only thing you cannot use it to cook is fried food.

—Continued on page 42







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First Marine Online Store in the Caribbean Launched

With its recent launch of an online store at www.islandwaterworld.com, Island Water World is the first marine business to introduce an e-commerce website in the Caribbean.

The company, under Managing Director Sean Kennelly, overcame many hurdles for online shoppers. For example, Island Water World accepts credit cards where shipping and billing addresses do not match. This is a vital feature for a business dealing with a regional as well as international customer base.

The marine retailer teamed up with Fedex and regional air carrier LIAT to secure highly competitive airfreight prices, and provides very reasonable sea-freight rates. A shipping map on the website gives an easy overview about available shipping options and destinations.

Online payments are secured by a Thwarte certificate, a premier international organization policing online stores. Payments can be made via Paypal or by credit card. If you are an account holder and have been granted credit facilities by Island Water World in Sint Maarten you can charge to your account, via passwords that you control.

"We are always looking for ways to enhance the value equation for our customers," Sean explains. "With Sint Maarten being duty free and having excellent sea and air connections with most of the other islands in the region, we knew there must be a way to get products cost effectively and quickly to our customers on islands where we didn't have a store."



Ricky Benschop, Project Manager E-Commerce (left), and Managing Director Sean Kennelly demonstrating their Online Shop on a touch screen at the Island Water World store in Cole Bay, St. Maarten

Large US-based marine retailers and wholesalers, utilizing both printed catalogues and the internet have been selling into the Caribbean for years. "It has always been an issue for us and other Caribbean-based businesses, dealing with large US corporations trading in our backyard," says Kennelly. "But this made us more competitive over the years. Our prices are much the same or even better as in the US, which is tough when trading in the Caribbean where you don't have the volumes of the large US giants. We have nevertheless been able to grow a loyal following in the Caribbean because we are physically present. We not only have the goods, we are sailors — we know how our products work, we can help, we can advise, and you know that in the unlikely event a product fails, we are here, nearby — just bring it back."

The real challenge for Island Water World has been to incorporate this service expectation in an online environment and still be a first choice for customers based in the Caribbean. "The internet is your best friend and your worst enemy," says Sean. "Now customers browse a number of online stores or catalogues and easily make comparisons. So, for example, we might have a potential customer stuck in Nevis or St. Vincent with a broken pump. In his online research he realizes that the prices between the US retailer and us are similar. Our advantage at this point is local shipping and Customs knowledge. We can get this particular pump to the customer quicker, cheaper and more reliably than the US competition can. Plus we are confident that we can offer, in most cases, the same or better prices than the US player."

The Island Water World online store is linked in real time to the inventory at its headquarters in Cole Bay, Sint Maarten. "If we have a product in stock, the virtual store will reflect this. The pricing is our current pricing — up to date every second," Sean explains. He adds, "In fact, you will see two prices: the store price, which is our shelf price in all our stores in the Caribbean, and the online price, which is ten percent cheaper. And if you are a wholesale customer or a long-term customer who has qualified for our cruiser discount program, you can log on and see the actual price that you will pay depending on the discount program you are on."

Based in Sint Maarten, with stores in St. Lucia and Grenada, the company has been a retailer and distributor of boats, motors and marine goods in the Caribbean for over 40 years. The virtual store links to the company's different stores (check out the Google maps!), contact numbers and e-mails, marina and yard services in Sint Maarten, warranty and shipping polices, etcetera.

What is so special about the Island Water World online store, other than it being a homegrown Caribbean product? Sean explains: "Many sailors are using their laptops or notepads at so called 'hot-spots' throughout the Caribbean. Often the connections are spotty, slow and frustrating. It was very important that we get our information over quickly. We didn't want a site overburdened with huge pictures and distracting adverts. We developed a fast-loading site, easy to use. It has a well-organized index, pictures that tell the story at a glance, as well as text and links that provide relevant information. The goal is to give the customer the tools to make an informed decision.

"I am tremendously proud of our staff who have worked long and hard to build this virtual store and equally grateful to Litemoon, a Sint Maarten-based media company, who have conceptualized the imagery, done the site makeover and ensured that we have been able to deliver a strong product in the simplest way. I am continually amazed at what can be achieved right here in the Caribbean," Sean concludes.

REGATTA-TIME BENEFIT TOPS HUNDRED-K GOAL

by John Rowland

At what point does an event become a tradition? This is the ninth consecutive year in which the Carriacou Children's Education Fund (CCEF), conceived by a group of cruisers in 2000, has been an integral part of the Carriacou Regatta Festival activities. The CCEF's variety of fundraising events combines support from visiting cruisers and local individuals, businesses and organizations. This year's efforts raised EC$17,866, with donations still coming in, pushing the



At Carriacou Regatta Festival 2009, CCEF volunteers proudly announce the grand total of funds raised so far to benefit island students

fund's accumulated nine-year total over EC$100,000. One hundred percent of the money raised goes to supplying kids from lower-income households with school uniforms, books, supplies, hot lunches ("Meals from Keels"), technical upgrades to school computer labs and scholarships to the community college — all on the islands of Carriacou and Petite Martinique.

This year's activities began with a welcoming pot luck and barbecue at the Carriacou Yacht Club (CYC) on July 29th, hosted by Judy and Gordon on *S/Y Dreamcatcher*. Cruisers from 29 yachts, sailing under a variety of North American, European and Caribbean flags, gathered with a strong representation of local folks to share the dishes they brought, renew old friendships and form new ones. Music was provided by DJs Kelly and Edwin. The squalls marching through the bay did little to dampen the enthusiasm of the attendees, anticipating the activities of the coming days and the opportunity to repay through CCEF this cruiser-friendly island for its hospitality. At the barbecue, funds for CCEF were generated through a modest admission fee and a raffle that yielded five winners, three receiving delicious libations, one a Mount Gay hat and the other an insulated bag.

On the afternoon of July 30th, 15 cruisers joined hosts Nancy and John of *S/V Silver Seas* in a dominoes tournament. The afternoon of relaxed fun provided a good way to avoid the still advancing squalls and the affordable entry fee provided another contribution to CCEF.

The next afternoon, the activity called "the auction" was held, again at CYC. The squalls gone, hosts Melodye and John of *S/V Second Millennium* were grateful for the break in the weather. The structure of "the auction" is interesting. Throughout the year, yachts stopping at Carriacou drop off items to be auctioned. Boat parts large and small, clothing, crafts, books, DVDs, etcetera, are accumulated. Additionally, many local businesses donate certificates for meals or services. On the day of "the auction", flea market-style tables are set up: one to sell crafts, one to sell books and DVDs, and one to sell small items designated as "$10 or less". Sales start at around 1400 hours and continue till everyone leaves. At 1500 hours, the actual auction of larger items begins. The auctioneers had the formidable task, amid the crowded confusion of the CYC yard, of capturing the attention of enough people to solicit bids on nearly 130 items. John of *S/V Second Millennium* and John of *S/V Drisana* handled this task expertly, although "the auction" more resembled a Hollywood depiction of a Middle Eastern marketplace than the image of a more organized function the word usually invokes. The activity lasted until after 1800 hours, leaving the auctioneers exhausted, participants smiling, and the goal of reaching $100,000 achieved!



Auction and sale items on display

The Minister of Carriacou and Petite Martinique Affairs, the Honorable Senator George Prime, thanked everyone for all that CCEF has done for these islands, and declared his support for future activities.

Melodye and John of *S/V Second Millennium* have been the driving force of the CCEF since its inception. There is not room here to list all the other people who, in one way or another, have participated in this event, but every bit of effort contributed to its success and is greatly appreciated. Melodye and John spoke of the support they have had over the nine years this benefit has run. "We would like to thank all the people who have helped in a variety of ways: volunteering to help with the auction and barbecue; donating goods, services or cash; attending and participating. These are the ones who make this thing work — it's a lot of work by a lot of good people."

As in the years before, cruisers gathered in Carriacou at regatta time, races were run (see reports on pages 14 and 15) and winners were toasted. Soon the cruisers will take to the four winds to chase their dreams. But left in their wake will be the means for many children here in Carriacou and Petite Martinique to also chase their dreams. CCEF — it's for the kids!





Caribbean Sailors Shine at 25th Highland Springs HIHO



by Andy Turpin

IT was ironic that Antigua's Eli Fuller dominated the one-design division at the BVI's 25th Highland Springs HIHO windsurfing event (June 28th through July 5th). Why? Because six years ago, after enjoying a long string of successes that date back to his teen years, Fuller gave up boardsailing to pursue the then-fledgling sport of kiteboarding.

Not being one to do things halfway, however, he got a bit carried away doing kite-driven acrobatics and eventually damaged his knees, thus ending his short-lived aerial career. Later, he slowly gravitated back to his former love, windsurfing, serving as Race Director during several previous HIHOs before deciding to compete this year.

"Wow! Look at Eli stretch his lead," said a long-time participant during Race Two. He may have been a little out of practice, but his time-tested technique was as solid as ever. "I love racing," explains Fuller, "but around-the-buoy races sometimes get a little boring. I love HIHO because of those long inter-island races. There are some tricks involved in the long downwind runs that not all buoy racers know about."

For the uninitiated, we should explain that since its inception in the late 1970s, HIHO ("Hook In and Hold On") has been world famous for its long-distance courses — some veterans call them endurance contests — that weave through the British Virgins. Years ago it was first characterized by sportswriters as the "holy grail of windsurfing" because boardsailors all over the world vowed to do it at least once. That moniker still applies, as this year sailors from 14 countries attended, including 20 racers from five Caribbean islands.

In addition to its ambitious courses — some of which are 15 miles long, with turning marks on several different islands — HIHO is also internationally renowned for its liveaboard accommodations and nightly parties. Throughout the week, all participants are accommodated aboard four-cabin catamarans from The Moorings, which follow the races to a different venue every day. A roving beach crew sets up healthy, catered lunches on a different deserted beach each afternoon, and each evening a different shoreside resort hosts dinner and entertainment — usually with a live reggae band. Needless to say, it's also great fun for families and tag-alongs who outnumber racers nearly two to one. As always, this year's flotilla stopped at nearly all of the territory's principal islands.

The seven flashiest competitors this year were in the Open Division, sailing aboard quick-to-plane Formula boards. The Caribbean was well represented here, too, with St. Martin's Ricardy Maricel winning the first two races, a 12-mile, open-water one-tacker from Virgin Gorda to Anegada, and a zig-zagging, 14-mile downwinder from Virgin Gorda's Baths to Trellis Bay, Tortola. Blasting off the starting line of Race One like a rifle shot while holding down an enormous 10.7-meter sail, this burly West Indian looked unbeatable, but a pair of visiting Danes eventually got the best of him. With phenomenal speed and grace, 17-year-old Sebastian Kornum took firsts in the last four races, with his father, Torben, close behind him. A former European motocross racer, Sebastian is currently the sport's Junior World Champion, but he elected to race in the men's division here.

The British Virgin Islands provide an unbeatable venue for a point-to-point windsurfing event, with a cluster of friendly islands, protected waters and generally reliable tradewinds

The vast majority of this year's racers — 43 to be precise — competed in the one-design division, racing aboard identical Techno boards. Each sailor is allowed to carry up to three Neil Pryde sails. But choosing the right one to rig for a given day's conditions can be crucial. Being under-rigged can mean slogging for miles while your competition screams by you on a plane, whereas being over-rigged can lead to being so over-powered that you're out of control. Wisely, crash boats are positioned throughout each course to rescue the dropouts.

The week began with dreary overcast conditions generated by a tropical wave, but forecasters predicted improving conditions throughout the week, and, amazingly, they were correct. With 14 to 16 knots on day one — barely enough to run the Anegada Race — the breeze built nicely during successive days, with gusts into the mid-20s during the final race around Sandy Cay.

Especially for diehard Caribbean racers, HIHO is sort of an Old Home Week, where good-natured rivalries are renewed on the racecourses, and long-established friendships are refreshed at the post-race parties. Stalwarts like St. Martin's Jean-Marc Peyronnet, who took second in the Techno fleet, and Martinique's Pierre-Francois Champeval, who took third, are like old warriors who do battle by day then celebrate each other's successes by night. They, and many others, just seem to keep coming back again, unwilling to miss out on the fun.

The 2010 event will run June 26th through July 4th. See www.go-hiho.com for details.



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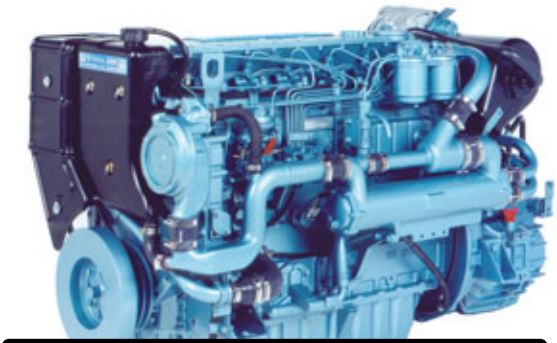
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Saintoises: Guadeloupe Sailors Race Their Pride



by Stéphane Legendre



MAGELLAN GEOGRAPHIX

A growing fleet of Guadeloupe's traditional sailboats (left and below) races from one seaside village to another around the archipelago (above) in the annual Tour de Guadeloupe

Who says that winter is regatta season? If Anguilla, Carriacou and Guadeloupe are anything to go by, summertime rocks with Caribbean regattas — for traditional Caribbean boats!

A bit of history about Guadeloupe's traditional boats. Generally known as Saintoises because they were initially used in Les Iles des Saintes, these open sloops were long used as the sole means of transportation between the islands of the Guadeloupe archipelago: Guadeloupe (Basse Terre and Grande Terre), Les Iles des Saintes, Marie Galante and Desirade. They delivered goods from one island to the other, mainly along the leeward shores. Racing these boats became an official sport in 2002, and was affiliated with the FFV (French Sailing Federation) rule by a rating system. The hulls were lengthened slightly in order to improve performances.

In 2002, seven boats raced in an around-the-island series of several village-to-village legs. Over the years the fleet grew to 16, then 26, and last year 39 boats competed. The number of racing Saintoises hit the fabulous figure of 42 this year for the Tour de Guadeloupe en Voile Traditionnelle 2009 (TGVT2009).

This increase can easily be explained: the boats are light and not too long (5.35 metres, or 17 1/2 feet) to be transported on trailers, and many local youths have swapped from production sailing dinghies to locally built Saintoises as an expression of island pride. Saintoise racing has become the ideal interface between the island's people and the sea, an interface that had been in danger of becoming lost.

This Year's TVGT, held July 11th through 18th, featured seven legs.

Leg 1: Deshaies to Sainte-Rose

Local knowledge of the leeward coast of Basse Terre is vital for this leg, and this year gave ample demonstration. Light winds, gusty squalls — then holes for very long minutes for those who were trapped. Marcellin Wilbon from Sainte Rose came first, ten minutes before the well-known international racer and five-time winner of this event, Claude Thélier.

Leg 2: Sainte Rose to Port Louis

Tricky eyeball navigation around the reefs and sand banks, and good sailing tactics were necessary to do well during this leg: many sailors suffered grounding in Grand Cul de Sac du Marin. The very experienced skipper Jean Forbin, ultimate winner of this year's event, won the leg. Claude Thélier again came second.

Leg 3: Port Louis to Baie-Mahault

This third leg was the only traditional beach start of this year's Tour. Forty-two boats is far too many to have



seven Le Mans-style starts: the waiting is long and accidents can happen. Flat seas and a nice Force 3 breeze accompanied the fleet for this downwind leg. Veteran Santoise racing competitor *Bwa Bandé* won; she was designed to go downwind and has a well-trained crew. Jean Forbin, again on the podium, came third.

Leg 4: Pointe-à-Pitre to Goyave

This unusual leg, starting right in the middle of Pointe-à-Pitre's commercial harbor, is quite an experience for the many participants who learned sailing in that area. Many capsized during the course of the race as increasing winds kicked up six-foot waves. Claude Thélier won the leg, but Jean Forbin's second place put him in the lead of the event, his regularity paying off.

Leg 5: Goyave to Gosier

The Gosier Islet finish is always interesting and this year even more so, owing to belated placement of the finish-line buoy. Patrick Forbin (Jean's brother and last year's winner) came first, and Jean in second kept his first position overall.

Leg 6: Gosier to Sainte Anne

The start from Gosier was hectic and fabulous. The wind and wave height had both increased. But those strong weather conditions were there to please Patrick Forbin, who again came first, while his brother Jean got ever closer to the title.

Leg 7: Sainte Anne to Saint François

This leg should have been cancelled. A strong tropical wave hit the Tour at Sainte Anne. With 25 knots of wind and three-metre high waves, this was just too much for these boats. Only five boats reached Saint François; the rest of the fleet deciding not to finish for safety reasons. Jean Forbin had to finish this leg to win this Tour and he did — after capsizing three times. Jean Forbin is a talented skipper who really deserves this victory. He built his own Saintoise and many others in his boatyard of Pointe-à-Pitre. Congratulations Jean!

TGVT organizer Georges Santtalikan says, "Sailors from other Caribbean islands are welcome to participate in the 2010 Around Guadeloupe Race, and a limited number of Saintoises will be made available to visiting crews, six per boat. Since last year we have had a crew from Martinique racing with us and doing very well. We all love the Caribbean Sea, and traditional boats must be a means to discover each other and enjoy our beautiful islands." So, Martinique, Anguilla, the Grenadines and Tobago, enjoy your sailing and we hope to see you all next year in Guadeloupe on the 2010 Tour!

For more information contact Georges Santtalikan (in French, English or Spanish) at georges.fg5bg@wanadoo.fr or visit www.cgvt.org.

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LEAVE YOUR BOAT IN SKILLED HANDS

Cruising Yachts Compete

by Jerry Stewart



GEOFF CRAIGEN

The Beneteau 57 S/V Superted at the start of the Two-Handed Round the Island Race, in which she took Line Honors and won the Fun Class

Every August, cruising yachts from around the world flock to Carriacou, home of the last working Caribbean sailing sloops, to watch and be part of the Carriacou Regatta Festival. While the local sloops and open boats race in traditional splendor, visiting yachtsmen have the opportunity to compete in their own division or just watch the action.

The most popular yacht race is the Two-Handed Round Carriacou, which this year attracted a record 29 entries.

Any August regatta is somewhat of a lottery in the Eastern Caribbean. We have to be prepared for almost any weather conditions. This year the first weekend in August was magnificent: each of the three days of racing offered winds of 12 to 14 knots, sunshine tempered by Sahara dust, and calm seas.

Once again, Mount Gay Rum joined Doyle Sails Barbados, Island Water World and Budget Marine in providing prizes for the three-race series.

The series started with the Doyle Sails Two-Handed Round Carriacou Race — in which children less than 12 years old don't count as crew. A superb day for sailing greeted competitors and lasted throughout the fleet's clockwise circumnavigation of the island, giving everyone plenty of time to attend the charity auction that evening (see related story on page 11).

Superted V, a Beneteau 57 sailed by Matt and Jean Findlay, quickly overhauled the fleet, achieving line honours and winning Fun Class with Susie Standhope's incredibly beautiful *Spirited Lady of Fowey*, a Spirit 56, coming in second. Long-time Caribbean competitor Tim Sudell won Cruising Class aboard his S&S 44, *Saga*, with my Hughes 38, *Bloody Mary*, coming in second. In the four-boat Multihull Class (all catamarans this year), the St. Frances 44 *Fine Line*, sailed by Steve and Anne Walsh, showed a fine turn of speed to win, with regatta regular *Ned Kelly*, sailed by Don Marmo, second.

Saturday's Island Water World-sponsored race took the fleet from the start in Hillsborough Bay, south around Frigate Island and then to the finish in Tyrrel Bay. The strong south coast currents, which can make this race so tricky, were absent this year and with the wind north of east, the beat was much shorter than previous years.

Alex Johnstone's Beneteau 461, *Chao Lay*, came up from True Blue in Grenada to beat the Carriacou-based yachts with a fine performance in Cruising Class. *Bloody Mary* again was second. Andy Smelt's Spencer 44, *Yellow Bird*, was back in its customary first place in Fun Class, with second place going to Dominique Weber's *Sanctus*, a Jeanneau Sun Kiss 47. *Koolau*, a Lagoon 470 sailed by Rik Versteegh, won Multihull Class laurels from Gregory Hall's *Merlin*.

As in previous years, Sunday's lay day was spent anchored off Sandy Island in order to view the local boat racing from close quarters — sometimes *very* close — far from the crowds and noise of Hillsborough.

The fine weather and consistent breezes returned on the Monday for the Budget Marine Hillsborough Race, a leeward-windward-leeward course using the islet of Jack A Dan and the Sisters Rocks as marks before finishing in Tyrrel Bay.

Tulaichean II, a Beneteau 38 steered by Mike Bingley, having raced boat for boat with second-place *Bloody Mary* in the previous two races, achieved a big enough lead to win this race. In Fun Class, *Yellow Bird* took first and Spirited Lady second. *Fine Line* joined us again to win Multihulls with *Koolau* second.

On the Monday, the prizegiving featured a glorious pork barbecue evening in the Carriacou Yacht Club garden. All participating yachts received a Doyle Sails bag containing a bottle of old Mount Gay Rum. *Yellow Bird*, overall winner in Fun Class, won the grand Mount Gay barrel prize. *Bloody Mary* won back the perpetual Cruising Class trophy from Roy Hopper's absent-this-year Beneteau First 38, *Windborne*. *Fine Line* won Multihull Class, despite only sailing two races. Michele Weber (age 15) and Felix Preisig (16) received special mention and a Doyle Sails bag each for racing around Carriacou in *BM2*, a Yingling.

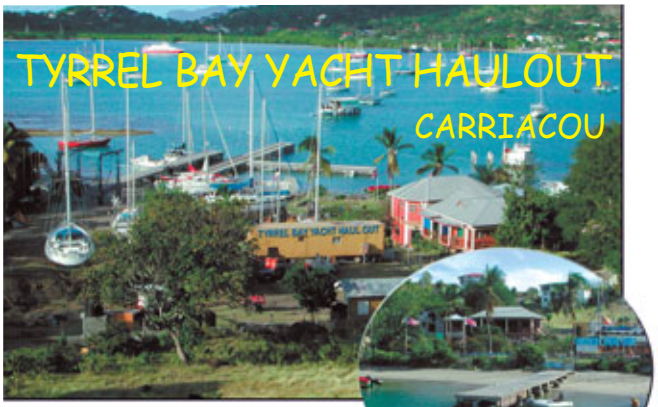
Thank you to race officer James Benoit from the Grenada Yacht Club, the committee boat team, sponsors Mount Gay, Doyle Sails, Island Water World, Budget Marine, Fidel Productions, Bogles Round House restaurant, and GG Design. This event would be far less without you.

Yacht skipper and tugboat captain Jerry Stewart is the proprietor of Tyrrel Bay Yacht Haulout.



ANNETTE VERSTEEGH

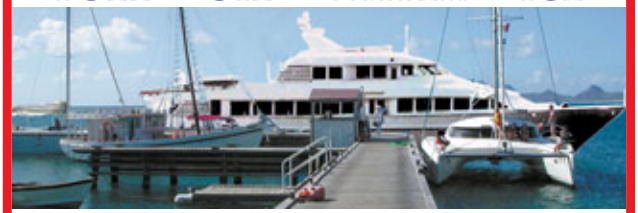
Jean and Matt from Superted *accepting their Round the Island prize*



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Open Boats — Dem Free!

by Orbin Ollivierre

Today is de 1st August, Emancipation Day, de day dey say we free. Is also de 44th annual Carriacou Regatta Festival an' we all standin' on Paradise Beach an' ready fo' do battle. Ah say all: not true. All de Bequia boys ready. But it look like de Tobago boys an' some in Carriacou forget de date ah de regatta. Dey say race start 10 o'clock but dey ain't even set sails yet. But fo' tell yo' de truth, dem ain't foolin' me because dem committee man tek off dey watch. An' on top ah dat, is Emancipation Day, time no matter, dem waitin' fo' de wind to cut!

We start aroun' 2 o'clock, nine boat takin' part. Is ah open race so any size could sail. We got *Bluff*, *Bequia Pride*, *Lightning*, *Limbo* from Bequia, *Unknown* from Tobago, *Passion*, *Ghost*, *Improved* an' *Skyler* from Carriacou. We got ah good sailin' breeze, lighter dan mornin' but good. Upwind to ah mark over Jag-a-dan rock, downwind to de Sisters Rocks, back to de same mark an' down to ah mark inside Sandy Island an' up to de finish by Hillsborough jetty. Ah good sail, smooth water wid *Bequia Pride* first, *Skyler* second, *Bluff* third.



Sorry our photos from the open boat races in Carriacou this year got lost in cyberspace, but here's a shot from a regatta earlier this year of Carriacou Regatta Long Open Boats Class A winner, Lightning, *dueling with fifth-place finisher* Bluff

Lightning bust she jib right at de start. De time she tek fo' change, it was too long, if yo' know what ah mean. *Lightning* didn't flash today! As de Rasta would say, better luck next day. But fo' tell de truth, it was ah long day. Is 6 o'clock now an' time fo' get ah few green ones an' some manger down de hatch. Dem got Queen Show an' t'ing in de tennis court tonight but ah too bum fo' dat. Tomorrow is two races. Dey say dey go' start 10 o'clock — we go' see!

Sunday mornin' an' ah t'ink everybody ready but dem committee man now pumpin' up de marks. Dem got de course on paper but we ha' fo' wait till dem put out de marks. Ah know dey wasn't foolin' me. Ah goin' get some lunch an' ah green one until dey ready. We start around 12 o'clock, nice breeze. *Lightning* tek de lead downwind an' upwind too. She doin' everyt'ing. Ah ain't mention we also got *Tornado*, *More Worries* an' *Nerissa J* in de 18-foot class, but *Tornado* out ahead by ah long way. Ah tell yo' somet'ing. Is ah long time ah skipper one dem boat. De last time was February in Tobago an' yo' know what? After yesterday race, all over me body hurt an' ah movin' like ah old man, an' so is *Bluff*, fightin' fo' fourth place, not bad out ah eight. One down, one to go today but ashore, de sand hot like fire. All we could do is find ah cool spot. Dat hard because no trees, get in one dem small shop, drink ah few an' wait fo' de next start, ah hope by 3 o'clock!

We start ah little after 3 o'clock, breeze ah bit lighter. *Bequia Pride* put up ah bigger main sail, so is *Lightning*. But fo' tell yo' de truth, ah don't t'ink it mek much difference. Is de same course — ah weary complain to dem committee man. Yo' got four races all de same. De only t'ing dat change is de tide but, nah, it all slack tide so dat ain't stoppin' *Lightning* from flashin' nor *Tornado* from givin' *Worries* more worries, nor de *Unknown* from Tobago givin' *Bequia Pride* ah hard time fo' second place. Only one race left fo' decide dat.

But we get ashore in time fo' watch dem sloops come in. Ah like fo' watch dem goin' downwind wid all dem sails all different colours. So ah watchin' dem come to de finish line which is de weirdest finish line ah ever see. Ah weary complain about dat too but no change. Anyway, de sloop comin', two close together way up front, ah white one an' ah blue one, de white ah bit in front. As dey get about 200 feet off de finish, de wind say, 'ah done wid dat', nothin' fo' get to shoot to de finish. Five other sloop come from way behind, shoot past dem an' de white one finish last! Ah don't t'ink dem crew sleep dat night but ah t'ink dey should protest de placement ah de finish line.

Monday is here. Last race. Ah hope dem start early because ah want fo' tek in some ah de action on shore. Ah like fo' watch dem people dress up in all dem African head ban' an' pretty colours, wid dem big drums an' flambeau light, chantin' up an' down de street. After all, is Emancipation Week, dem free!

Anyway, is 11 o'clock. Last race before we could be set free. Off we go to much ah de same, downwind to de Sisters an' up to de top mark. As ah say, my body achin' like hell so ah give one de young boy de tiller goin' downwind. As we get off Jack-a-dan, old memories start to flow. Ah could remember de first time ah camp dey. Ah was about 16 years old then. It had a lot ah sand an' grapetrees we use to pitch we tent under. Now not ah drop ah sand, all rock an' conch shells. As we reach Sandy Island, dat too look different. Ah remember it had ah little beach house on it an' ah sign sayin', 'please enjoy and don't destroy'. De last time ah went ashore dey, was some years ago, just after Lenny pass an' it was ah mess. It was divided in two. Most ah de trees wash away an' de little hut gone. But now it lookin' pretty again. It join back together an' de trees an' de sand lookin' good. Nature is ah helluva t'ing!

But back to de race. Ah still in the race, *Lightning* ahead, *Bequia Pride* an' *Unknown* fightin' fo' second, an' *Bluff* an' *Passion* fightin' close fo' fourth. So close, ah hear de horn but ah ain't know fo' who! One t'ing ah know: we put up ah good fight an' ah enjoy it, ache an' all.

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

CARRIACOU REGATTA 2009 CLASS WINNERS

Small Open Boats A: *Pimpy*, Verrol Compton, Carriacou
Small Open Boats A1: *Tornado*, Kingsley Stowe, Bequia
Small Open Boats C: *Bad Feelings*, Samuel Forde
Small Open Boats D: *Swift*, Martin Alexander, Grenada

Long Open Boats A: *Lightning*, Francis Decoteau, Bequia
Long Open Boats B: *Limbo Dance*, Alick Daniel, Bequia
Open Race (Long Open Boats): *Bequia Pride*, Arnold Hazell, Bequia

Small Stern Boats: *Red Bull*, Andy DeRoche. Petite Martinique

Small Decked Sloops: *Run-Away*, Hubert McLawrence, Carriacou
Large Decked Sloops: *Glacier*, Kenrick Patrice, Carriacou
Round the Island (Decked Sloops): *Magette O II*, Cyril Compton, Carriacou

Optimists: *Mum*, Lucas Preisig, Carriacou

Yachts Fun Class: *Yellow Bird*, Spencer 44, Andy Smelt, UK
Yachts Cruising Class: *Bloody Mary*, Hughes 38, Jerry Stewart, UK
Yachts Multihull Class: *Fine Line*, St. Frances 44, Steve and Anne Walsh, USA



Tornado *topped the Small Open Boats Class A1 at Carriacou Regatta Festival 2009*

REGATTA NEWS

Caribbean Kids in Youth Sailing World Championship 2009

The world's top young sailing talent gathered in Buzios, Brazil from July 9th through 18th for the 39th Volvo Youth Sailing ISAF World Championship. Almost 300 youths representing 59 nations sailed in seven different classes.

From the Caribbean, Ard and Philipine van Aanholt represented the Netherlands Antilles, Alec Anderson represented the British Virgin Islands, Mayumi Roller, Tyler Rice and William Gibson represented the US Virgin Islands, and Raul Rios and Antonio Sifre Torren represented Puerto Rico.



The Caribbean contingent at the 39th Volvo Youth Sailing ISAF World Championship in Buzios, Brazil

The Volvo Youth Sailing ISAF World Championship, open to competitors who do not exceed the age of 18 during the calendar year of the event, represents the undisputed pinnacle of youth sailing. Entry is restricted to one boat per nation, per event, so the sailors have already had to win through their national qualification series to earn their place in Brazil.

The Boys' One Person Dinghy event had the huge entry this year, with over 50 nations represented in the fleet of Laser Radials, a much better choice for the boys then last year's Laser Standards. Alec Anderson and Ard van Aanholt started in this event. In the Girls' Laser Radial event, Mayumi "Mimi" Roller and Philipine van Aanholt, Optimist opponents at the water but friends on shore, both raced.

The 2008 Optimist World champion Raul Rios and crew Antonio Sifre Torren, and Tyler Rice and Billy Gibbons, sailed the Boys' Two Person 420 class.

In the Girls' Laser fleet, Singapore's Elizabeth Yin is the new champion. Anne-Marie Rindom from Denmark took Silver and Mathilde Kerangat brought home the Bronze for France. Mimi Roller finished at a respectable 14th place overall. Philipine van Aanholt, who took a World title in the Splash Class last year, ended up 25th.

The Boys' Laser event was won by Sam Meech from New Zealand. At his first ISAF Youth Worlds, 15-year-old Ard van Aanholt from Curaçao showed potential by scoring a 29th overall among 53 talented young sailors. In the 420 Boys' class, Tyler Rice and Billy Gibbons scored 28th overall, and Raul Rios and Antonio Sifre Torren from Puerto Rico finished 26th in a fleet of 31 boats. Alec Anderson from Tortola showed the world that kids from the Caribbean know how to sail by finishing seventh at the last Youth Worlds for which he, now age 18, is eligible.

In the battle for the Volvo Trophy, the prize for top nation was awarded to France, followed by Great Britain and Italy. Next year the prestigious ISAF Youth Worlds will be held in Turkey and provides a new chance for the world's best youth sailors to show their progress.

Thanks to Youth Sailing Netherlands Antilles for this report.

BVI Dominates 11th Annual Premier's Cup Regatta

The 11th annual Premier's Cup Youth Regatta took place from July 11th through 13th at Nanny Cay, Tortola. The Premiers' Cup is an annual fundraising event held by Kids and the Sea "KATS" for young sailors of age 17 and under. It is hosted by the Nanny Cay marina in Tortola and sponsored, as always, by The Rotary Clubs of the BVI. Opening remarks were made by BVI Premier Ralph O'Neal. This year's event drew four teams: Anguilla, St. Lucia, North America and the BVI.



Team St. Lucia couldn't beat the BVI home team, but they're proud of their best-yet Premier's Cup silver

For the first time ever in the history of these races, the BVI won in every class: IC24, Laser and the Open Big Class. The BVI team comprised Jonathan Woods, Hannah Welch, Amanda Putley, Chris Brockbank, Dontae Hodge and Indigo Collins, all skilled products of the KATS Skipper Programme. In the Laser Class, skipper Dontea Hodge emerged champion. Skipper Sam Morrell dominated the Open Big Class. In the IC24 Class, the BVI took first place, second place was captured by St. Lucia, third place went to Anguilla and in fourth place was North America. North America also won the Sportsmanship Award.

St. Lucia's second place win was their best-ever result in many years of competing at the event. The St. Lucia Yacht Club team, representing the St. Lucia Sailing Association, included Marcus Sweeney, Stephanie Lovell, Thomas Meixner, Aidan Cox, Matthew St. Paul and Marc Spurway. All are 13 years old, except for Aidan who is 16.

Going into the second and last day of racing, the team from the BVI had a comfortable lead, while Anguilla had a two-point advantage over St. Lucia. St. Lucian tactician Stephanie Lovell had an important task ahead of her. The winds were more than 17 knots. St. Lucia had superb starts in the first two races but could not manage to keep ahead of team BVI. Anguilla finished third and fourth, putting them back a position.

In the next race, St. Lucia had to chase after Anguilla after being forced over the line early by the BVI, but managed to regain second position on the last leg. Two seconds in the last two races allowed St. Lucia to capture the silver.

Digicel sponsors the Premier's Cup for the next five years and the Rotary Clubs of the BVI provide financial and logistical support to the regatta. Rotary volunteers serve food, and provide security, transportation and many other services to ensure that the event takes place successfully.

Thanks to Jacqueline Newton and Fredric Sweeney for information used in this report.

Bonaire Hosts Windsurfing Slalom Worlds 2009

Ann Phelan reports: Bonaire, well known in the windsurf community as one of the most outstanding freestyle sailing venues in the world, hosted an international slalom windsurfing event July 12th through 18th.

The island's Lac Bay is blessed with nearly constant onshore tradewinds, and Elvis Martinus, one of the leaders in the Bonaire windsurf world, had long desired to host a slalom race event. The island had already hosted three Professional Windsurfing Association (PWA) freestyle events and four Pro Kids Events.

Elvis's dream came to fruition when the International Funboard Class Association (IFCA) sanctioned the event and traveled with an international panel of judges to run the races.

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Bonaire was a blast for windsurfers at the Slalom Worlds 2009

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Sailors aged 15 to 63, from more than 13 countries, raced in the weeklong event. The official weather site www.windguru.cz was right on with their wind forecasts. Sailors were treated to healthy winds — more than 28 knots at times. Most sailors rigged 7.5 or 8.0 metre race sails and blasted over the water.

The competition was fierce in the Masters' Division with Austrian Markus Poltenstein duking it out against Italian Thomas Fauster. Local hero Constantino Saragoza, a former Olympian, was racing hard on his own turf.

The Youth category was an international mix of talent. Turkish sailor Enes Yilmazer won most of the events. Locals racing included Endro Finies and Hendryck Balentien. Aruba's freestyle world champion, Sara Quita Offringa, also competed. In the Junior category, Polish champion Gutek Kurczewski was on top in most of the heats. This tall 16 year old was quiet and reserved ashore, but dominated his class on the water. Connor Baxter, a champion sailor from Hawaii, was on hand as was his teammate Zane Schweitzer. Zane's grandfather Hoyle is the founder of the sport. Team Curacao's Jean Patrick Van der Wolde and Aruba's Nick Van der Eerenbeemt were on fire on the course, but it was 11-year-old Steven Max Lageveen who wowed the crowd with his rainbow-colored Hot Sail.

Other classes ranging from Senior to Baby Kids celebrated a multigenerational league of competitors. During the event there was food, music and typical Bonaire beach culture. The village of Rincon hosted a traditional night of music and dance. The final day included a fabulous award ceremony with local dignitaries and VIP guest Jeff Henderson from HotSails Maui. Jopi Soleano handcrafted the hundreds of charming wooden trophies. Aruba's own Rincon Boys serenaded the crowd into the wee hours. It was a week filled with camaraderie, racing and fun.

For complete results go to www.bonaireslalomworld.com.

Red-Hot Mercury Day 2009 in Sint Maarten and Anguilla

Stéphane Legendre reports: This is an event for fans of powerful outboard motorboats only! The Mercury dealer SAD of Guadeloupe and MADCO, its subsidiary on Saint Martin, organize the now famous annual Mercury Day. The event originated in Guadeloupe,





Welcome to the hottest planet — Mercury!

where it became very popular with a maximum of 250 boats participating. Organizers decided to come to Sint Maarten in 2008.

This year, the festivities took off on the night of Saturday, August 1st, with a gathering at the Bliss Nightclub near Princess Juliana airport, a hot spot of Sint Maarten's nightlife. The Bliss has a unique location — open air, right off the beach, next to the runway. This year's party rocked under a full moon and continued until early morning for some.

The following day everyone was invited to move the party to the Sandy Ground beach on Anguilla by 1100 hours. There was an amazing atmosphere, a celebration of enormous outboards, with sometimes two or even three 250- or 300-horsepower engines at the stern of a rather small dayboat. Fun and a great time was the point for all participants. For sure this was a powerful place to be on that hot summer weekend. The party continued till late and the crowd from Anguilla got involved, of course. For them it was a sort of warming up for the following day, which was Anguilla's famous August Monday.

The third day, even if it was not part of the Mercury Day extravaganza, gave the option for those who could to stay and continue the party. August Monday in Anguilla must be the biggest beach party in the world, and is part of Anguilla's carnival celebrations. There are local sailboat races, too, but truthfully many people don't pay much attention to the boat races. They are too busy eating, drinking, walking the beach, meeting people, and just having a lot of fun. Hundreds of boats from St. Maarten and St. Barth's come over for the day and the beach is just mobbed with people, lined with food stands, and there is a lot of loud music playing.

Overload? Not at all! We are looking forward to joining again next year.

Anguilla's Traditional Summer Regatta — Intense!

Ann Phelan reports: Sailboat racing is a major part of the culture of the island of Anguilla, which held its annual Summer Festival Regatta from August 2nd through 9th. Rawle Hazell, Chairperson for the Race Committee, predicted challenging and competitive races in two classes of traditional open sloops, and his predictions came true.

Fonzo Richardson on *Legal Rights*, a B Class boat from Island Harbour, was proud to be part of a crew with all sailors under the age of 19. The first Sunday's race — the warm-up for the series — was their maiden voyage, in which they placed a solid third. *F5* was the day's victor in B Class, and *Sonic* won A Class.

The August Monday race started at Sandy Ground. Bryan Richardson, a crewmember aboard *Sonic*, said, "We are set to win, even though we face competition." The Monday race saw 13 Class A boats racing an open-water course in winds of about 15 knots. *Real Deal* and *UFO* were both dismasted. *Sonic* again prevailed on this crowd-favorite race, with *De Storm* topping the ten-boat B Class.

The next day's Sandy Ground to Island Harbour Race saw more catastrophe as *De Chan* sank in rough seas as high as 14 feet. Rawle Hazell, sailing on *Bluebird*, said, "We had some intense conditions heading to Island Harbour but it made the race more exciting!" *Sonic* only managed a third place for the day, with top spot going to *De Tree*.

In the Wednesday's Blowing Point Race, *Sonic* regained first place, bumping *De Tree* to a second. Only A Class boats raced on the Tuesday and Wednesday.

On August Thursday, the races started and ended at Mead's Bay. *Bluebird* snagged an upset victory in A Class, and *De Storm* scored another first in B Class.

The Class A boats are all 28 feet long with a beam of around ten feet and moveable ballast,...

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Oversized mainsails, a fine entry and deep draft characterize the fast and graceful Anguilla boats, seen here racing on August Monday at the island's annual Summer Festival Regatta

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...but varying lengths of masts (around 50 feet) and booms (around 35 feet) allow plenty of opportunity for controversy. The B Class boats, up to 23 feet in length, all share the same boom and mast dimensions, and are closer to the original fishing boats. Another area of controversy is the "hard lee" rule, where the windward boat has the first call to tack. Several boats called protests when their call for "hard lee" was not honored.

On shore the arguments and crowd dynamics were intense. This island takes sailing seriously. Each boat represents the village where it was built, and often the villagers support the sailors and even contribute to the costs of the boat. Their personal investment carries into the races. In the end the entire island celebrated the sailors' victories, even those with setbacks.

The celebrations carried on to the beach and the music went long into the early morning hours. When the races were done everyone came together to celebrate Anguilla's 33rd Summer Festival Carnival.

Any boat that placed among the first five in any of the Monday through Thursday races could take part in the Champion of Champions race on the final Sunday, August 9th. This years' A Class Champions were: first place *Satellite,* Captain Emile Lloyd, owner North Hill Community; second *De Tree,* Captain Errol Romney, owner Blowing Point Community; third *Sonic,* Captain Eddie Baker, owner Paul Romney. The B Class Champions were: first place *Perfect Timing,* second *De Storm,* third *Legal Rights.*

August Regatta is over but already the crews are planning for their next race.

Revenge Tops 37th USVI Open/Atlantic Blue Marlin Tourney

Carol Bareuther reports: There was only one blue marlin released aboard Sam Jennings' 58-foot *Revenge* on the fourth and final day of fishing in the 37th annual USVI Open/Atlantic Blue Marlin Tournament (ABMT), held August 2nd through 7th. Jennings himself caught the fish. But, when the *Revenge* backed into its slip at American Yacht Harbor, 12 flags flew off the outriggers splendidly displaying the grand total of blue marlin Sam, and his son Jonathan 'Jon', caught throughout the tournament. This grand tally earned *Revenge* the Top Boat prize, and Jon's seven blue marlin releases netted him the Top Angler trophy and US$10,000 cash — a feat he also achieved in 1994.

"It's the crew," says Jon Jennings', about the reason for the *Revenge's* success.

Meanwhile, it was David Browning's 57-foot Dean Johnson, *Mr. B II,* that earned second top boat with the release of eight blue marlin. *No Excuses,* a 48-foot Viking with Capt. Tony deMoya at the helm, finished third top boat with eight blue marlin releases. Lisa Kettenacker, aboard *J.A.C.S.*, earned Top Female Angler with three blue marlin releases. The 34-boat fleet released a total of 159 blue marlin.

Started by Chuck Senf back in 1972 — and nicknamed The Boy Scout Tournament since a portion of the proceeds have always benefited the VI Council of the Boy Scouts of America — the ABMT has evolved into one of the most competitive saltwater sports fishing events in the world. It's one of the tournaments making up Bisbee's World Billfish Series and is the last leg of the prestigious Bermuda Triangle Series and Spanish Main Series.

For more information visit www.abmt.vi.

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Above: The crew responsible for ABMT 2009 Top Boat's success

Below: Revenge *is sweet!*



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Dominica Launches Junior Sailing Program

Hubert Winston reports: The Dominica Yacht Club launched its Junior Optimist Sailing Program on August 8th with the aid of Peter "Wipers" Hoad of Barbados and the International Optimist Dinghy Association (IODA). Special thanks to Jerry Bethell of St. Lucia, Andrew Armour of the Anchorage Hotel in Dominica for helping us in transporting the optimist dinghies to Dominica, and to the late Anthony Gunn, one of the founding members of the DYC, who initiated the dream.

Kids of all heights, sizes and shapes came down to the beach to see what all the fuss was about sailing dinghies. During our first day at sea, before it was lunchtime, parents all over the island were calling and e-mailing the yacht club and its members for information about sailing and how their kids could get involved. The launch was well embraced by the kids, as they dreaded leaving the boats after the first day's sailing exercises came to an end. Many parents who had kids in the program said that everything they had ever tried to get their kids involved in previously never lasted more than a few days, but the sailing program was another issue! They explained that the kids would wake up early in the morning getting their swimwear together, going over their knots and hurrying their parents to be on time, as no one wanted to be late to Wipers' class.

The Dominica Yacht Club has nine Optimist dinghies in fair condition and will soon expand its program to include Lasers, Sunfish and a J/24 for older kids and adults. We have been advocating sailing in Dominica for many years and hope by next year to invite other kids and boats in the region to join us in Dominica to enjoy our first regatta.

For more information contact info@dominicamarinecenter.com.

Guadeloupe's Triskell Cup to Round Out October

The 9th edition of the Triskell Cup yacht race will take place in Guadeloupe from October 30th through November 1st.

Organizer Jean Michel Marziou says, "Because of the global and local economic crisis" — Guadeloupe's economy suffered from a month-long general strike earlier this year — "no sponsor so far has dared to invest in the 2009 event. Also, the local government's subventions are not yet voted and therefore we will go for a reduced format for this year's event." Nevertheless, Association Le Triskell has upgraded the event with new and more technical racing formats that bring the action closer to spectators, and more simple circuits for regatta beginners.

Renowned skippers such as Gildas Morvan, winner of Belle Ile en Mer/Marie Galante single-handed transatlantic race, and Jacques Caraes, current technical manager of the famous Figaro solo race, are expected to come from France.

Sailors from Martinique are also reported to be very motivated to compete for the Triskell Cup this year, and dates have been set to allow the young ones on their Surprises to compete against Guadeloupe's First Class 8.

For more information visit http://triskellcup.com.

JHR Caribbean Annual Regatta, Antigua, Set for November

The JHR Caribbean Annual Regatta, hosted by Jolly Harbour Yacht Club in Antigua on November 28th and 29th, promises competitive racing, parties, barbecues, live music, dancing and amusing prizegiving celebrations.

The sailing area will be outside Jolly Harbour and in Five Islands Harbour. There will be four classes and all boats with a draft of ten feet or less are eligible to enter. Entry fees are EC$150 per boat when registering online (www.jhycantigua.com/jhyc_form.html) or EC$175 per boat when registering at the skipper's briefing. Prizes will be awarded to at least the first three boats in each class. Berths will be available free of charge on the days of racing. Please notify Marina Office on arrival in Jolly Harbour (VHF Ch 68).

JHYC also JHYC organizes an "all comers" competitive sailing event every Saturday afternoon, for local and visiting yachts.

For more information visit www.jhycantigua.com.

International Yacht Club Challenge for the BVI Spring Regatta

The Commodore of the Royal British Virgin Islands Yacht Club is inviting other yacht clubs from around the world to send teams to compete in the inaugural International Yacht Club Challenge. The IYCC will be part of the 2010 BVI Spring Regatta and Sailing Festival, March 29th through April 4th. To sweeten the pot, Sunsail Yacht Charters is providing up to a ten-percent discount for all those booking for the IYCC, a free charter to the winning team and a perpetual trophy. Although 2010 will be the inaugural year for the IYCC, it will be the 39th for the BVI Spring Regatta and, as in the past 11 years, the 2010 edition will be hosted and presented by the Nanny Cay Marina and Resort.

For more information visit www.bvispringregatta.org.



JODY SALTONSTALL-DAY

A rambunctious start at last year's JHR Regatta in Antigua. The annual November event is a good warm-up for the season





Our Caribbean Season #1: The 2009 Pandora Awards

by Nicola Cornwell

Forget the Oscars, the Emmys, the BAFTA's and the Brits. People, it's time to get out your sparkly frocks and vacuum the red carpet for this season's newest and most eagerly anticipated awards — the *Pandoras*! These are the picks deemed to be the best in their field, as judged by your very own Motley Crew of the yacht *Pandora*, Nicola Cornwell and Mike Wilkie, during our first season in the Caribbean.



WILFRED DEDERER

The Pandora Award for Best Anchorage goes to idyllic Saltwhistle Bay in the Grenadines

Anchorage: Saltwhistle Bay, Mayreau. The definitive picture-postcard Caribbean bay, complete with curved sandy beach, palm trees, and no room for mega-yachts.

Island: Bequia. As Goldi(dread)locks herself would say, "Not too big, not too small, just right!" The people, the place, the views, the beaches, the bays, the general vibe — we love it. Runners up: St. Barths, St. Kitts and Antigua.

Marina: Marigot Bay, St. Lucia. Due mostly to the brilliant staff, Bob and Troy, and some to the spectacular setting, but also to the bonus of being allowed to use the fabulous adjacent hotel's facilities for free and so luxuriate for a while.

Chandlery: Island Water World, St. Maarten. Knowledgeable helpful staff, and simply loads of duty-free stuff. A must 'stock up' destination.

Customs and Immigration: St. Martin (all the other French islands were also good). For once, we were made to feel welcome and the form filling was less tedious than in most places. Special mention, however, has to be made of the worst Customs and Immigration. A strong field of contenders was topped by the charmless, unfriendly, and generally hindering "uniforms" at Tortola, BVI.

Beaches (windward): Half Moon Beach, Antigua, which is achingly beautiful and perfectly crescent shaped; and Macaroni Beach, Mustique, with its cellophane-clear water and fun surf waves.

Beaches (leeward): Princess Margaret Beach, Bequia, is a big, yellow sandy beach with shade, plenty of room for beach cricket and Jack's Bar at one end; and Palm Island Beach in the Grenadines, boasting the softest, whitest sand which gradually slopes into calm clear waters — more like a spa treatment than a beach.

Naturally beautiful place: The Baths, Virgin Gorda, BVI. Even with the regular deposits of coach-loads of tourists, a stunningly beautiful place.

Snorkel location: The Tobago Cays. Like swimming in an aquarium, and the only place where you can guarantee having a chance to swim with Hawksbill turtles.

Bar: HQ in Nelson's Dockyard, English Harbour, Antigua. Anthony has cool style and excellent music taste.

Cocktail: The Praying Mantis, mixed by Patrick the genius at Firefly in Mustique. One is never enough.

Restaurant (dinner): Rainforest Hideaway, Marigot Bay, St. Lucia. Beautifully executed, classy grown-up food. The scallop soufflé starter is simply world class.

Restaurant (lunch): Eden Roc, St. Barths. Excellent food and amazing people-watching; what more could you want for lunch?

Internet café: Le P'ti Bateau, Grande Anse D'Arlet, Martinique. Open for good coffee in the morning, and then all the way to cocktails in the evening, with fast internet



CHRIS DOYLE

French St. Martin is not only our pick for best place to clear in, it has an abundance of seaside cafés and our favorite supermarket as well

connection and no hassle to buy more food or drinks. It's the place for Customs check-out, too.

Supermarket: Match in St. Martin. All the best goodies from France in a huge air-conditioned palace of food. Heaven.

Local food store: Doris's Fresh Food, Bequia. Doris scours the globe for all the things you didn't know you missed or wanted until you see them there on the shelves. Plus she stocks the world's best yoghurt: St. Vincent-made Ginger Yoghurt.

Bread: A tie between McCarthy's banana bread, Bequia, delivered by the man himself to your yacht (perfect with fresh ripe mango for breakfast); and Captain Gourmet's French Bread, Union Island — *real* French bread ('nuff said).

Laundry service: Maude's Laundry, All Saints, Antigua. Sweetly smelling and folded better than a T-shirt in a Benetton store, delivered to your boat for only EC$30.

Boat boy: "Antonio Banderas" the fruit man, Portsmouth, Dominica. Good fruit, witty banter and flowers left on your boat if he comes around and you're not there.

Best things we bought for the boat: The Dessalator Duo Watermaker (with back-up personal service from the most fabulous and patient Rod Boreham of Advance Yacht Systems, UK). Simply wouldn't want to be without it; and the LED head torch — how can such a cheap and simple thing be so useful for so many purposes? We never knew we'd need both our hands for so many things while at the same time needing light!

Worst thing we bought for the boat: Our storm jib. The wimps that we are, we just simply don't go out sailing if the wind is over 20 knots, so we've never used it and frankly won't put ourselves in a position where we have to.

Fixer of boats: Tim Dabbs, Tortola, BVI. There's nothing Tim can't fix. We'd give you his telephone number but we don't want you booking him up!

Other yacht most lusted after: The *Black Pearl*, as seen in Marigot Bay, St Lucia. A totally bespoke piece of sailing art. So much classier than that showy-offy homage to excess, the *Maltese Falcon*.

Most amazing moment: Watching a seven-foot Leatherback turtle come ashore and lay her eggs at Bloody Bay, Union Island, with Roseman Adams' local volunteer group, The Union Island Environmental Attackers. A total Discovery Channel moment.

Follow Nicola and Mike's award-gathering travels aboard Pandora *at www.yacht-pandora.com.*



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

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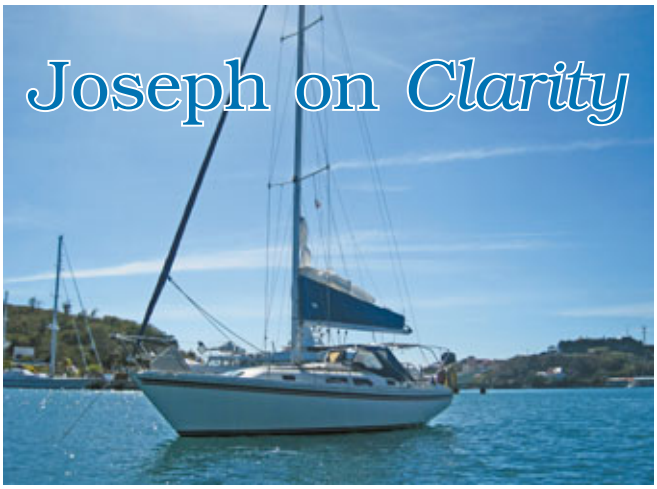
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CRUISER PROFILES BY JOHN ROWLAND

Joseph on *Clarity*



This modest-sized plastic classic sloop is (clearly!) a good choice for Caribbean single-handed sailing

S/V Clarity is a 1988 Ericson 32, single-handed by Joseph. I interviewed Joseph in Prickly Bay, Grenada. Joseph is a long-time friend with whom my wife, Nancy, and I shared the experience of weathering Hurricane Dean two years ago in Rodney Bay, St. Lucia.

Joseph purchased *Clarity* in New Jersey in October of 2001, replacing his 1961 Hutcheson Compact 16, a trusted companion with whom he had explored the bays of New Jersey for 20-odd years.

In October of 2001, Joseph ended a successful career in operations management of pharmaceutical manufacturing facilities (medical products and vitamins, not recreational products!) and started his journey, which continues today. He left New Jersey and sailed into the Chesapeake Bay, gunk-holed through the Chesapeake and then down the ICW, finding himself in Palm Beach, Florida in June of 2002. From there it was over to the Bahamas, into the Turks & Caicos and onward to the Dominican Republic by February of 2003.

The Dominican Republic captured Joseph's heart, holding him there for three years. With 18 months in Luperon and another 18 months in Santo Domingo, Joseph learned the language, the customs and the culture of the island that held him in its siren song.

In 2006, the wanderlust that drew him from New Jersey into the open sea finally broke the spell of the DR and it was across the Mona Passage to Puerto Rico, through the Virgins and down the Lesser Antilles chain.

From the time of his departure from New Jersey through 2006, Joseph lived full time on his boat. Today, he splits his time between the boat and a house he shares with his son, his biggest fan, in Las Vegas. Like many other cruisers, Joseph prefers to spend hurricane season out of harm's way.



The post-career chapter of Joseph's life allows him to be a 'Renaissance Man'

Like many of us, Joseph's love of sailing was, in large part, triggered by the respite that it provides from the chaos of shore life. Ergo, the name *Clarity*: the refuge that allows clarity of thought. Joseph loves the independence and self-reliance the cruising life imposes. It allows him to think of himself as a "Renaissance Man" in many ways — mastering all the technical skills and navigational skills required as well as having the opportunity to understand other cultures, learn new languages and see the world from a perspective a shore life in North America simply won't allow.

Again, like many of us, Joseph plans to continue cruising until it is no longer physically possible.

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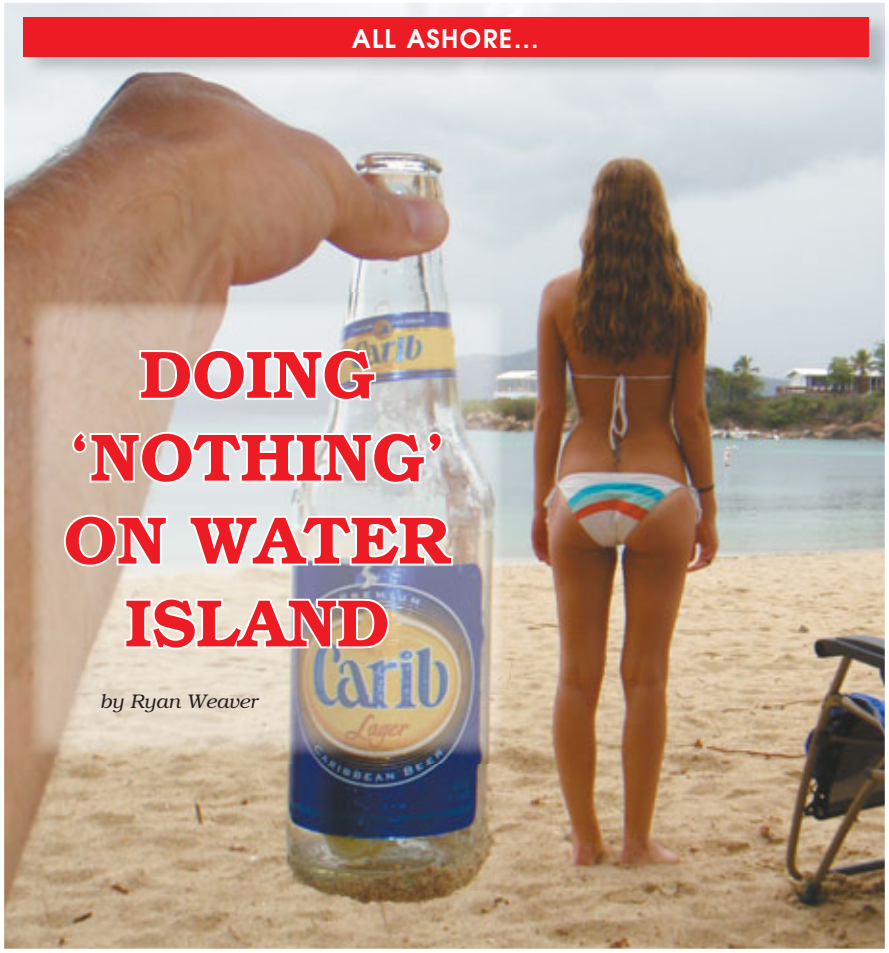
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ALL ASHORE...



DOING 'NOTHING' ON WATER ISLAND

by Ryan Weaver

Water Island became the fourth US Virgin Island in 1996, when the federal government transferred its ownership to the territorial government. The island is so named because it used to sport a freshwater spring where sailors could refill their stores. At some point an earthquake sealed the underground reservoir off completely. The only evidence of its having been there today is a thin wash of irony: Water Island is bone dry.

One ferry goes to Water Island. Nine times a day it leaves Crown Bay Marina on St. Thomas, crosses the channel (in exactly eight minutes), and docks at Phillip's Landing, Water Island. The ferry is all fiberglass and no frills. It wears diesel perfume.

My girlfriend, Yllithia, and I stepped onto the little red ferry about two minutes before it was scheduled to depart. Another passenger was talking with the captain. He jumped out and said he'd be back in three minutes. Three minutes later we drifted off the dock without him and sped away. It seemed heartless, and I looked back expecting to see the guy running down the dock with a pair of choice fingers raised like masts.

"This ferry *leaves*," the captain said. His first mate snickered.

Yllithia and I didn't like these two, our crew. They spent the crossing chatting sarcastically. The captain stood at the bow in what he probably thought was a dashing pose — one foot up on a crate, one arm draped over the wheel, the sun behind him. From where we sat his silhouette resembled a beach ball on stilts.

En route to Water Island we overheard a gentle, laid-back soul named Bill telling someone about how household water is accomplished on a dry island: rain and cisterns. Bill's place had a 33,000-gallon cistern and a 14,000-gallon reserve.

As we disembarked we humbly admitted our lowly tourist status to Bill and asked him where to go. "Hop in my Jeep," he said.

Water Island is a special place. Instantly and obviously. One needs look no further than atop the post office boxes near shore, where a potpourri of books are stacked free to one and all.

"This island seems cool," I said defensively.

"Sure," Bill said.

"It's just that when we told the Customs agent we were going to Water Island he laughed at us. 'There's nothing to do there,' he said."

"The internet told us the exact same thing," Yllithia chimed in.

Bill's eyebrows rose. He sputtered incoherently. His grip on the stick shift intensified. "NOTHING TO DO!" he roared.

Left:
Message in a bottle? It says, 'You can have fun here!'

Below:
One of the Water Island residents we met — a red-legged tortoise. His gait matches the pace of life here



Here was yet another example to suggest that telling the truth is the best policy. Because now Bill was determined to set the record straight. He was proud to call Water Island home and would suffer no slander.

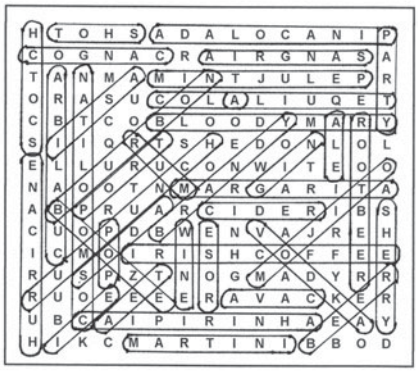
He took us straight up the unmarked, winding roads to Fort Segarra. This was not the quintessential Caribbean fort of lumpy, rusted hilltop cannons and crumbling stone walls we'd seen so many times before. Fort Segarra was built of reinforced concrete during World War II to defend the St. Thomas submarine base. The war was finished before the fort.

It's more of a huge bunker, really. Totally underground. Dark. Cool as a cave. Built into the hill so that we followed Bill into one side and came out the other. It was a labyrinth of concrete passageways and mysterious rooms and ladders going up cylindrical shafts 30 or 40 feet into little concrete pockets with views.

—Continued on next page



HAPPY HOUR - WORD SEARCH
Solution



—*Continued from previous page*

On a clear day you can see St. Croix from this hill. You can see Puerto Rico's Culebra. Massive St. Thomas looked about ready to swallow Water Island in one gulp.

"Noooo," Bill kept saying nasally, "there ain't nothing to do on Water Island!"

Then he took us to Honeymoon Beach. This beach alone justified the ferry service. If tourists were coming for anything it was this brilliant white stretch of sand. Of all the beaches in the world, Hollywood chose to film the almost-too-beautiful yacht scene for *The Curious Case of Benjamin Button* here.

"When we get a boat," I said, "this is where people can find us."

Bill left us to gawk and returned with three "zero gravity" chairs that he kept stashed nearby. To lubricate the perfection of the moment Yllithia purchased a few Carib beers from Heidi's Honeymoon Grill, a mobile kitchen parked conveniently beachside.



Left: After visiting Honeymoon Beach, somehow we ended up in the Honeymoon Suite at Aqua Villa…

Inset: Our enchanting host, Tewa

Right: Laid-back Bill showed us how 'nothing' is really something

Bill noticed that we had our snorkel gear and informed us that this turquoise bay was Candy Land for conchs. Whereupon he excused himself. Said he had to go check in with Tewa, owner of Aqua Villa, the beautiful abode he calls home. It wouldn't be more than half an hour, he said.

Over an hour later Bill rolled back in looking surprised.

"I fell asleep in the middle of the road," he said. "I never even made it home. Just found a shady spot and fell asleep right in the middle of the road. I must be exhausted."

This says something about Bill and also something about traffic on Water Island. Something GOOD.

Bill seemed eager to give us a tour of Aqua Villa, so we rode up the hill and parked in front of, literally, an aqua villa. Everything was turquoise. Paint, upholstery, furniture. We'd caught Tewa unawares and she told Bill to show us the Honeymoon Suite while she got ready for us.

This suite, built on the hill with a million-dollar view of St. Thomas, was the type of place that made one instinctively stop where they stood and cease to function. While I did this, emotional roots began to sink into the floor. In the past this phenomenon had proven dangerous. The last time it happened, in a house on Bequia, it took two months to get rid of me.

Word came from Tewa to invite us in. We walked past the private outdoor shower and into Tewa's home. Her smile enchanted us. Perhaps Tewa wouldn't appreciate me announcing her age here, but it can be said that her spirit is half a century younger than she is. Her smile is bright. Her clothes are turquoise.

"Turquoise is a spiritual color to us," Tewa said. "It symbolizes protection."

At the dinner table she'd placed glasses of champagne for us, each with its own sprig of fresh mint. We sipped on the bubbly while Tewa told us that her name is short for Tewatennietha, a Mohawk Indian word meaning "She Sends". This house was her dream, she told us, come true. She pays for it by renting the suite and would we like to stay?

I wondered briefly if we'd been profiled as possible guests from the start. It was typical Caribbean modus operandi if so. Befriend then charge. But I glanced at Bill, who stood by looking hopeful and genuine. And at Tewa, our gracious host. This was serendipity, not premeditation. Besides, Yllithia and I have never been profiled as the Honeymoon Suite type. The Spendthrift Hostel type, sure.

Tewa quoted us a price it would've been stupid to refuse. We had to go to St. John for a few days, but promised to return….

It would be close. The St. John ferry captain had screwed around like an amateur in docking us back in St. Thomas and as a result we had six minutes to get to Crown Bay Marina before Tweedle Dee and Tweedle Dum sped away to Water Island.

Our taxi driver wove valiantly through traffic — like a madman, really. He seemed emotionally vested in getting us on that ferry. We skidded into the lot. While we shouldered our luggage he tore off down the dock yelling and leaping into the air. They were still on the dock, but pushing off. If only he would hold on for 30 seconds or so.

The captain looked back at us, all right. He heard us, all right. But while we ran he spun a circle and made wake. We stopped in disbelief. I could barely refrain from raising choice fingers like masts. It would be two hours before the next departure.

Fortunately, there's a charming dockside restaurant to ease the pain, suffering and disappointment many must experience here. It's named something uplifting even: Ticklers. While we ate the ferry captain returned. He sat not far from us and appeared unremorseful. He used his sausage-like fingers in the fashion of tongs, scooping up massive amounts of lunch.

When we finally boarded, a fellow passenger who knew our story said, "Well, at least you made *this* ferry."

"That's what happens when you're two hours early," I said.

"Funny thing about the noon ferry," the Captain butted in. "It leaves at noon."

Welcome to the United States! I thought. Woeful contrast! Yllithia and I had just toured four foreign Caribbean islands and had grown accustomed to their One Love philosophy. We'd witnessed the captain of a massive ferry take off out of a major port and actually turn around for a family of three waving from the wharf. That was a huge operation, and guess what: nobody cared about the delay. It was expected in the Caribbean. Things ran on Island Time anyway.

Not on St. Thomas. Here was a Caribbean Twilight Zone. This island had lost its island-ness; it was like a chunk of the mainland broken off. The United States' paranoid zeal for timetables and safety regulations and bureaucracy had been efficiently and regrettably transplanted. Laid-back nature had been paved over. These ferry operators were the face of the movement for us, but we'd noticed impatient, poor attitudes among many others. It made us sad.

But eight minutes later we were free. Water Island is



freedom from St. Thomas. It's paradise by comparison — at least for people like us.

Bill picked us up and unleashed us upon the Honeymoon Suite. Later, Tewa suggested an outing. She'd picked up on my interest in seeing distant, lonely Sprat Bay Beach and wanted to take us there. It was fenced off, rather obnoxiously since all beaches are public, but Bill knew a circuitous entry route. We spent the next hours enjoying each other's company and exploring "private" beaches.

That night we were treated to a gourmet dinner. This at a bed and breakfast, mind you. They were doing it for the joy of it. It was a wonder to us how they managed such a menu on such an island. Roasted game hen spiced with herbs directly from the garden. Couscous, steamed veggies, artisan bread. Two bottles of wine.

Inspired by how well we were hitting it off, Tewa suggested another outing. We took a glass of wine to go and hopped in the golf cart. Bill navigated the wild roads by what appeared to be candlelight, so meek were the headlamps.

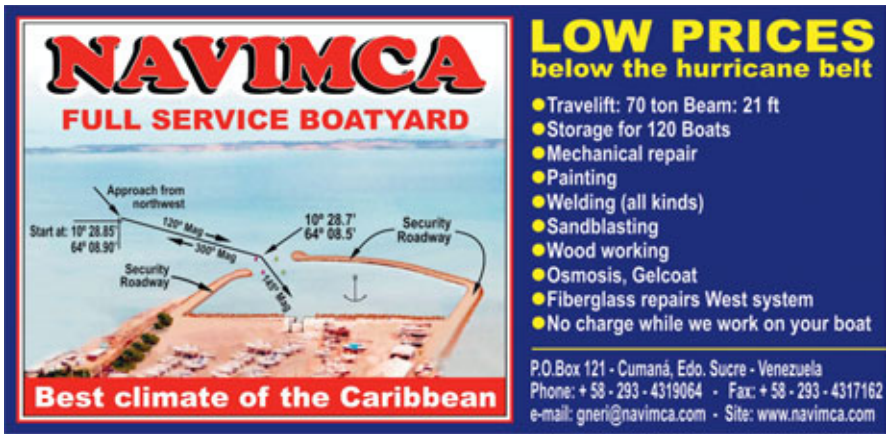
We were soon back at Fort Segarra. Everybody followed Tewa up some stairs to the top of the bunker, a place new to us. The view from here went far indeed, for above the orange glow of distant islands we saw limitless heavens, innumerable stars.

"Noooo," Bill said nasally, "there ain't nothing to do on Water Island!"

DOLLY'S ANSWERS

1) barrier reef
2) bank reef
3) fringing reef
4) patch reef
5) platform reef
6) atoll

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Memories — Stolen but Not Lost

Part 2: Backing Up Your Data

by Owen C. Jones

Anyone who lives aboard a boat usually has a computer, generally a notebook, that is used for such things as banking, paying bills, keeping in touch with friends and family and saving important files and digital photos. Much of this data, be it informational, financial or personal, is difficult to replace. On our boat we do virtually everything electronically and what we don't obtain over the internet or by e-mail, we scan with a small device maybe 12 inches long, discarding the hard copy when completed. We have done this for more than 15 years and, indeed, have information going back almost twice that, stored on our computer, none of which has ever been lost.

A harD:-drive failure or catastrophic loss of the computer — more of a "when" rather than an "if" scenario — could present a terrible loss of irreplaceable information. That's why for close to 30 years we have taken some rather simple steps to avoid such a disaster so that practically nothing could completely destroy our electronic memories.

There are three components to the method we currently use:

• We organize our information on the computer to make it easy to copy from one location to another;

• We use a small external hard drive that plugs into a USB port on our laptop;

• We make it a habit to back up newly created files onto the external hard drive, which we then keep in a safe place apart from our laptop.

The first two components were covered in Part 1 of this article published in last month's issue of *Caribbean Compass*. For those of you who missed this article, feel free to visit the "Articles" page of our website, http://sailisv.com, to download a copy.

This month, I shall go into the details of the third component of the system: setting up the procedures for actually undertaking back-ups of your computer data.

Preparing to Back Up

CHOOSE YOUR BACK-UP METHOD. There are several methods of backing up your computer information including: use the software that comes with the hard drive or some other purchased software; use back-up capabilities of the operating system; use a simple mirroring system based on command prompt instructions. I choose to use the last method, mirroring, and will describe what I do to implement this method. This is slightly more complex than the former two methods but can produce a mirror image of your chosen computer directories on your external disk, or incrementally add changed files to the back-up drive without destroying the older version(s). The result allows you to use the files on the back-up drive exactly as you would those on your internal drive without having to resort to cumbersome search and retrieval methods.

SAVE YOUR BACK-UP SOFTWARE. Using last month's article as a guide you prepared your drive letters the way you want them. I suggest you now save the software that came on the unit from the manufacturer so that if you change your mind later on how to back-up your computer, this software is still at your disposal.

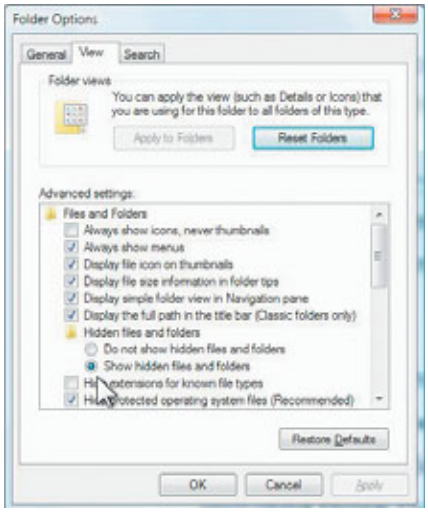


Figure 1) Folder Options to show hidden files and folders

First go to the Control Panel and select "Folder Options". For those of you using Windows XP SP3 or Vista, this is in the "Appearance and Personalization" section in the Control Panel. Click on the "View" tab and select "Show Hidden Files and Folders" as shown in Figure 1. Then left click on the "Apply" button at the lower right of the window. This will allow you to select and copy all files on the drive, including those that the manufacturer has hidden from normal view. Leave "Folder Options" open to remind yourself to reverse the "Show" option when you are through.

Now go to the back-up drive by opening "My Computer" (Figure 2), right clicking on the D:-drive and choosing "Open" from the list of options. All the folders and files that came with the drive should now be displayed. Use "Ctrl/a" ("Ctrl" refers to the "Ctrl" or key on your keyboard, so "Ctrl/a" means to push the "Ctrl" [short for "control"] and "a" [signifying "all"] keys simultaneously) to select all material on the drive, then "Ctrl/c" to copy everything selected.



Figure 2) Disk drive configuration

Next open or create a folder in "My Documents" into which you wish to place these files. One option might be in the "My Archives" where you create a folder called "Back-up HD Files and Folders". Go into the folder you created or chose by double clicking on this folder's icon. Now key in "Ctrl/v" to paste everything from the external hard drive into that folder. Check file-by-file that everything on your internal drive folder matches everything on your external drive. An easy check is to select all files copied ("Ctrl/a"), right click and select "Properties" and compare the numbers of files and folders as well as the total number of bytes to those obtained by an identical process on the back-up drive.

Now that all the manufacturer-supplied back-up software files and folders have been saved on your notebook in "My Documents", go back to the "Folder Options" window and reverse the option to "Do Not Show Hidden Files and Folders" then apply that change and close up the folder options window.

FORMAT THE EXTERNAL HARD DRIVE. This step may not be necessary but will insure you start with a "clean" external hard disk drive. Once the drive is plugged into the machine, and the manufacturer's software has been saved, formatting is really a simple operation that will provide you with a fresh, untouched place to store your information. Note that you must be logged in as either the system administrator or as a user with administrator privileges to undertake this process.

In the "My Computer" window (Figure 2), all you have to do is move the cursor over the D:-drive and right click. The pop-up menu will present the "Format" option which you can choose with the left mouse button. A "Quick Format" is all that is necessary at this point.

Caution! Make sure you have selected your external back-up drive and not your system C:-drive!

Formatting the back-up disk should be quick and when completed, will allow you to have back-up storage for all the data from "My Computer". In the "My Computer" window, right click on the D:-drive and choose Properties. Then, at the bottom of the Property screen, check the box that says "Compress this drive to save space" and then select "OK". This will quickly set up disk compression to occur automatically on that hard drive, significantly increasing its storage capacity.

Performing Your Back-Up

To perform your initial back-up you must copy everything in your "My Documents" area on your notebook, as well as any other areas of your computer you wish to save, onto the external hard drive. In fact, we will copy every important item in the user area including things such as "Favorites" used for internet connections, everything on your Desktop, and also all your application data.

To do this, make sure the disk unit is plugged in and recognized as the D:-drive by opening "My Computer" and checking that you have units identified as shown in Figure 2. Then, bring up a "cmd" window by going to the Start button at the lower left of your screen at the left end of the task bar, left clicking and choosing "Programs". From the list that comes up, go to "Accessories" and choose "Command Prompt". Alternatively, on opening the Start area, choose "Run" and enter the name "cmd". The "cmd" window opens as shown in Figure 3. You will see the prompt "C:\Users\username1>" where, in this case, the username1 is my login name, "Owen & Mary". The right-pointing carat is the indicator for keying in a command. This window gives access to the equivalent to the old "DOS" window, much like the Disk Operating System in use before Windows came into existence.

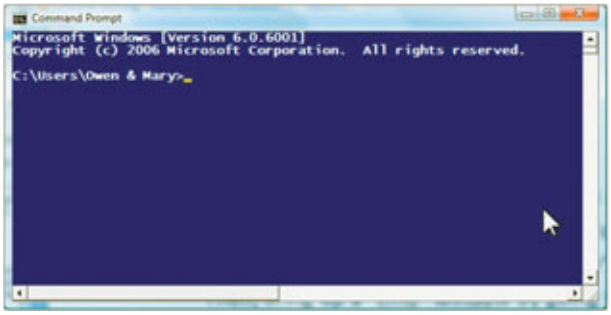


Figure 3) Command Prompt window obtained by running 'cmd'

In Windows XP, the "xcopy" command is still actively supported and will function exactly as it always has. However, although I used it for years, it is quite limited in its capability, neither supported in Vista nor sufficiently robust to undertake the desired mirroring functions. Rather, the "robocopy" command supplants "xcopy" and has significantly more functionality. While "Robocopy" is native to Windows Vista and now Windows 7, at least in its release candidate mode, XP users will have to get this from the internet by downloading and installing the Windows Resource Kit from the Microsoft site. For downloading, the following Microsoft site is available: http://www.microsoft.com/Downloads/details.aspx?FamilyID=9d467a69-57ff-4ae7-96ee- b18c4790cffd&displaylang=en

→

COMMAND SYNTAX. The syntax for the "robocopy" command may be obtained by entering "robocopy /?" at the command prompt. The initial result from entering this command is shown in Figure 4:

```
      Usage :: ROBOCOPY source destination [file [file]...] [options]

      source :: Source Directory (drive:\path or \\server\share\path).
destination :: Destination Dir  (drive:\path or \\server\share\path).
        file :: File(s) to copy  (names/wildcards: default is "*.*").
```

Source: For Windows XP, the source would be "C:\documents and settings\username1". For Vista, the source would be "C:\users\username1".

Destination: I like to keep the destination identical in structure to the source so there is always one-to-one correspondence between the original files and their back-up copies. Thus, the destinations would be identical to the source with the exception of the drive letter, which will be "D" not "C". Thus:

Windows XP - destination is "D:\documents and settings\username1"

Windows Vista - destination is "D:\users\username1".

Files: The files identified would in this case be all files no matter what their name or extension so one would use "*.*" as their delineation, the "*" being a "wild card", or simply leave the file descriptor blank.

ENTIRE COMMAND WITHOUT OPTIONS. The result of putting all this together would be the command for Windows XP (quotation marks required)

robocopy "C:\documents and settings\username1" "D:\documents and settings\ username1"

or for Windows Vista

robocopy C:\user\username1 D:\user\username1

where, again, username1 is your login user name. Both commands say to copy all files from "username1" on the C:-drive to "username1" on the external D:-drive. Note that case does not make a difference in these commands. Note also that the quote marks in the XP command are required since otherwise the folder name "documents and settings" will not be properly recognized in this command. Do this also with Vista for any long folder names with spaces.

OPTIONS. There are many options available for the "robocopy" command. They involve copy, file selection, retry, logging operation and job options, only a few of which shall be mentioned herein. The entire repertoire may be obtained by entering the command "robocopy /?" at the command prompt.

Copy options: These tell the computer how to copy what is in the various directories. The ones which you will be most interested in using are:

/S - tells the computer to copy all subdirectories except empty ones;

/E - instructs that all directories, including empty ones be copied;

/PURG - instructs that destination files/directories no longer existing in the source be deleted in the destination;

/MIR - tells the computer to mirror the source directory tree (equivalent to /S/E) on destination).

An important distinction between the /MIR and the /E option is that /MIR will eliminate old files on the back-up drive that no longer exist on the internal hard drive, eliminating any chain of modifications you may have established.

File selection options: These options indicate how to treat files encountered on the source directory in copying them to the destination. For instance:

/A - copy only files with the archive bit set (means file has changed since last the archive bit was set (this bit gets set whenever you open and save a file);

/M - copy only files with the archive set and reset this bit;

/XF - exclude files matching given names/paths/wildcards following;

/XD - exclude directories matching given names/paths following.

Retry options: "/R:n" tells the computer to retry n-times if the copy operation fails while "/w:n" indicates how long to wait between retries in seconds with a default of 30 seconds.

Logging options: You can log the progress of the actions robocopy takes and summarize the results at the end of the log. The one I use is:

/log:c:\path\fname - logs the results of the operation in the directory "path" and filename "fname".

Complete Command: The final command can look something like this:

ROBOCOPY "c:\Users\username1" "d:\Users\username1" /mir /v /ts /fp /r:0 /XF thumbs.db ntuser.* *.tmp UsrClass.* settings.dat /XD Application* Temp Temporary* /log:c:\logs\DocSet.log

This command tells the computer to:

1) copy all files from c:\users to d:\users. (Note that if you wish to back up only one of several users, you could use the form, "c:\Users\username1" "d:\Users\username1l" and subsequently for "username2," "username3," etcetera)

2) mirror (/mir) which synchronizes the destination to the source

3) verify (/v) the results by comparing the copied files with the source files

4) maintain (/ts) the date and time information in all files

5) without retrying (/r:0) on failure

6) exclude the following files (/XF): thumbs.db, all types of ntuser files, all tmp-files, all types of UsrClass files and settings.dat (the program will halt on encountering some of these files if this exclude switch is not included in the instruction string)

7) exclude the following directories (/XD): all "Application" directories, all "Temp" directories and all "Temporary" directories.

8) log (/log:) the results in a file in the "c:\logs" directory in a file called DocSet.log

Batch Command File. Surely you do not want to have to type in this or similar instructions each time you wish to undertake a back-up. You can avoid this by writing a short "batch file" or script that you can execute at a time of your choosing. Such files have the "*.bat" name format, the "bat" extension indicating to the operating system that this is a command to be executed in a command prompt window as a single instruction or series of command-line instructions. You can call this file "Mirror Backup.bat" if you wish. You may also download a complete back-up file from our web site http://sailisv.com that can form the basis of your back-up system.

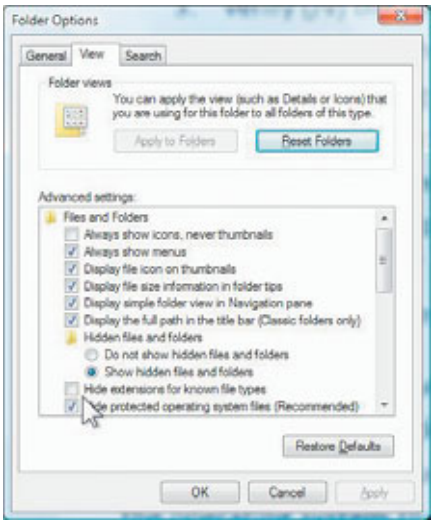


Figure 5) Folder options allowing extensions for known file types to be shown

To create your own back-up batch file, go again into "Folder Options" onto the "view"-tab (Figure 5), and deselect the box marked "Hide Extensions for Known File Types" and apply this. Then, with the mouse cursor anywhere on the desktop, right click and create a new text file. Name this file "Mirror Backup.bat" completely replacing the full default name "New Text Document.txt". You will be asked if you really want to do this because it will change the file type. Respond "Yes".



Figure 6) Example of a batch backup file using robocopy commands

Notice that the icon for the file type changes. Note also that double clicking on this icon will now execute the file as a series of command line instructions in a cmd window. To modify this file once it is created you right click on the icon and select "Edit" rather than opening it.

You can now edit this batch file (remember to right click "Edit", not "Open") to insert the text that you wish. I have given you an example in Figure 6 taken from one that I use daily. The "pause" command at the end of the text causes the Command Prompt window to remain open at the completion of its string of instructions. That way you can view the results of the various back-up operations. Note that if you have more than one user on the computer, you can have one command line for each user, or simply back up all users with the one command, as I mentioned previously.

DISCUSSION. The commands as shown in Figure 6 will result in both the \user directory and the \Dell directory on the C:-drive to be mirrored on the D:-drive (the latter is one I keep outside of my user directory and in which I save all items dealing with my notebook computer including logs, drivers, list of modification, etcetera). Of course other directories can also be mirrored should you desire. No failure is anticipated and since verify is used no retries are requested. (In fact, failures due to attempts to copy prohibited system files would otherwise cause this command to retry for an inordinately long time for something you don't want anyway.) The verify command switch "/v" causes each file copied to be verified against the original while the "/f"p switch causes full path information to be included in the output (log file). Directories having cookies and a bunch of temporary information are not mirrored and system files (ntuser, thumbs, etcetera) are excluded from the back-up operation since Windows does not like to have these copied and will try to abort the operation.

You should now have a file called "Mirror Backup.bat" on your desktop or other suitable location within which are all the instructions you have provided.

Okay. It's now time to put everything together to back up your internal HDD information. The steps to do this are:

1) Connect the external hard drive to the USB port on your computer as discussed in Part 1 of this article;

2) Open "My Computer" to insure that the external HDD is identified as the D:-drive. If not, either modify the back-up batch file or unplug and replug external devices to obtain consistency between the external drive letter and the back-up batch file;

3) Double click on your back-up batch file. A command window will open and you will see the copying operations begin. The first time might take quite a long time since this is the first time you will be copying all the information on your internal disk to the external one. For 100 GB of information, expect one or more hours. (Hint: As a test, make a copy of your back-up batch file and modify the robocopy line to copy only a small directory selected for that purpose such as .\username1\ favorites. Running this file will take only a small period of time and give you a sense that things are going as expected since this directory and the files within should immediately show up on the external drive.)

4) The last copy will be the "logs" directory copy which should be relatively fast. This will be followed by a line that says, "PAUSE. Press any key to continue." This tells you the set of commands contained in the batch back-up file are completed. Tapping any key will cause the command window to close.

5) Check your external disk drive to ensure that files were copied correctly. Then tell the computer to safely remove the external USB drive. If it says it is safe to do so, go ahead and unplug the drive. If not, simply shut down the computer then unplug the drive and put it away for safe keeping. (Caution: DO NOT unplug the external hard drive without having the system safely complete any processes that may be running in the background. Destruction of data, destruction of format or partition structure or actual physical damage might otherwise occur to the external HDD.)

Give yourself a big pat on the back. You have taken a major step towards protecting your memories… those precious computer files that would be impossible to replace should your computer be damaged, lost or stolen.

Conclusion

What I have tried to do is prepare you for the eventuality that your computer will fail, be lost or stolen, by showing you that you need not lose your personal and business information. Of course you will have to replace the hardware but, with proper diligence, you will be immediately prepared to copy your files back onto the new computer using Windows Explorer. *Be sure to keep the hard drive in a safe place other than with your computer, even to the extent of duplicating it ashore periodically.*

An extension of this method can allow you to immediately use your back-up hard drive as your replacement internal drive in the event of a drive failure. I will have more to say about this in a later article.

We have managed over almost 30 years of PC use to maintain an almost perfect record of loss-free personal and business computer use, despite numerous mistakes, failures and thefts of hard drives and computers. We have done this by organizing the way in which we store data and undertaking regular back-ups of this data ON AN INDEPENDENT HARD DRIVE and keeping this drive stored separately from the computer. We have made a practice of these or similar methods on both our workstations in the office and our laptops which roam with us and which, for the past 12 to 15 years, have been our workstations away from home while sailing or traveling. You too can make the last file lost the last file lost in your experience.

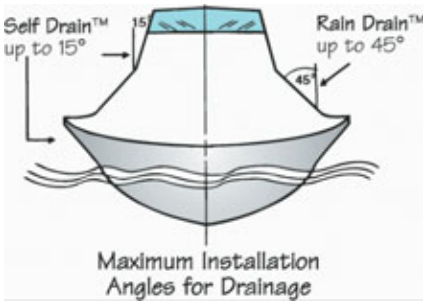
Happy Sailing!

Owen C. Jones sails, charters and teaches sailing with his wife, mate and chef Mary Trovato aboard S/V Fidelity.

PRODUCT POSTINGS

Rain Drain Helps Prevent Port Opening Surprise

It's summer, and that means rain showers, and that means open the ports, close the ports, open the ports... Sometimes a splash of cold water feels good, but not when you're least expecting it. That can happen when an unwary boater opens a port where



water has accumulated. The Deluxe Rain Drain Opening Port by Beckson Marine helps prevent a surprise soaking.

Beckson's Rain Drain Port was designed for cabins where ports at excessive mounting angles ordinarily would collect up to a third of a cup of rain or spray. Cut at 1.6 cm, the Rain Drain port will direct water away while tipped to 45 degrees. The drain channels resist clogging and are easily cleaned.

Complete with screens and exterior trim rings, the Rain Drain Opening Port conforms to standard mounting sizes. These ports are constructed of non-corrosive marine plastics that help prevent condensation and their design prevents leaks and waterfalls. Beckson's quality promise includes replacement parts available for the life of any port. These deluxe Rain Drain opening ports are available in six standard sizes.

For more information visit www.beckson.com.

Fiberglass Stain Remover Tackles Any Dirty Challenge

Summertime is also cleanup time. Ugly fiberglass stains are an eyesore and can be hard to remove



without damaging the surface. Users can save time and effort with versatile Fiberglass Stain Remover (FSR) from Davis Instruments.

The unique, non-abrasive gel conquers rust, oil, exhaust, waterline and transom stains on white-painted and gelcoat surfaces. The gel is also great for removing rust stains from clothing, sail cloth and even steel stanchions and railings.

Requiring no sanding or compounding, FSR from Davis Instruments is easily applied with a brush, sponge or cloth. Because it's a gel, it remains only on the stained area and won't drip. With just a quick wipe or rinse after a few minutes, the surface will look like new. FSR is available in a convenient 0.47-litre container and 2-litre Big Job jug.

For more information visit www.davisnet.com.

Prevent Onboard Mold and Mildew

Another rainy-season problem in the tropics is just plain dampness. Mold, mildew and corrosion can be a fact of life on boats during a Caribbean summer, especially when a boat is stored. Instead of messy dehumidifying bags or fan units with tanks to empty, Air-Dryr from Davis Instruments uses heat and natural convection to keep the air dry and prevent mold.

The compact unit is placed on the floor and plugged into an outlet. The air is heated above dew point to hold the moisture in suspension so it won't settle on surfaces, then released through the top vents of Air-Dryr. As warmed air rises, cooler damp air is drawn into the unit, where it too is heated.

Designed to be left on 24 hours a day, Air-Dryr handles a high volume of air. The attractive, neutral beige housing is made of strong and durable polycarbonate. Slim and stable, it can be placed out of the way. Silent and costing no more to operate than a light bulb, the unit is trouble-free, with no switch, fan or thermostat. A thermal cut-off turns the unit off should airflow be impeded. With no components to cause sparking, Air-Dryr is safe for marine use. It's perfect for cabins, v-berths, engine rooms and bilges.

An alternative to expensive dehumidifiers, the Air-Dryr 500 from Davis Instruments handles up to 14 cu. m, draws only 0.6 amps, 130W and measures 36cm L x 13cm W x 11cm H. The Air-Dryr 1000 handles up to 28 cu. m, draws 1.1 amps, 130W and measures 34cm in diameter and 11cm high. Both units are available in 110-120 volt models or CE certified, 220-260 volt models.

For more information visit www.davisnet.com.

Keeping Canvas Enclosures Clean Can Be Easy

Okay, you've cleaned the gelcoat, and now the dodger looks grubby in contrast. Time to clean it, too. How best to do the job?

All loose dirt and debris should first be rinsed away with fresh water, then the canvas and vinyl washed with a soft, microfiber towel and a mild boat soap solution. These fabrics shouldn't be dry-cleaned or put in a washing machine. If deep cleaning is not possible, boaters should rinse canvas with fresh water after every use, especially after exposure to saltwater, or risk corrosion of the material.

Due to their versatility and gentleness, microfiber towels are great tools to use when cleaning canvas. Shurhold's Microfiber Towels come in a variety three-pack. The extra-strong orange towel is ideal for washing and cleaning while the super-soft dark blue towel is great for polishing and shining. Owing to its lint-free properties, the light blue towel is best for wiping down mirrors and glass.

Many boaters make the mistake of rolling up wet canvas enclosure panels for storage but this can cause fogging and stains on the windows. Letting the canvas completely dry before rolling it up helps make sure the materials will be in good condition when they're taken out for use. To help prevent mold during storage, it should be kept in a place that is dry and well ventilated.

To prevent damage to the fabric, canvas should be unsnapped as close to each button as possible. Yanking or forcing snaps or zippers can result in tearing the canvas. Making sure zippers and snaps are properly lubricated and cared for is essential to keep them in good condition.

Clear vinyl scratches easily so it should be handled carefully. Never use a dry cloth, duster or glass cleaners when cleaning clear vinyl. Solvents containing acetone, silicone spray, benzene, carbon tetrachloride, fire-extinguisher fluid, dry-cleaning fluid or lacquer thinner should also be avoided to prevent damage. Applying a UV-screening agent like Shurhold's Serious Shine with a microfiber towel will help keep it soft, clear and flexible.

For more information visit www.shurhold.com.

Rule-Mate Bilge Pumps, from Tried and True to New and Improved

The bilge pumps in ITT Rule's eco-friendly Rule-Mate series include an anti-fouling impeller, thermal overload protection and solid-state water sensing technology that eliminates the need for a separate float switch.



When water in the bilge reaches a height of 60mm the automatic sensor switches the pump on and then shuts the pump off when the water is pumped out. The sensor's unique "field effect" technology detects only water and will not operate if motor oil is present, helping to preserve our environment.

The Rule-Mate bilge pumps are built with a robust housing design, which incorporates a "one-touch" test feature. They are available in 500, 750 and 1100 US GPH models and come complete with a quick-release strainer for easy cleaning, straight and angled hose barb fittings and a three-year warranty.

For more information visit www.rulenews.com.

Torqeedo Cruise 4.0 Sets Standard for Electric Outboard Efficiency

Torqeedo's Cruise 4.0 R, with an overall efficiency of more than 50 percent, redefines the standards for electric propulsion. It converts supplied battery power into propulsion better than any other outboard.

The powerful Cruise model runs on 48 V. Offering 97 kg of thrust, the Cruise 4.0 R has the thrust equivalent to a 9.9-horsepower internal combustion outboard. More importantly, the propulsive power, measured as speed times thrust after all losses including propeller losses, compares to an 8-horsepower gas outboard in displacement mode.

"When talking about electric propulsion for boats, battery power is always the limiting factor. Therefore it's paramount to use the limited battery power as efficiently as possible," said Torqeedo managing partner Christoph Ballin.

"For electric outboards, overall efficiencies range between 20 percent for trolling motors and up to 35 percent for stronger electric propulsion motors. The overall efficiencies for internal combustion outboards are significantly lower than that," said Ballin. "We don't know of any other outboard that even gets close to the efficiency levels we offer."

Designed specifically for remote steering and throttle, the new, lightweight Cruise 4.0 R offers further unique advantages for boaters. An integrated board computer combines information from the motor, the batteries and a built-in GPS. The board computer lets boaters have their battery charge, speed and remaining range at current speed always under control.

It operates on a 48 V lead-gel or AGM battery bank or two high-performance lithium-manganese batteries available from Torqeedo's Power series. Each electric outboard comes standard with a cable set, fuse, main-switch, remote throttle control with integrated board computer and magnetic on/off switch as well as a link-arm to connect to standard steering systems.

For more information visit www.torqeedo.com.

Trust Your Ground Tackle

Chain has been the top choice for reliable anchoring for years. But inferior, poor-quality chain can lead to broken links, jammed windlasses and serious damage. To ensure every captain's peace of mind, the new mooring and anchor chains from CMP Global are built to the strictest marine and ISO standards.

CMP Global's ISO G43 High Test Anchor Chain uses high tensile strength carbon steel with an ISO short



pitch link. This hot galvanized chain is flexible and conforming, and each link is proof tested and calibrated to ensure smooth, jam-free windlass operation.

The G30 ISO Proof Coil is a low-carbon steel, general-purpose anchor chain with an ISO short pitch link. This hot dip galvanized chain is used in anchoring applications where high tensile strength is not required.

For fixed installations, CMP Global's G43 Mooring Chain uses high-strength, low-carbon steel with long links to accommodate shackles. Each link is hot dip galvanized for maximum wear and corrosion resistance.

All CMP Global chain is manufactured under strict ISO-9001 quality assurance standards and exceeds NACM, RR-C-271D specifications. Chain is packaged in drums, half-drums and pails.

CMP Global is the world's leading manufacturer and supplier of die cast zinc, aluminum and magnesium anodes sold worldwide under the Martyr brand name.

For more information visit www.cmpglobal.com.

A NOVICE SAILOR'S 'GENTLE' CRUISE

by Ian Gordon

On Monday July 21st, I was invited for a gentle sail along St. Lucia's leeward coast from Rodney Bay to Castries to watch the Carnival festivities from the harbour. On board the Impulse 21 were Captain Mike Cooperthwaite, plus Danielle De Rouke, the Social Secretary of the St. Lucia Yacht Club, and myself, a complete novice in the sailing world. In fact, it was only the second time I had been on a yacht.

The weather was good when we set off, then came a little rain which did not dampen our spirits. The rain soon stopped and the journey south was great fun.

The water was a little choppy but caused us no problems apart from the slidy thing for the mainsail traveler being jarred from its track, which we never noticed until we had tied up next to our friends on their 40-foot yacht. Another yacht, *Loose Cannon*, a J/24 belonging to Edgar Roe, tied up to our starboard side. Edgar lashed the slidy thing to the rail to stop it from causing further damage. We had a great time watching Carnival, dancing and having the odd Piton beer.

The weather deteriorated, though, with a lot of rain but little wind at this point. Our captain decided not to stay too long, as the trip back north to Rodney Bay was going to be a little rougher than the trip to Castries had been. He also decided that it would be a good idea if Danielle returned on the bigger yacht. So we left the party and headed home.

As soon as we left Castries Harbour it was obvious the weather had deteriorated considerably. We headed north against a wind of about 30 knots. Captain Mike held the boat on course in the failing light and driving rain.

Our first taste of seawater came when we were passing Windjammer resort. A strong gust of wind pulled the car for the mainsail off the track. The next big gust snapped another slidy thing, and our jib was flapping in the wind with no chance of lowering it. The boat capsized in the gust. We scrambled up onto the hull to right her and carry on sailing. And I thought this was going to be a pleasure cruise!

The closer we got to Rodney Bay the stronger the wind blew. By this time Edgar and Jacob De Camps had caught us up in their J/24. Edgar, a very experienced sailor, noticed we were in difficulty and he was trying to shout us instructions to get to port.

As we passed the headland into Rodney Bay the wind was a lot stronger, gusting at 45 knots with driving rain coming horizontal over the water. We capsized again, this time losing the outboard motor when it broke free from the transom. With no outboard and a jib that was useless, we were in great peril. Edgar was shouting at us, telling us to follow the J/24 to safety, but we lost sight of him. He maneuvered his boat like it was on rails and came back numerous times to try and help. He knew at this time we were not going to make it back to Rodney Bay lagoon and was expecting us to beach her.



The Impulse 21 is fun for a race or daysail, but when the weather changed our heroes got more of a day out than they expected
Inset: Captain Mike and our no-longer-novice sailor, Ian, relaxing at the St. Lucia Yacht Club after their adventure

Jonathan Hall and Les Hewitt joined in the hunt for us on *Hytime*, a 46-foot yacht. They were searching the bay along with Edgar and Jacob, but the rain was so fierce they could not see more than a few feet.

We capsized yet again. This was number five. How Captain Mike managed to right her time after time was remarkable. But I must admit we were a great team. However, this time when we righted her, Les, who was at the helm of *Hytime*, was a matter of yards away from ramming us as he could not see our boat lying on its side. *Hytime*, with the wind behind, seemed to be travelling at 20 knots. All we could see was an anchor coming at us amidships. Les must have spotted us at the last second and threw *Hytime* into reverse. I could have hung my cap on the anchor as she passed us.

The situation at this point was zero visibility with the darkness and very heavy rain. In the meantime, Edgar on the J/24 knew we were heading for the rocks off Pigeon Point. He enlisted the aid of the crew of *Endless Summer*, a catamaran belonging to St. Lucia's Olympic sailor Mike Green. The crew had just dropped its passengers off at the Landings resort near Pigeon Island. They also started to search for us. The skipper, Andy, and his crew, Jason and Totone, found us very close to the rocks and very bravely came along our port side and threw us a line. Luckily the throw was good and I caught the rope first time. I can tell you if we had not caught the rope that first time, there would have been no time for her to come about and throw again as we were dangerously close to the rocks. Captain Mike lashed the rope to the mast and the crew of *Endless Summer* became our saviors.

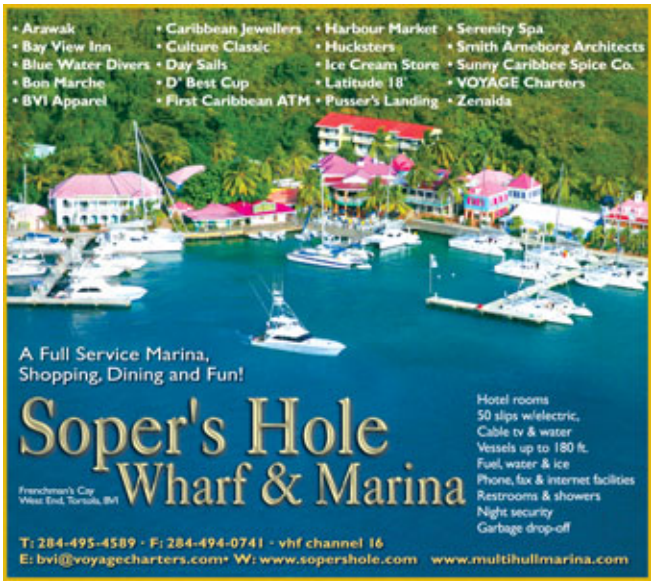
They towed us into the harbour, and it was at this point we knew we had cheated death.

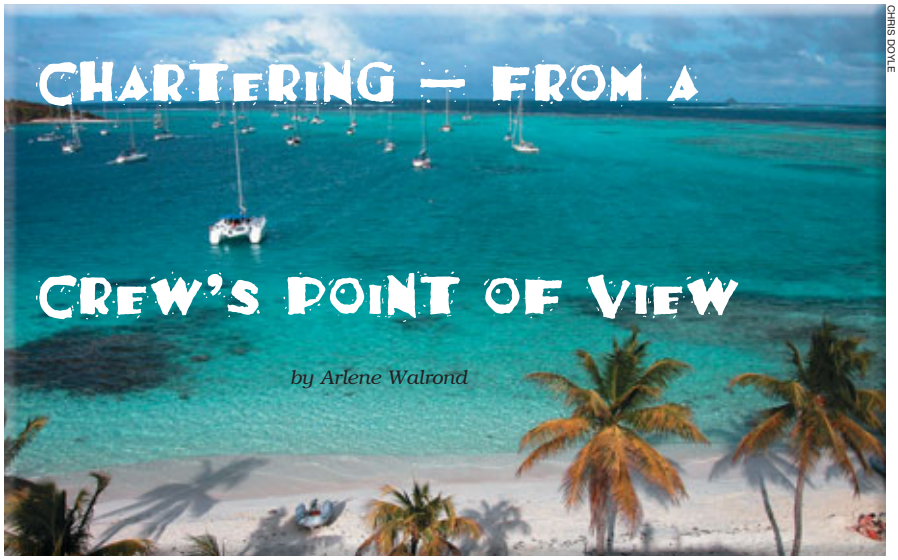
The funny thing was that when *Endless Summer* eventually tied us to the jetty my life vest finally decided to inflate. After five times in the water and all that rain, it finally did what it was designed to do the moment we docked. Mike and I could not stop laughing — both with relief and thanks to the fact that I could not move in the straitjacket I was now wearing!

From the bottom of my heart I would like to thank Captain Mike Cooperthwaite for saving my life, along with Edgar and Jacob on the J/24 and not forgetting the crew on *Endless Summer* who, after they had tied our boat safely to the jetty, vanished as quickly as they arrived — as though they did the life-saving bit every day. A big thank-you also to Jonathan and Les for helping in the search. You are all a great bunch of guys with tremendous sailing skills. I will never forget any of you till my dying day.

You have my admiration and thanks, and now I'm a novice sailor with a little experience!







CHRIS DOYLE

I don't think I'll ever overcome my fear of the sea, but I do have a healthy respect for it. By some magical twist of fate (while working at a marina in Trinidad I met the man who was to become my husband; he and a friend started a small charter venture) I've spent a lot of time on the sea over the past few years. The longest stretch at one time so far has been five months. From October to February 2003, my fiancé and I sailed the Eastern Caribbean, visiting most of the islands.

In those five months we experienced all kinds of weather. One time it was so bad we had to abort a trip from Grenada to Carriacou, which meant we had to leave Grenada before dawn the following day to reach Union Island in time to pick up our charter guests so they wouldn't be stranded. Sometimes when it's rolly it's a battle to keep food down, much less cook it, but when the waters are calm it's like being in a cradle and then there are occasions when it is so still it's like being on dry land.

Spending much time on a boat one learns to do without a lot of things or learns to appreciate using lesser quantities than one is accustomed to. Unless you're on a mega-yacht that has a watermaker, fresh water becomes a most precious commodity, to be rationed and doled out at times. Some guests could not comprehend the need for this and would leave faucets running or partly turned off, adding to my job of chief cook and bottle washer that of water police. I'd go around (discreetly of course) after people, especially kids, making sure that the taps were properly turned off, and when in doubt I'd switch off the water pump. It is not a nice thing to run out of water in the middle of a charter — we learned that the hard way once and try not to have a recurrence. Water problems aside, life on the sea can be a very pleasant experience.

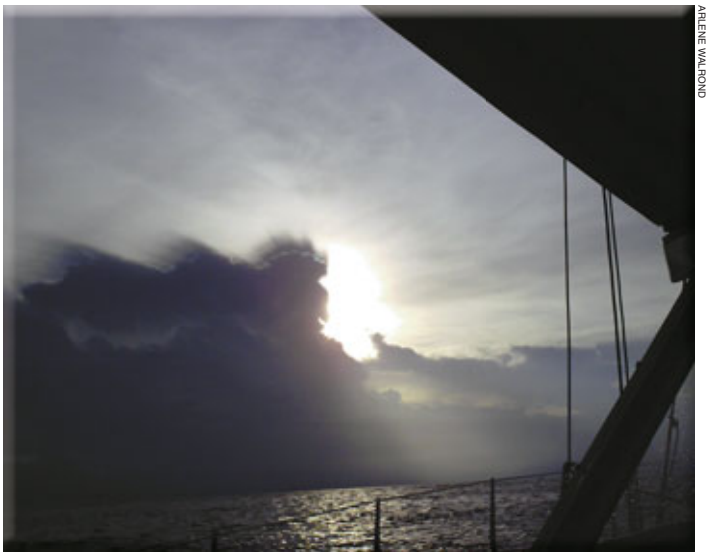
Chartering is a great cultural exchange. Apart from the diving, snorkelling and other water-based activities, the charter passengers, or guests as they're generally called, learn about and experience what the Caribbean has to offer in terms of food, entertainment and geographical attractions. Likewise they impart to us tidbits about their home country and way of life. For instance, I was amazed to learn from a Finnish couple that their country experiences only six weeks of warm weather per year. They couldn't get enough sun when they were here in the Caribbean. I also learned that crime in Finland is so minimal that people only lock their doors if they're going on a long trip, which reminded me of the old days in Trinidad. On a night sail from Bequia to Mayreau this couple could not contain their joy at the experience — being able to sail at night, with moonlight, warm weather and calm sea — it was an unusual combination for them.

Chartering is hard work but one of the upsides for me is that it gives me an opportunity to exercise my culinary skills. It's a good feeling when guests appreciate our local dishes. Another upside is when the charter party includes kids. We had a five-year-old from France one time who had a passion for drawing and he was very good at it. His favourite subjects were pistols and boats. The design of the boats varied from day to day but, as I recall, they all had a "Capitaine Will" at the helm.

—Continued on next page

Above: 'Chartering is a great way for Caribbean people to get to know our region. How many of my fellow West Indians, I wonder, have actually visited the Tobago Cays, for example?'

Right: A magic moment — having the time to admire a cloud with a silver lining



ARLENE WALROND



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—*Continued from previous page*

Chartering is also a great way for Caribbean people to get to know our own region. People come from all over the world to play in the Caribbean Sea. But how many of my fellow West Indians, I wonder, have actually visited places like Tobago Cays, for example, where the water is so clear you can see the sandy bottom and where marine life is plentiful and visible without artificial aid? I count myself very privileged to have experienced this and I think the people of the Grenadines are lucky to have such a lovely playground right in their own backyard.

Our last sail in the Grenadines, in November 2007, was a short one, a little over two weeks. There wasn't much free time for exploring since we had two charters back to back, but I did get a chance to visit some places I hadn't been to my first time there. Five years ago we had anchored in Saltwhistle Bay on many occasions, but I never got the opportunity to go ashore on Mayreau. This time around, however, I spent a lazy Sunday afternoon exploring the beautiful little island. I almost stepped on a snake while walking up the steep hill to the village but that didn't deter me from continuing on. I didn't get the chance to see all there was to see on this island, but the people I met were nice and friendly.

Another first for me was visiting Happy Island in the daytime. This is a tiny island in Clifton Harbour on Union Island, just big enough for a bar. The story of how this island came into being never fails to amaze me (the proprietor, Janti, created it by piling discarded conch shells and other material on a shoal), and to actually chat with the person who created it was such a thrill. Janti is a very affable person and warmly welcomed us to his personal domain. He is one individual who can truly say: "I am Monarch of all I survey, my rights there are none to dispute." I asked if I could take some photos, explaining that my previous visits were at night. He said it was okay and we spent a pleasant half hour doing just that. I would have liked to chat some more but he said it was the off-season and he was preparing for a trip to Europe.



Our last stop was Bequia, where fate determined that I spend barely an hour, much to my regret. We deposited our guests and left Bequia bound for Trinidad, where we were to have the boat hauled at the owner's request before making our way to Venezuela and Los Roques.

On the way from Bequia we made a brief stop in Grenada to do a little shopping and send some e-mails before moving on. After our last sojourn in the Grenadines we had flown from St. Lucia to Trinidad so sailing from Grenada to Trinidad was yet another first-time experience for me. We had strong winds and rough seas. Even in good conditions sailing can be hard work but the captain didn't complain and I managed to remain vertical long enough to keep two watches during the night.

One experiences many things on a sea passage — a cloudburst when you least expect one, a sudden squall that sends sails flapping or stretched to their limits, and then there are moments when you wish that time would stop for just a while so you could enjoy a beautiful rainbow or a cloud with a silver lining. The high point of this passage was that sometime between midnight and 2:00AM a feathered hitchhiker snuck on board and perched on the stern rail for the rest of the night and for several hours into the morning. He just stood there like a guardian angel, his talons clamped tightly around the stainless steel rail, not moving or making a sound, and then left as quietly as he came.

And to crown what was an enjoyable passage, when we finally got to Trinidad I had a most memorable encounter with one of our most venerable female citizens. We were both waiting our turn in the office at Coral Cove marina, Chaguaramas. After saying hello, I did a double take and said excitedly, "You're Kwailan La Borde!" She and her husband, Harold, were the first Trinidadians to ever circumnavigate the world by yacht, a feat they accomplished in 1969 in their home-built *Hummingbird II*. If she was ruffled by my inelegant outburst she didn't show it. We had a nice chat and she was very approachable but I felt awed in her presence. Much has been written about her and husband Harold's sailing exploits, but I am sure she still has many more stories to relate about her sailing life.

My sailing experiences are not like hers, but crewing on a charter yacht has given me some stories to tell, too!

Left: Feeling happy on Happy Island

Below: For me, having children among our charter guests was a treat



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CLOSELY WATCHED TURTLES

by Jo-Anne Nina Sewlal

Between the months of March and August, the island of Trinidad becomes home to the world's second-largest nesting colony of Leatherback turtles (*Dermochelys coriacea*), which means that turtle watching is a common activity during that period.

Recently, I was invited to go on this nocturnal adventure with one of my colleagues and two visitors to the island. Although I'm Trinidadian, I had never done this before and I jumped at the opportunity.

Our first order of business was to obtain permits to visit the beaches where turtles nest as, thanks to conservation efforts, these have been designated Prohibited Areas. Permits can only be obtained from the Port-of-Spain, Sangre Grande, Chaguanas, Rio Claro and San Fernando offices of the Forestry Division, between 9:00AM and 2:00PM, from Monday to Friday except on public holidays. Permits cost TT$5 (US$1) for adults and TT$2 (50¢) for children under 12 years old. If you are going as a group, one person can make the arrangements at Forestry Division but he or she must bring a list of the names of all the persons in the group. A limited number of permits are issued on a daily basis, so book early.

There are three main beaches where Leatherbacks nest on Trinidad: Matura, Grande Riviere and Fishing Pond. The Forestry Division has a list of authorized guide associations for each of the beaches. We went with Nature Seekers at Matura, where there is a limit of 200 persons allowed on the beach during any one night.

On June 16th, we set out from the University of the West Indies campus at St. Augustine, about nine miles (15 kilometres) outside Port of Spain, at around 6:45PM. After about an hour of driving we turned in to the long dirt road in Matura that leads to the beach. Once there, we first checked with the guides at the Nature Seekers outpost and after showing them our permit for that day, confirming our names and paying our guide fee (this is separate from the fee for the permits paid at the Forestry Division; also there are different prices for foreigners and locals) we were given a briefing including "do's" and "don'ts". Then we were led to the beach to join a tour already in progress.

On the beach our guide, Michael, gave us a brief lesson in the anatomy, physiology and behaviour of Leatherback turtles. Males of this species spend almost their entire lives in the ocean; females come on land only to lay their eggs. Information about males is obtained from turtles that get tangled in fishermen's nets. Fishermen who cooperate in protecting and conserving these animals have been given tools by Nature Seekers to cut turtles out of their nets if they are caught.

Leatherback turtles are not able to retreat into their shells like tortoises, due to the presence of fatty tissue used to keep them warm in the cold ocean waters. Nor do they have an extremely hard carapace. Some people have taken up the practice of riding on these turtles' backs. This looks like harmless fun and will make a good photo, but it can be fatal to the turtle as it can crush its spine, which is located close to the surface of its soft carapace.

When the female finds a suitable site for her nest on the beach she starts to excavate a hole with her back flippers. When she reaches a depth equal to the length of her fins and cannot scoop out any more sand, she will stop digging. If one female accidentally digs up another's nest, which can happen in the case of first-time mothers, she will cover the nest and make another one farther along the beach. If a female feels the sand is caving in below her while she is digging she might abandon the project and return to the sea. She will come ashore a few hours later to make another attempt. The eggs remain viable in her body for up to five days. If during this time she cannot find a suitable site to deposit her eggs she will release them at sea.



The author on her first turtle watch

While we observed one female digging her nest, members of the group Earthwatch recorded data such as its length and width, and placed a small metallic identification tag on one of her back flippers. These tags include the letter "T" and a unique four-digit code. A micro-tracking device is also injected under the skin near the animal's shoulder if scanning reveals there is none already present.

Once the hole was dug, the female deposited her eggs. It was only during this time that we were allowed to take photos as she went into a trance-like state. Before then, in order not to disturb her and possibly prevent her from laying her eggs, we viewed her using a red light since this species is quite sensitive to yellow and blue light. Over a period of 20 minutes the female expelled small batches of eggs, the last ones being tiny and infertile and used to fill in the gaps between the larger, fertile eggs. These tiny eggs also help to apply the correct amount of pressure on the viable eggs as the female uses her back flippers to compact sand over the nest to conceal the eggs. Humans should not assist the female with this, as she knows how much pressure to apply to the eggs so they would not break and how to regulate the temperature of the nest, which determines the gender of the hatchlings.

After covering her nest the female does not leave immediately but makes a set of decoy nests by piling sand into shallow mounds using her front flippers in the immediate area around the real nest. The entire process for the female turtle can take more than two hours.

After about 60 days the hatchlings emerge by climbing on top of each other, forming a ladder with the weaker individuals making up its base. Land predators of these hatchlings include birds such as *corbeaux* (vultures), stray dogs, crabs and large lizards, while in the water they face whales, sharks and large fish.

We were quite fortunate that night. By the time the tour was over, four turtles had already visited the beach.

Afterwards we went back to the guide shed and were given the opportunity to examine some hatchlings that were to be released later that night. The abdomen of each hatchling had a yolk sack that would provide it with nourishment for about two weeks. After that it will live off plankton until it is old enough to hunt jellyfish, which is the preferred food of this species. The Leatherbacks' mouths are filled with backward-facing spines that prevent the jellyfish from escaping. Unfortunately, plastic bags moving in the water resemble jellyfish, and these spines endanger the turtles as they anchor the bags in the turtles' mouths and suffocate them. These spines, together with the turtle's sharp beak, mean it is not advisable to put your hand close to its mouth.

Turtle watching is a unique experience I would recommend to anyone with a love for nature, conservation and the animals that call this planet's oceans their home. In various parts of the Caribbean, different turtle species will be nesting and hatching until December; look for watching opportunities in your area.

Jo-Anne N. Sewlal BSc., MPhil., is studying for her doctoral degree at the Department of Life Sciences, University of the West Indies.

—Continued on next page





—Continued from previous page

Turtle Watching Guidelines

On the Water

• Keep a good lookout for sea turtles while boating – boat strikes can kill

• In the water, keep your distance and avoid startling turtles; avoid disturbing resting, sleeping or actively feeding turtles. Move away if the turtle shows signs of distress

• Never try to touch, feed, spear, harass, catch or ride turtles

• Take all litter home with you: trash can kill, especially if mistaken for food

On the Beach During Nesting Season

• Avoid damage to incubating nests – for example, avoid driving on a turtle nesting beach or using these beaches for campfires or barbecues

• Do not leave large items (e.g. chairs, umbrellas or recreational vehicles) on nesting beaches at night – these can obstruct a turtle's path and prevent egg-laying

• Keep pets, especially dogs, away as they can endanger eggs and hatchlings

• Keep beach lighting to a minimum – artificial lighting disorients turtles

• Shield or switch off lighting that is visible from the beach

Watching Nesting Turtles

On land turtles are very vulnerable and if startled, a female turtle may return to the sea before her eggs can be successfully laid. Please follow these simple rules when watching nesting turtles.

• Keep disturbance to a minimum – stay quiet and move slowly

• Do not approach turtles as they arrive from the sea: they are easily frightened off

• Turtles that have not yet laid their eggs must be left alone

• Make minimal use of flashlights; never shine lights directly into a turtle's face

• Don't "trap" turtles – approach them from behind and keep low to the ground

• Move away if the turtle shows signs of distress

• Turtle eggs and hatchlings should be left undisturbed

• Consider limiting viewing to 30 minutes at a time

Photography

Flash photography of nesting turtles is a controversial topic. In some places this constitutes harassment and is illegal. If using a camera flash, do so sparingly and:

• Never take photographs before a turtle has laid her eggs

• Only take photographs from behind the turtle – the flash will temporarily "blind" her and can complicate her return to the sea

Hatchling Turtles

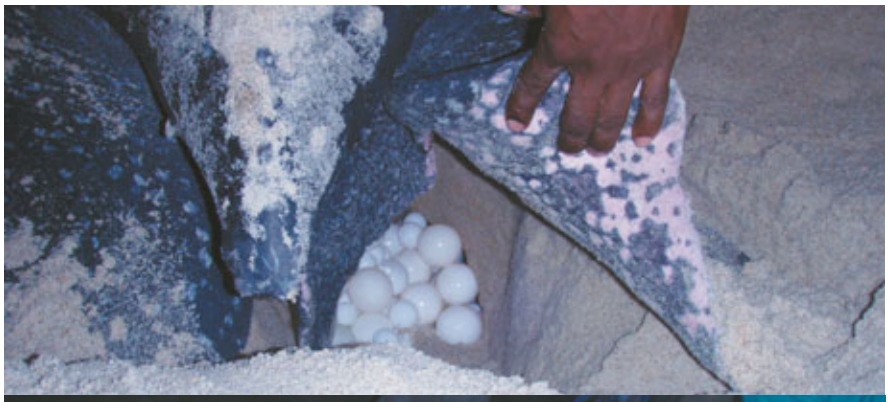
• Try to shield hatchlings if they appear disoriented by beachfront lighting – place yourself between the hatchlings and the light source, and ask that the lights be turned off long enough for the hatchlings to reach the sea

• Do not interfere with their crawl to the sea as this could jeopardize their survival

• Never photograph hatchlings with a flash – they are very sensitive to light

Participating in turtle watching programmes actually helps to protect turtles by raising awareness about them. Be sure to find out about local laws and regulations, as they may differ from these general guidelines.

For more information visit the Wider Caribbean Sea Turtle Conservation Network at www.widecast.org.





Upper left: Our guide shows us the nest, with its two sizes of eggs

Lower left: Members of Earthwatch collecting data

Below: Hatchlings are made temporarily available for viewing, and then released





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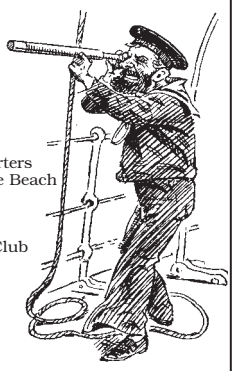
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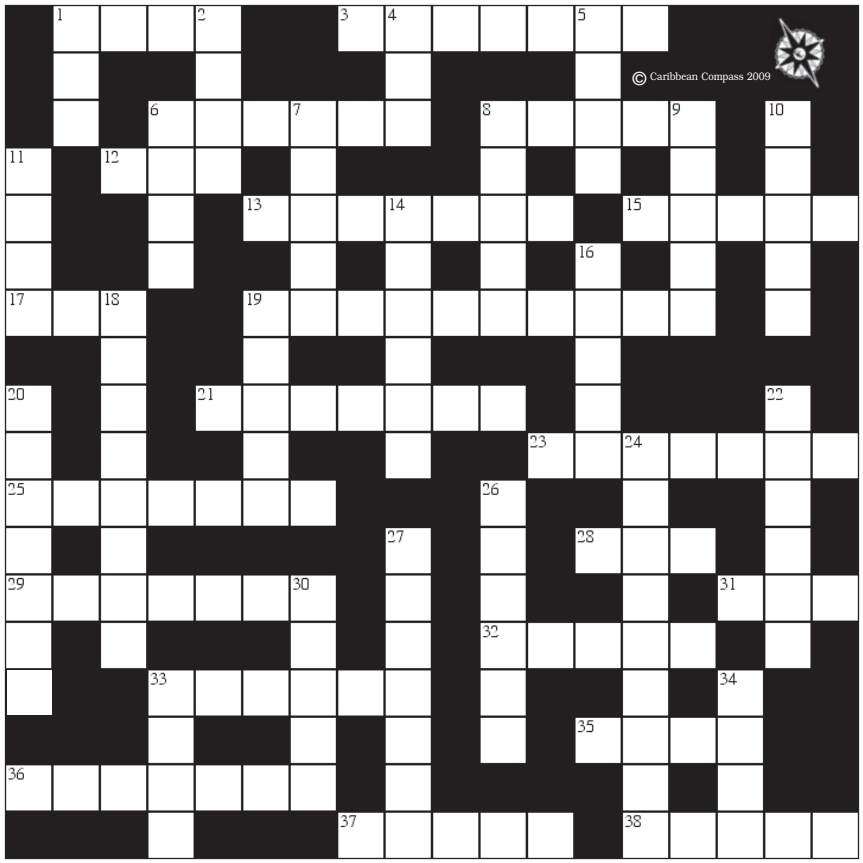
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SOPER'S HOLE
- Ample Hamper
- Voyage Yacht Charters
- Sebastian's On the Beach

VIRGIN GORDA
- Virgin Gorda Yacht Harbor
- Bitter End Yacht Club



Compass Cruising Crossword



'CORALS'

ACROSS

1) Some 14 Down are soft and some are _____
3) Black 14 Down are sometimes used to make this
6) 19 Down 5 Down fish who tends an algae garden
8) A split in a rock
12) Some 14 Down are this port running light color
13) 14 Down are built by 19 Across of this substance
15) A conch is a type of marine gastropod, or _____
17) Don't ___ your anchor on 14 Down
19) Excretions
21) 10 Down _____: a 19 Down, colorful 5 Down fish
23) These bivalves can live in mud or mangroves
25) A 5 Down is created by millions of tiny _____
28) The Caribbean is one
29) 5 Downs live in relatively _____ 30 Down
31) 5 Downs can be thousands of years of ___
32) Beautiful 5 Down fish
33) Bright yellow 5 Down fish
35) Stag____ 14 Down
36) 5 Down are usually found within 30 degrees of this
37) Some 14 Down are this starboard running light color
38) A lionfish is a 5 Down _____-predator

DOWN

1) 14 Down will die if the 30 Down is too ___
2) 14 Down turn white when they are ____
4) ___: a 7 Down-like fish
5) See Dolly on page 34 for different types of this
6) Not 29 Across
7) There is no type of sea _____ in the Caribbean
8) Earth's surface
9) Blue 5 Down fish
10) Tiny flying person of myth
11) These can be sting, manta, eagle, leopard or electric
14) The topic of this puzzle
16) Toothy type of 4 Down
18) Climate near the 36 Across
19) Not large
20) A family of 5 Down fish with protractile mouths
22) Bright color of some 14 Down
24) A 5 Down is made of the _____ of 14 Down
26) A 5 Down can form an atoll, which can form this
27) Type of 5 Down that protects an 26 Down from a rough 28 Across
30) The quality of this is essential to the health of 14 Down
33) This could go aground on a 5 Down
34) A 16 Down could ____ at a diver in self-defense

Crossword Solution on page 33

HOW DO YOU SPELL "HAPPY"? SURELY YOU'LL FIND A WAY TO DO IT HERE IN THIS WORD SEARCH PUZZLE BY PAULINE DOLINSKI!

HAPPY HOUR - WORD SEARCH

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

ALE
ASTI
BEER
BLOODY MARY
BOOZE
BOURBON
BRANDY
CAIPIRINHA
CAVA
CIDER
COGNAC
COLA
COSMOPOLITAN
CUBA LIBRA
GIN
HURRICANE
ICE
IRISH COFFEE
MARGARITA
MARTINI
MINT JULEP
MOJITO
PARTY
PINA COLADA
POP
PORT
ROOT BEER
ROSE
RUM
RUM PUNCH
SANGRIA
SCOTCH
SHERRY
SHOT
SODA
TEA
TEQUILA
VODKA
WINE

Word Search Puzzle solution on page 22



SEPTEMBER 2009

♈ **ARIES (21 Mar - 20 Apr)**
Fickle summer breezes for you now, sailor! This looks like a month full of flirtations with no follow-through.

♉ **TAURUS (21 Apr - 21 May)**
There's potential for creative discourse on a business level, but don't let summer squalls in your love life have a negative effect on it.

♊ **GEMINI (22 May - 21 Jun)**
While your creativity is in the doldrums your sense of humor will help to keep you on a positive course.

CANCER ♋ (22 Jun - 23 Jul)
Keep going on those boat projects you started last month; you will have little to distract you this month and can make great progress.

♌ **LEO (24 Jul - 23 Aug)**
Good times ahoy, with fair winds and smooth seas in your love life. Plan a special treat for the days around the 19th.

♍ **VIRGO (24 Aug - 23 Sep)**
You'll be preoccupied with business ideas this month and kept busy with creative projects and communications. Don't get thrown off course. This aspect culminates around the 25th.

♎ **LIBRA (24 Sep - 23 Oct)**
You'll be a regular homebody this month. Just set the hook or double the docklines and stay on board. Maybe do some routine chores you've been putting off, like cleaning out the cockpit lockers.

♏ **SCORPIO (24 Oct - 22 Nov)**
You'll have lots of wind in your working sails. Make the most of it and don't let tropical depressions in your love life slow you down.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Romance will bring a fresh breeze into your sails just as you are encountering some choppy seas in your business course. Try to stay on the high side of the rhumb line.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Any course you steer will feel like a slog to windward and progress will be difficult. Don't let it cause strife on board; enjoy happy hour instead.

♒ **AQUARIUS (21 Jan - 19 Feb)**
It looks like opposition in your shipboard life, while you may also have problems in communication with business associates. Even if you have to resort to Morse code to communicate clearly, do it.

♓ **PISCES (20 Feb - 20 Mar)**
Business is going into the doldrums, taking creativity and verbal skills with it. The low point will be around the 25th, and then a fair breeze will pick up again.

Crossword Solution

ACROSS
1) HARD
3) JEWELRY
6) DAMSEL
8) CLEFT
12) RED
13) CALCIUM
15) SNAIL
17) SET
19) SECRETIONS
21) BASSLET
23) OYSTERS
25) ANIMALS
28) SEA
29) SHALLOW
31) AGE
32) ANGEL
33) BUTTER
35) HORN
36) EQUATOR
37) GREEN
38) SUPER

DOWN
1) HOT
2) DEAD
4) EEL
5) REEF
6) DEEP
7) SNAKE
8) CRUST
9) TANGS
10) FAIRY
11) RAYS
14) CORALS
16) MORAY
18) TROPICAL
19) SMALL
20) WRASSES
22) ORANGE
24) SKELETONS
26) ISLAND
27) BARRIER
30) WATER
33) BOAT
34) SNAP

Taking the Steamer from St. Vincent (for A. v. B.)

Island Poets

The Grenadine Islands represent today the exposed summits of peaks on a single narrow bank of submerged volcanic mountains.
—Richard A. Howard,
The Vegetation of the Grenadines

A whistle blows. I've made it, but is there room?
Along the short wharf's thriving disarray
of hawkers and the hawked, the steamer waits,
air funnels spinning. Next port? Who can say?

Forward of the bridge are the cargo boom
and hold, while aft and 'midships are a cramp
of cabins. An awning over the upper deck
lends a festive air. In brief, she's a tramp

but transport none-the-less, not unlike
a "pilgrim boat" from Conrad's China Sea. Hip
and elbow crowd me; shouts collide like stones.
I stand in line. It was to find a ship

like this I came out here and keep returning.
Leaving the concrete wharf, I board and glance
above the fantail at a flag sun-bleached
and blown to gauze—a flag of true convenience.

I pass one person swilling rum and milk
from a coconut, another selling ganja,
a third declaiming passages from Job.
The rusted lifeboat davits would never swing,

even if they had rope and lifeboats in them.
Marley reggaes out of a holy boom box,
as a chain of men and boys toss boxes over
the rail to one below wearing dread locks.

Everyone is talking, laughing, in love
with the crazy scene, holding on to satchels,
plastic bags, and luggage never meant
for boats — content, whatever their reasons for travel.

I hear the engine in *Edwina* growl,
feel it throb up through steel frames and plates,
into my feet and ribs and skull; it starts
rusting rivets, unfreezes frozen gates.

A child cries. The captain, holding a beer,
surveys the scene and turns. "Hey Mon! What's new?"
Lines are cast off bollards, lugged aboard.
Who's a passenger here? And who is crew?

A sudden shudder of diesel power drives
Edwina off the wharf, hard in reverse,
as if by shock to challenge the gilded lands
and serpents that are a traveler's curse.

Black smoke plumes skyward. *Edwina* backs away.
A crowd gathers: Has someone had a seizure?
Died? Seen Jesus? Given birth? Diesel fumes
engulf the deck. This is no ship of leisure.

"There's no going back now!" someone says.
Then with the helm hard over and the wind
lifting her bows like a skirt, *Edwina* drifts
in a slow, stately turn. This is my kind

of moment, what I've come to the islands for.
I hear the clutch engage, and look. Bequia?
Canouan? Mustique? Palm? Carriacou?
Their outlines sober me. We're underway.

Travel, as we did not know, is structure.
For who, reading the lines of a tramp like this,
could then have read "Responsibility"?
We thought it was the opposite, a license

to do or know — What? Whatever turned
us on, I suppose: the chance encounter, ho-
bo living, stray light, a reinvented self,
the wakes of those who went before. But now?

We say it is to shape the vagrant past
with present place, and color it, that we go;
to find in the abandon of our dreams
a kind of order — Art's. Isn't this so?

Travel like this is not for everyone
but cruise ships, for all their comfort, go
nowhere. I revel in this list and rust,
gathering way. Look: a *double* rainbow!

Edwina, outside Kingstown's sheltering bight,
rolls sharply, puts me off my balance — *almost*:
for travel, this displacement is about right.
You have to laugh, and go at any cost,

take the salt spray as the bow plunges.
Already, as the mainland shrinks beneath
the widening sky, I'm getting a feel for islands,
accepting the view that where they are, I am.

As *Edwina* steams ahead and shapes her course
for harbors inside reef and shoal and headland,
will I discover truths, have revelations
startling as a lover's press of hand?

See, with one mind, the archipelago
of islands spread like notes that make up songs?
And more, what lies beneath the wind-swept seas:
the mountain range to which each peak belongs?

But if we fail to see such grand design
and capture it in epic form, won't we
still come away with poems which, like butterflies
and boats and shells, bespeak the island sea?

Look: even as the islands grow larger
in all this everlasting, blinding light,
they begin to shift and merge, one with another,
and only travel in them will get them right.

— Richard Dey

parlumps marooned



FACT-OIDS



Come On, School's Not *That* Bad...

by Lee Kessell

Bertilda smiled at her two small children who pouted at her with resentment. The long summer holiday was over and tomorrow it was BACK TO SCHOOL.

Danny, aged seven, and Sobie, six, lived on one of those beautiful little islands that make up the Grenadines and school holidays meant living just as they liked in this natural Garden of Eden. From the time they woke up in the morning until the time they went to bed, they could roam all day long and their mother didn't have to worry because the island was small enough for the people to look after all the children just like their own. It was no use Sobie going home and telling her ma that Mistress Mavis had given her a whack on her backside for answering back because Ma would give her backside another whack for being rude in the first place. On the nicer side there was always someone like Pa Devvy to drive the children up the hill in his old rattle-trap of a truck on his way to his vegetable garden. Once settled upon the earth-smelling sacks in the back, Sobie shrieked at every sharp bend in the rocky, narrow road and if she and Danny didn't want to go all the way and help Pa Devvy in his garden, then they knocked on the top of the cab to get him to stop.

But mostly the children wanted to swim in the clear, blue water of the bay and to explore the shallow caves and watch the fish and pretty things trapped in the tidal pools. They liked to hang around the boat-builders on the edge of the sea and sometimes one of the men would stop for a few minutes and carve them a rough toy boat. Best of all, Danny and Sobie liked to go early in the morning to help the fishermen pull in their nets and pick out the little sprats too small to sell at the market. Once the baskets were filled it was time for a break and a fire was made on the beach. A big pot was filled with oil and set on rocks in the middle of the fire. When the oil was hot enough all the sprats were thrown in, head, insides and all. In less than a minute the sprats were crisp and golden and ready to eat clamped between the halves of a "penny loaf".

No wonder Danny and Sobie didn't want to go back to school. "Why should we go to boring classes? It isn't fair!" Ma laughed. "You think everyone is going to feed you forever? Do you want to haul in fish every day and never learn to read and write?" Yes, they both answered. "Well, I want something better for you. At least I want you to have the choice of staying on the island or seeing what the world has to offer."

It was no use arguing with Ma and early the next morning, Sobie and Danny had their hair clipped down to their skulls, their bodies scrubbed with a rough cloth and only then were they dressed in regulation shoes and socks and freshly laundered school uniforms. Ma held them at arm's length. "Yes, you both look very smart, and stop twitching, your feet will get used to your shoes by the end of the day." Oh yeah? Both children scowled.

Once at school, Danny and Sobie joined all the other children who didn't want to be there. Their faces hurt from the hard scrubbings they had been given, their clothes pricked their skin and their shoes pinched their feet. But where was strict Miss Lambert? She had retired and gone to live with her sister in St. Vincent. The new teacher walked across from the schoolhouse and greeted her pupils with a big smile on her pretty face. She was young and slender, wore a very short cotton dress and SANDALS!

"Welcome back to school! My name is Frya and the first thing I want you to do is take off those shoes and socks." It didn't take more than a second for all the children to yank off their offending footgear and smile back at Frya. They were ready for anything!

When school ended for the day, the children raced home to tell their mothers that school was FUN with their new, young teacher. The mothers were alarmed to hear that Miss Frya had taught the children new songs and dances (as if their kids didn't prance around enough already!). Next she took them on walks about the schoolyard and that, to the mothers, was nothing but more play. What they didn't understand was that their children WERE learning and quickly, too. This new teacher was teaching simple biology through touch and feel and once back in the classroom the students talked (noisily it is true) about what they had seen and they wanted to find out more. The bigger boys and girls progressed to writing about the things they saw, while the little ones drew clumsy leaves and insects.



By the end of the second week the big kids wanted to read faster and write better and the small ones wanted to read and write, too. Frya had been waiting for this and began by giving each child individual attention when it was classroom time. Gone were the days of a ruler across the knuckles for slow learners and those dreaded tests. Frya had picture books on history and geography and the children loved to make up stories about faraway places. Doing sums was fun, too, when you wanted to know how many seeds were in that pretty striped pod and how many leaves could be on that big tree and what did it weigh? Could you lift it and how? (Physics made easy.) There were excursions around the seashore to study the tidal pools, home projects to complete and talk about in class, and contests between teams in spelling, numbers, geography, anything and everything.

The outcome of all this stimulating way to learn was that many of the island children decided to go on to secondary school on the neighbouring island and even to try for scholarships at distant universities. Those doubting mothers were the first to agree that it was all due to that wonderful Miss Frya!

THE END

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Hello! My name is Dolly and my home is in the sea.

DOLLY'S DEEP SECRETS

by Elaine Ollivierre

We've looked at different kinds of coral. **Are there different kinds of coral reefs, too?**

According to naturalist Charles Darwin, who studied coral reefs in the Pacific when travelling around the world on HMS Beagle (a trip that began in 1831 and lasted five years), there are three main kinds. These are fringing reefs, barrier reefs and atolls.

Fringing reefs are the most common type in the Caribbean, especially on the Atlantic/windward coasts of islands like Antigua and Jamaica. They grow out from the shore where the water is shallow and the coral polyps can get enough light. The area of the fringing reef next to the shore is called the reef flat: the reef front is on the ocean side. The reef crest is where the front joins the flat and is usually the highest part of the reef over which waves break. Coral grows better on the front than on the flat. In hot conditions, water over the flat evaporates and may become too salty. If it rains extra hard, the water may not be salty enough.

Barrier reefs are similar to fringing reefs except that they are further away from the coast. A lagoon develops between the reef and the shoreline. The second biggest barrier reef in the world (after the Great Barrier Reef of Australia) is found in the Caribbean off the coast of Belize. It is about 200 kilometres long and between 20 and 40 kilometres off shore.

An **atoll** is a circular reef, found around a small lagoon. Atoll reefs sometimes grow above sea level and, as sand collects on the top, small islands form. There are a few atolls on the Belize Barrier Reef.

Although Darwin named these three types of reef as the main ones, you may hear other names to describe other kinds.

A **patch reef** is an isolated reef, formed wherever a part of the sea floor is close to the sea surface. When sand accumulates on any part of the patch reef, a white sandy island is formed. This is called a coral cay and many of these are found in the Caribbean. The sand of a coral cay is very loose and easily shifted by wave action. Plant life may grow on the cay over time and help to stabilize it.

A **platform reef** is like a patch reef that has expanded sideways to become much larger. The platform reef will be flat-topped with a small shallow lagoon, and will be found far off shore.

A **bank reef** is like a barrier reef but, like the platform reef, it grows in remote areas of the ocean.

QUICK QUIZ

1) Which reef lies more or less parallel to but quite far from the coast?
2) Which is an elongated reef that is very far from land?
3) Which reef grows next to shore?
4) Which reef grows up from a little hillock on the sea floor and forms sandy islands?
5) Which reef grows up from a mount on the ocean bottom, very far from land?
6) Which reef is in the shape of a ring?

Answers on page 23

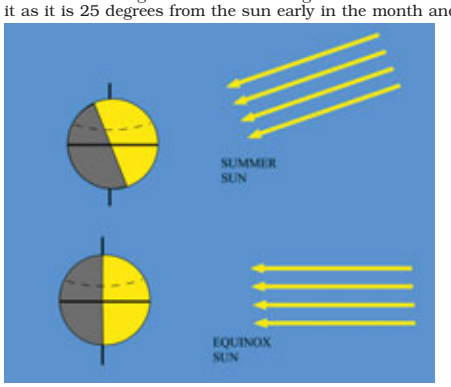
ELAINE OLLIVIERRE 2008 ©

The Sky in September

by Scott Welty

The Planets in September 2009

MERCURY - Begins the month setting after the sun. You might get a chance to see it as it is 25 degrees from the sun early in the month and that's about the farthest it ever gets. By the end of the month it will have swung around and will be rising in the morning just before sunup. Best to be at sea to try to see Mercury as it is always close to the horizon.



Left: The summer sun is above the equator, making for longer days than nights in the northern hemisphere. At the equinox, the sun is directly over the equator, making equal day and night for the entire planet

Right: The image of the sun appears above the horizon when the actual sun is still well below, due to the bending of the sun's rays by the atmosphere. The effect shown is greatly exaggerated

VENUS - A morning star this month. Rising around 0400 early in the month and later and later by the end of the month.

EARTH – Oh, you know!

MARS - Rising around 0100 early in the month. As the month wears on you'll see Mars make its way from the tip of Orion eastward toward the Gemini Twins.

JUPITER - Bright Jupiter will be visible all month and all night, spending its time in Capricorn. Rising before sunset and setting before sunrise.

SATURN - Being shy this month as it is up in the daytime for all of September.

Sky Events This Month

September 2nd - The moon (nearly full) rides through the night sky with Jupiter just to the right of it.

September 4th - Full Moon 1603 UTC (1203 AST)

September 18th - New Moon 1844 UTC (1444 AST)

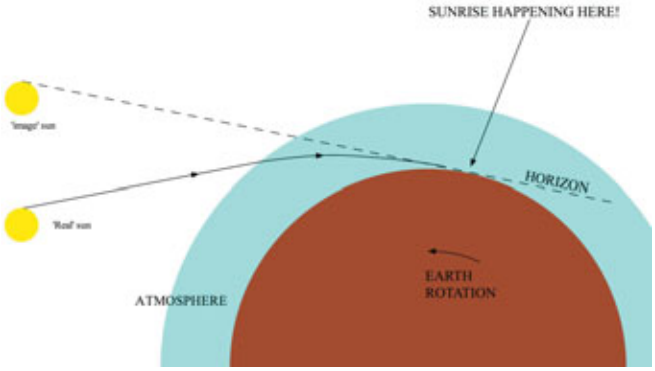
September 22nd - Autumnal Equinox 5:18PM AST. This is the official first day of Autumn. Of course on this day many things are true — it is the day when everyone on Earth has 12 hours of daylight and 12 hours of darkness. On this day the sun will rise exactly in the east and set directly in the west. As viewed from Earth the sun has a yearly north-south motion and on this day a man could stand in the shade of his own sombrero by standing on the equator. (See equinox graphic.)

Now in fact, according to the US Naval Observatory, sunrise on the 22nd is at 5:53 AM and sunset is 6:00PM AST. Hmmm... that means there are actually seven more minutes of daylight than darkness. We've been lied to! What's going on?

The problem is one of defining sunrise. Sunrise is defined as the moment the upper edge (or "limb") of the sun peeks over the horizon at sea (no obstructions). Sunset is when that upper edge dips below the horizon. So the sun "rises" *before* the center is above the horizon and sets *after* the center is below the horizon.

Add to this the fact that the sunlight is refracted by the earth's atmosphere making it appear somewhat "before it should". (See refraction graphic.) Sunlight enters the earth's atmosphere and is bent downward in a curve until it reaches the ground. We see the sun at the end of the light rays that are entering our eyeballs making the sun look higher than it is. Those with celestial navigation experience are familiar with the corrections that you need to make for this effect. Ah, details...

Also, and not unlike our discussion last month about the moment of the full moon, there is an actual moment of the equinox, not really a whole day. It would be the moment when the sun was directly over the equator and that happens at 5:18PM on the 22nd.



Satellite Spotting

On just about any night of sky gazing you're liable to see a "moving star". Of course it's not really a moving star but one of the thousands of earth satellites now in orbit. In fact you might be more likely to find a satellite orbiting in roughly a north-south direction. These polar orbit satellites are in very low orbits, typically 300 to 500 kilometres. The lower the orbit the less time it takes to get around the earth. While quickly orbiting in a north-south plane the earth in spinning underneath these satellites. This makes these great for mapping the planet and for weather observations. The entire earth can be covered in a day or so, depending on the satellite. Of course the only way to see a satellite is for the sun to illuminate it and then we see the reflected light, so even though the satellite might be up in our sky it might also be in the shadow of the earth in these low orbits.

You might have a chance to spot the International Space Station on the 8th. It should rise about 9:05PM in the southeast and set about 9:15 in the northwest. Happy hunting!

To Contemplate While Having a Glass of Wine on Deck

Wow, satellites in *space*. But how far is it to get into space or, better put, how far to get out of our atmosphere? Earth's atmosphere thins out gradually but we can say it is about 100 kilometres thick, or about 60 miles, compared to the diameter of the earth at 8,000 miles. On a 12-inch globe the atmosphere would be about three-sixteenths of an inch thick! Think about that. That's the HULL of our spaceship! That's all that lies between us and the ravages of outer space. So, let's take care of the hull because there's nowhere to run from here, brother!

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

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INTERTWINED FATES

The Blue Bottle — A Caribbean Adventure, *by Jill Sheeley. Courtney Press, © 2009. Soft cover, 272 pages, black-and-white illustrations. ISBN-10: 0-9795592-1-9.*

Set in the Virgin Islands, this is an adventure novel for young adults, but mature readers — especially those familiar with the locale — will find plenty of enjoyment here, too. The book draws on the author's many years of cruising the Caribbean under sail, and many of the characters are based on people she met while doing so. The pencil illustrations by Tan Gillespie are subtly fetching; although unobtrusive, they add to the sense of place.



The Blue Bottle is the author's 11th published book, and her story-crafting expertise shows. In a not-uncommon convention, alternating chapters are written in the first-person by the two main characters. These are two very different 15-year-old American girls, the self-possessed and confident Courtney and lonely small-town Natalie. Interspersed are excerpts from the girls' respective journals and letters from their friends, including the boyfriends they leave behind. The concept of communication by writing is key to the book.

A Florida girl whose family has been abandoned by her father, Natalie discovers sailing — a lifeline for her. Meanwhile, Courtney's parents impulsively move their family from a comfortable life in Aspen, Colorado, to the British Virgins to run a beach bar and a day-charter boat. Courtney's not too sure about the move — she'll miss her friends, her activities and the minutiae of high-school social drama — but she decides to make the best of it, as long as her dogs can come, too.

Natalie reads Tania Aebi's account of sailing around the world alone at age 18, is inspired, answers a crew-wanted ad (faking a permission letter from her mother, and telling her mother she has a summer job in another part of the state) and escapes for the sea and the islands. Their adventures begin.

Courtney's parents buy her a two-week cruise on a tall ship; she gets certified to scuba dive; she makes friends with the daughter of French expatriates. Natalie sails through a storm; learns to go without hot showers at sea; and manages to cope when her two shipmates disappear from their small sloop under disturbing circumstances. Soon there are smugglers and kidnappers, guns and storms, a mysterious hand-drawn chart, a wise old woman and, of course (that writing theme again), a crucial message in a blue bottle. Eventually, the girls meet and — thanks to their simultaneous experiences in the islands — each has matured to the point where, despite their different pasts and characters, they can become fast friends.

Despite some occasionally artificial-sounding dialogue, this story is eminently readable and should be a hit with the junior cruisers and all aficionados of the BVI.

This book is available at bookstores or from www.jillsheeleybooks.com.



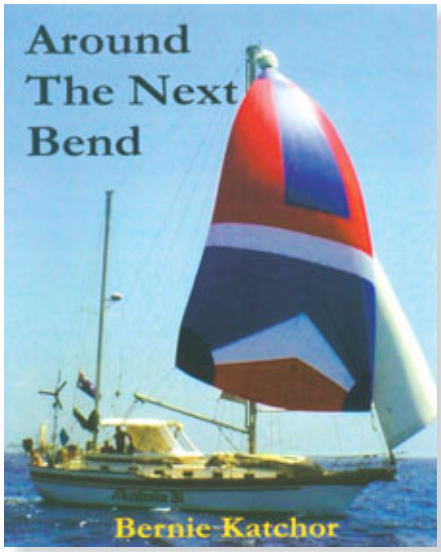
An In-Depth River Cruise

Around the Next Bend*, by Bernie Katchor. Katchor Enterprises, © 2008. Soft cover, 8 inches by 10 inches, 164 pages, black-and-white photos. ISBN 0-9805363-0-8. US$18.50*

Some cruisers seek calm anchorages and comfortable marinas, all the better if thoroughly described in cruising guides and well serviced by Wifi. Bernie and Yvonne Katchor seek adventure.

Around the Next Bend is a true account of the Katchors' seven-month journey through the rainforest rivers of Venezuela and Guyana aboard their 43-foot ketch, *Australia 31*. Both now in their 60s, Bernie and Yvonne have been exploring under sail for more than four decades, including extensive cruises throughout the Caribbean and along the US East Coast. This "inland" voyage to realms few cruisers (indeed, few outsiders) have visited is said to be their favorite cruise so far.

Yvonne's passion for birdwatching is given full rein in the almost untouched reaches of these rivers, and her enthusiasm is infectious. Details of the exotic birds they spot, as well as other unusual animals and plants, are described in an interesting and engaging manner. (Imagine hearing these stories over a sundowner in *Australia 31*'s cockpit.)



Like many cruisers, this couple enjoys exploring the natural world. But the Katchors delight especially in their interactions with the people they meet — river-dwelling Amerindians, trading outpost shopkeepers, gold traders, Afro-East Indian housewives — and frequently invite entire families aboard for a visit, a meal or a day sail. Their warmth and openness is rewarded not only with hospitality in return, but with an opportunity to gain unique insights into other cultures' daily lives that more reserved travelers would never obtain. Their genuine interest makes the ordinary people they met remarkable, and the remarkable people legendary, and they truly made friends wherever they went.

(They also got recipes. Each chapter in the book begins with a recipe given to them by someone they met during this cruise. Moriche Palm Cabbage and Grubs, anyone? Brain Cakes?)

Bernie describes a day on a tributary of the Pomeroon River in Guyana:

As we rounded a bend, a large group of schoolchildren in uniform was waving to us from one of the many high cliffs... we anchored across the river from the school and tied a rope to a tree to keep us close to the bank and out of the main current.

The headmaster was pleased to see us and we chatted about what we could do to help the students...

"They would love to see your boat," he told us.

"How many in the school?" we asked. There were 150 students but the new term was only three weeks old, so only half the students had returned at that stage. Some lived far within the jungle and often took three or four weeks to arrive back for the new term. This did not concern the headmaster as he told us he was happy for the children to come at all, as many stayed to work the land in order to provide food for the family...

The children were excited as we piled the first ten into the dinghy. I had the boys on deck rolling sails in and out and explaining how they worked, while Yvonne showed the girls how we lived below deck. One girl touched the ice in the refrigerator and screamed with delight. Everyone, including the boys, had to touch the ice and be amazed. The next group wanted to touch the ice before anything else.

The story Bernie tells of helping to unite an elderly Guyanese Amerindian man with a great-grandson raised in the United States is a particularly poignant example of the beneficial aspects of the Katchors' visit. More problematic is Bernie's plan to introduce eco-tourism to the remote Amerindian village of Karawab. His intentions are good, but will all future visitors be as kind as the Katchors?

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

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'His Business is Growing'

by Kathleen O'Brien

You won't find many full-time farmers on the small islands of the southeastern Caribbean. Even on the larger islands you probably won't find many who make their living by growing the usual local produce we're all used to buying. The island of Carriacou is a welcome exception, and it's due to the efforts of Rufus Shedd who has been growing things for most of his 58 years.



Above: Rufus's farm near Paradise Beach in L'Esterre, Carriacou. The gate keeps out wandering livestock

Right: A life-long farmer, Rufus sells his fresh-picked produce at Tyrrel Bay on Saturdays. Cruisers visiting Carriacou are among his regular customers

My husband, Roland, and I first met Rufus a couple of years ago on a Saturday morning in Tyrrel Bay when we had gone ashore to help out at the local youth Optimist Sailing Club. Walking along the street in the village of Harvey Vale was this tall fellow carrying those large plaid plastic zippered bags, and a couple of white five-gallon pails. "Good mornin', darlin'. Would you like some fresh vegetables?" he said, greeting me, a potential customer. On a picnic table in front of a store he laid out an array of leaf lettuce, green peppers, cucumbers, carrots, cabbage, chunks of pumpkin, papaya, and plastic bags containing green onions, hot peppers and sprigs of herbs: parsley, sage and thyme. That was my Caribbean introduction to produce that had been picked just that morning, not imported from St. Vincent or Trinidad, and the blossoming of friendship with a person from Carriacou — a "Kayak".

Home for Rufus is the village of L'Esterre on the main road between Harvey Vale and Carriacou's main town, Hillsborough. He was born there, and raised by his maternal grandmother after his mother died when he was a baby. Helping his grandmother with her own vegetable garden as a child started his own thumb growing green and inspired him to take up farming himself. Rufus was able to claim land through his mother's family, and today cultivates four separate plots, growing vegetables, harvesting the fruit from trees he has planted, and raising goats and pigs. He proudly explained how he had taken out a bank loan to purchase two of the large black water tanks that are prevalent on the islands, and that the loan had been repaid in full.

I recently visited one of Rufus' gardens near Paradise Beach. It has a locked gate and is fenced in to keep out wandering livestock and to protect the tender young plants growing in raised beds. This part of the operation includes fruit trees (plantain, eating and cooking bananas, sapodilla), a sweet potato patch, Scotch Bonnet peppers, pigeon peas and cucumbers. In the raised beds are leaf lettuce, green onions, parsley, tomatoes, Shadow Bennie (chadon bene), and cantaloupe. Rufus is trying to introduce the chadon bene into Kayak cuisine. He says people here don't know about it, but it certainly is a popular seasoning in Trinidad, as cruisers know. Papaya trees fill the yard next to Rufus' house. The goats and pigs are raised on another of his pieces of land.

As cruisers we all become familiar with dry season (winter) and rainy season (summer). During rainy season, watering all those veggies is not a problem, but that also is the time of year when most of Rufus' cruising customers have headed farther south or back to homes in the States, the UK, or other countries, for hurricane season. So in order to be able to grow eggplant, cauliflower, green beans, okra, carrots, and Chinese celery in addition to all the other vegetables in the dry season, it is necessary for Rufus to carry water in from other sources. About a tenth of a mile from the Paradise Beach garden is an open cistern amid the scrub brush and weeds; it was intended for a house that was never built. Rufus takes six five-gallon buckets with him, carrying two full buckets at a time back to the garden. He says he can hear his tiny plants crying for water when they are thirsty, and he also talks to his plants, as any good gardener will do.

When we lived in Amherst, New York, "BC" (Before Cruising), several times I came home from work only to find that the ripe tomato that I planned to pick for dinner had disappeared. So we were not surprised to hear Rufus' voice, raised in vexation, as he came down the road one Saturday morning. And, man, was he



vexed. Someone had been stealing his ripe tomatoes. He got up in the middle of the night, camped out in the garden, and waited for the culprit to make another raid. His nighttime visitor appeared, was promptly returned to his mother, and given a good old-fashioned tongue-lashing. Rufus told the young man, "If you're hungry I'll give you something to eat, but don't steal from me." Rufus made sure that everyone he knew heard about it, saying that was the best way to put an end to the problem.

Occasionally a cruiser will comment that Rufus' prices are too high, that produce in town is cheaper. I disagree heartily. When I factor in the price of one or two round-trip bus fares to Hillsborough, I can easily justify an extra EC dollar or two. When I factor in our support of a local businessman who delivers freshly picked produce grown on-island, the preference is easily understood, especially since Rufus is known for giving food to neighbors and friends. He also sends food to relatives on other islands.

When I cut open the sweetest cantaloupe I've ever eaten, I save the seeds for Rufus so he can grow more. When we come back from our visit to the States this summer, we'll bring him some new and different seeds. Maybe he'll grow us some radishes or sweet corn. Now, won't that be worth a few extra EC dollars?

Recently, at the Independence Day Celebration on Carriacou, Prime Minister Thomas of Grenada spoke of the necessity of Grenadians becoming more self-sufficient in these difficult economic times. That included the need to become more involved in agriculture on the islands, growing more of their own food, even if it meant a small garden at each home. Callers to talk shows on Voice of Grenada Radio have also spoken of the need for people to grow more of their own food to keep their expenses down. Some people do, but Rufus has done more than that since he was 15 years old. He has also met many cruisers since he started coming to the beach on Saturday mornings to sell his produce. He has regular customers as well, and remembers their preferences.

Anyone familiar with farming knows how much of a challenge it is, how much hard work it takes every day, and how much of a reward it is to see the results of that hard work. So when you get to Carriacou and anchor in Tyrrel Bay, make an effort to find Rufus on a Saturday morning. Take your dinghy to the beach or the dock. Around nine o'clock in the morning a very tall man wearing a baseball cap and sunglasses will get off a bus at the corner between the Old Rum Shop and the Opti Sailing Club with bags and buckets of fresh produce. If it's raining, he may be a little late. And if I'm not there, tell him Kathleen sent you.

Read in Next Month's *Compass*:

Street's Tips on Sailing North Through the Islands



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MERIDIAN PASSAGE OF THE MOON

SEPTEMBER & OCTOBER

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.

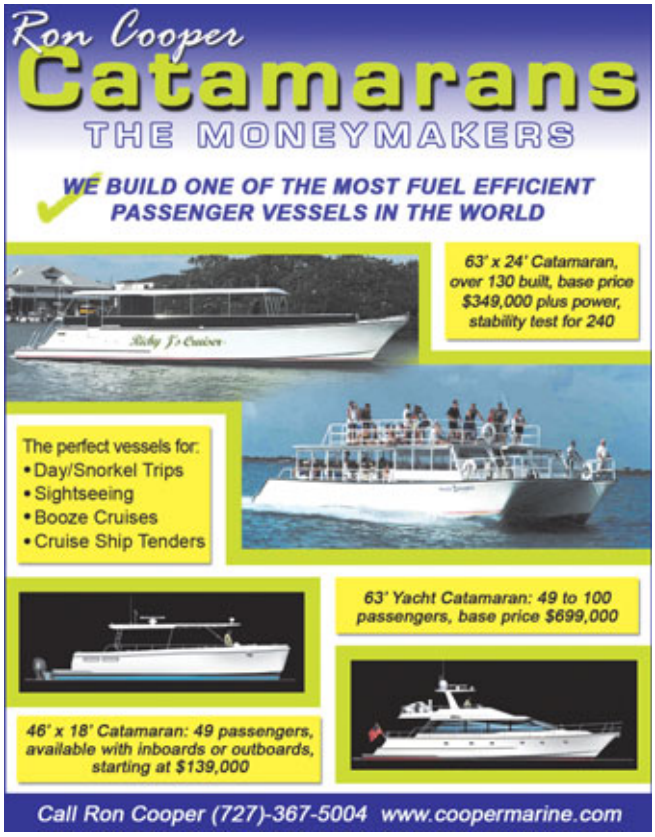
For more information, see "Tides and Currents" on the back of all Imray Iolaire charts. Fair tides!

September

DATE	TIME
1	2200
2	2243
3	2326
4	0000 (full)
5	0007
6	0049
7	0133
8	0218
9	0307
10	0400
11	0457
12	0557
13	0658
14	0758
15	0856
16	0951
17	1043
18	1133
19	1222 (new)
20	1312
21	1402
22	1454
23	1546
24	1639
25	1731
26	1821
27	1909
28	1955
29	2039
30	2122

October

DATE	TIME
1	2204
2	2246
3	2329
4	0000
5	0015 (full)
6	0103
7	0156
8	0253
9	0352
10	0452
11	0552
12	0743
13	0834
14	0923
15	1012
16	1101 (new)
17	1150
18	1243
19	1334
20	1428
21	1521
22	1621
23	1702
24	1749
25	1833
26	1916
27	1958
28	2039
29	2122
30	2207



Tide's Table

by Ross Mavis

Baggy Omelets Are Worth a Try!

Entertaining a few friends on board is sometimes less tempting when you give thought to the clean-up. Crockery and cutlery are not too much hassle, but the pots and pans with cooked-on food can be more challenging.

Well, cruising friends recently introduced me to a very easy and fun way to entertain guests for breakfast or for brunch — with almost no clean-up necessary. Imagine having your own omelet cooked exactly the way you want it, while six or more friends are simultaneously having theirs cooked "their way". No, you don't need a live-aboard chef with six omelet pans… however, I am available every other weekend. Just kidding.

Here is the incredibly easy recipe for individual omelets cooked to perfection, and every one of them can be unique. All that is needed is a supply of large zip-lock bags, omelet ingredients and a large pot of boiling water.



Sounds strange, but you really can make a tasty personal omelet in a zip-lock bag

Bring a large stockpot, half full of water, to the boil on the galley stove. Then set out a dozen or more fresh eggs, milk, some diced ham, grated cheese, sliced mushrooms, diced onion, salt and pepper, and freshly chopped herbs of your choice. Use dry herbs if fresh aren't available. You can become more exotic with the addition of sun-dried tomatoes, sliced olives, diced red and green pepper, etcetera. Let your imagination run wild if you wish. The utensils necessary are simply plates on which to serve the omelets, forks, and a spoon for each ingredient. Wowser! What could be easier?

While the water boils, invite your guests to each take a zip-lock bag and have them write their name on the bag using a waterproof marker. Then each guest can break a couple of eggs into his or her bag. They then add a couple of tablespoons of milk and whatever else they want in their own omelet. I chose a spoonful of diced ham, two spoons of cheddar cheese, a spoon of sun-dried tomatoes, two spoons of diced onion and several pinches of fresh basil. Zip the bag closed, and shake the ingredients to mix well.

Once the other six people had their omelets ready, we each slipped our own individual bag into the pot of boiling water. Once the water came back to the boil, a timer was started. While the omelets were cooking, our host passed flutes of chilled champagne and orange juice.

Barely 15 minutes later, the bags were plucked from the boiling water and given to each person on a plate. To check for doneness, you can pick the bag out of the boiling water and check the consistency of the contents. Firm is done, while runny isn't.

Carefully opening the bag, as the contents were steaming, I rolled a perfect omelet out onto my plate. I was absolutely amazed at how easy these "baggy eggs" were to make. Condiments were on the galley table and a supply of toasted, buttered English muffins was passed around. Six of us each sat down to a perfect omelet built to our very own specifications. Now this was great entertaining, and with little fuss and little clean-up.

That's exactly what brunch for cruisers should be. If you haven't tried this fun approach to omelets, give it a try.

VANILLA: THE EDIBLE ORCHID



As I travel throughout the Caribbean I realize that the tropical climate produces some of the most beautiful flowers, among which are the orchids. Meanwhile, the heat makes me want cool, refreshing sweets — especially homemade ice cream. So, I fancy orchids, tasty desserts, and ice cream. Thus I must love vanilla!

Vanilla is the only edible fruit of the orchid family, the largest family of flowering plants in the world. The delicious flavor comes from the seedpod or "bean" of the plant. The prepared beans are very dark brown, and slender, about eight inches long. All beans contain thousands of tiny black seeds.

A tropical orchid, *Vanilla planifolia* (also known as *fragrans*), which was originally cultivated around the Vera Cruz area of Mexico, produces 99 percent of the world's vanilla. Another genus, *Vanilla tahitensis*, cultivated in Tahiti, produces beans with a stronger aroma but weaker flavor. *Vanilla pompona* or Antilles Vanilla is cultivated in the West Indies. "French vanilla" is not a type of vanilla, but is a term used to designate preparations that have a strong vanilla aroma and contain vanilla grains.

Among spices, only saffron and cardamom are more expensive than vanilla. Vanilla beans are pricey, retailing in some specialty shops for two or three US dollars each. Vanilla is so valuable that in Madagascar vanilla theft was a major problem. Growers marked their beans with pinpricks before harvest for identification. Like the price of oil, the prices of valuable spices fluctuate. Bad weather and political rebellions pushed vanilla to US$500 per kilo in 2004. A good crop, coupled with decreased demand caused by the production of imitation vanilla, caused the market price to drop to the $40-per-kilo range in the middle of 2005.

Vanilla is expensive because it is the world's most labor-intensive agricultural crop. It takes three years after the vines are planted before the first flowers appear. The fruits, which resemble big green beans, mature on the vine for nine months. The fruit is not permitted to fully ripen, which would cause the beans to split and reduce their value. The pods must be picked by hand four to six months after the fruit appears on the vines. The green beans are then soaked in hot water and rolled in blankets to "sweat", evaporating the water. Then they are stored in a ventilated room to slowly ferment and produce their unique aroma and flavor. The beans are sorted for size and quality, and then they "rest" for a month or two to finish developing their full flavor and fragrance. By the time they are shipped around the world, their aroma is remarkable.

Growing vanilla beans is time consuming. The first problem is to locate the proper orchid cuttings. Forget about trying from seeds. The flowers are large and attractive with white, green, greenish yellow or cream colors. Vanilla blossoms grow in bunches and open one by one and only last about a day. Vanilla flowers can be naturally pollinated only by a certain type of bee found only in Mexico. This very rare bee graced Mexico with a three-century monopoly on vanilla production. In 1841, a teenaged French slave on Reunion Island discovered that the plant could be hand-pollinated with a thin piece of bamboo replicating the bees. This opened a global vanilla industry.

Vanilla orchids are now grown in many tropical climates, with three-fourths of the world's supply coming from Madagascar. Because vanilla is so much in demand, and because it's so expensive, 97 percent of vanilla used is synthetic. Imitation vanilla is made from artificial flavorings, most of which come from wood by-products. Twice as much imitation vanilla flavoring is required to match the strength of real vanilla extract.

Real vanilla extract is made by percolating alcohol and water through chopped, cured beans — somewhat like making coffee. Pure vanilla extract should have no sugar added and will last forever, aging like fine liquor.

One-quarter teaspoon of pure vanilla extract should be enough to flavor a recipe for four or five persons. For each teaspoon of vanilla extract given in a recipe, you can substitute a one-inch piece of vanilla bean. Choose a nice fat vanilla bean with a thin skin and you will get the most seeds. The pods should be dark brown, and just soft enough to wrap around your finger without breaking. To use the vanilla, first split the bean lengthwise with a sharp knife, and then scrape the seeds from the pod and use them in the recipe.

A popular way to use whole vanilla beans is to bury them in sugar. Use a jar with a tight-fitting lid that will hold about a pound of sugar, and bury a couple of beans so no light can reach them. After two weeks the sugar will take on the flavor of the vanilla beans. This vanilla sugar is delicious in coffee and desserts. Return the beans to the jar and keep refilling the sugar.

Vanilla's mellow fragrance enhances a variety of sweet dishes: puddings, cakes, yogurt, custards, creams, soufflés, smoothies and, of course, ice cream. Nutritionally, vanilla has nothing but great taste and aroma!

Homemade Vanilla Extract
2 vanilla beans, sliced open
1 bottle Kentucky bourbon whiskey
Place the beans in a one-Cup glass jar with a sealing top. Fill with bourbon. Seal and put in a dark spot for two weeks.
You can replace the vanilla extract as you use it with more bourbon until the beans are expired. Vodka can be used for a clearer vanilla flavor.

Vanilla Rice
2 Cups water
1/2 Tablespoon salt
1 Tablespoon sugar (optional)
1/2 Tablespoon powdered cayenne pepper
1 Cup long-grain rice
1/2 teaspoon vanilla extract
Boil water in a suitable pan. Add the salt, sugar, cayenne pepper, and rice, and stir. Simmer until the rice is tender and the liquid has been absorbed. Remove from heat, sprinkle with the vanilla and fluff the rice with a fork to separate the grains.
Vanilla rice goes with anything not too spicy, like roast chicken or baked fish.

Simple Vanilla Pudding
1/3 Cup sugar
3 Tablespoons cornstarch
1/4 teaspoon salt
2 1/2 Cups milk
1 1/2 teaspoons pure vanilla extract
Combine sugar, cornstarch and salt in a heavy saucepan; then blend in milk. Cook over medium heat, stirring constantly, till mixture thickens. Cook two or three minutes more. Add vanilla. Pour into suitable serving bowls and chill until firm.
Sliced fresh fruit or other topping may be added before serving.

Pineapple Duck with Vanilla-Coconut Sauce
1 3/4 Cups coconut milk
pinch of raw sugar
1 vanilla bean, split lengthwise
1 small ripe pineapple
4 duck breasts, cut in one-inch cubes
(chicken can be used)
1 medium onion, chopped
3 Tablespoons olive oil
salt and pepper to taste
In a saucepan, combine the coconut milk, sugar, and vanilla bean, and bring mixture almost to the boil. Remove from stove and set aside.
Peel and core the pineapple and cut into small wedges.
Heat olive oil in a large frying pan, add duck cubes, and sauté until nearly done. Add onion and cook until the onion is translucent, about five minutes. Add pineapple and cook another five minutes.
While the chicken mixture is cooking, remove vanilla pod from coconut milk and scrape the seeds into the liquid. Discard the pod.
Transfer duck mixture to a serving platter. Turn heat up in skillet and add coconut milk. Bring to the boil and allow the sauce to reduce slightly. Pour sauce over duck and serve over plain hot rice.

Instant Rich Vanilla Coffee Mix
1/3 Cup instant coffee
1 Cup instant dried milk powder
1/2 Cup powdered coffee creamer
1/3 Cup brown sugar
1/4 Cup instant vanilla pudding mix
Combine all ingredients in a suitable bowl. Store in a resealable, airtight container. Place 1/4 Cup of dry Rich Vanilla Coffee mix in a coffee cup. Fill cup with hot water and stir.


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Dear *Compass*,

I went to Venezuela half a dozen times on oil tankers, many years ago. On each occasion the ship was boarded by an impressive delegation of Customs and Immigration officials, always accompanied by at least four armed soldiers. Before entry clearance was granted they all helped themselves to as much as they wanted from the bonded stores, concentrating, of course, on spirits and cigarettes. One Shell Oil captain decided to make a stand against this state-sanctioned theft and spent several months in prison in order that he might learn how many beans make five.

Fast forward to 2002. The good ship *Hummingbird* arrives in the Eastern Caribbean and, without delay, the crew discovers *Caribbean Compass*. We have been avid readers ever since. We have seen numerous articles extolling the delights of Venezuela, a large and beautiful country populated by charming, friendly people — must visit the Angel Falls! The cost of living was remarkably low and we got the impression from returning cruisers that they were almost paid to fill their tanks with diesel. This may have changed recently, but undoubtedly the other attractions remain.

Unfortunately, there is a dark side to the Venezuela story. Every year we have read reports of shoreside thefts and muggings; at sea there has been piracy leading to serious injuries and sometimes cruiser deaths. Some victims have written at length about their harrowing experiences and these reports have provoked much discussion not only between my wife and me, but also with friends who have up-to-date Venezuelan experience.

Thus far our position has been simple and straightforward. We do not wish to sound either complacent or overconfident, but we believe that our sailing experience and training enables us to cope with most things likely to happen to us at sea and at anchor. We have sailed the equivalent of twice around the world. We have crossed oceans and survived storms. In the process we have learned to assess risks and deal with likely problems before they arise.

However, nothing within our past experience has prepared us in any way to deal with a group of armed men determined to board our boat, and it matters not whether they are armed with machetes, pistols or AK 47s. Therefore, within a year of arriving in the Caribbean we decided not to go anywhere near Venezuela.

And then, in June's *Compass*, came Devi Sharp. In an entertaining article she described how she and her husband prepared a detailed strategy before sailing to Venezuela in 2008. It was based on their camping experience in Alaska's bear country. Obviously the tactics were different, but the underlying thinking was similar. As a result they organized mutual-support defense groups while at anchor, locked themselves in at night behind steel bars, and armed themselves with flare gun and pepper spray. They also worked out that if shots were fired they would be better off inside as the hull might absorb some of the impact of the bullets.

At the end of five months the Sharps left Venezuela unmolested, although Devi accepts that their survival was as much attributable to good luck as good strategy. My wife and I still believe that our strategy is better: no steel bars, no stress, no ballistic calculations! We still wait for someone to explain the advantages of visiting Venezuela. Most arguments end with the claim that it is so wonderfully cheap. Not, I reply, if you have to deal with several thousand dollars worth of damage to your boat or yourselves!

As for the Sharps, having survived Alaskan bears and Venezuela, they must be ready to cruise the Horn of Africa and adjacent Somali waters. I've passed through the area; the scenery can be stunning and it is very cheap! We look forward to their report.

Christopher Price
Yacht Hummingbird

Dear *Compass*,

The story of the loss of *Helen Mary Gee* in the July issue of *Compass* must strike a chord with many of us: there but for fortune…

My first near miss was coming in to raft up in Weymouth, England, after a Baltic cruise, feeling well travelled aboard my Northwind 47. It was a beautifully accomplished manouevre, with a bit of hard astern to kick in the stern. Lines were taken ashore and to the inside yacht, then we were quietly chatting when I saw two jets of water from the bilge pumps discharging overboard. I dashed below to find that the prop shaft had driven out astern through the seal, leaving a hole with gushing water. We managed to hammer in rags to stop the flow of water. After having the boat lifted out, installing a new P bracket, and having the shaft straightened and re-aligned, I had an alarm fitted, which sounds whenever the automatic bilge pumps operate.

This has saved me on two successive occasions, both in Venezuela. Once was when leaving Los Roques, halfway through servicing the forrard heads. No problem, I thought; we will use the aft heads. We set off on port tack for a couple of hours, and then tacked onto starboard as the weather was worsening and the seas rising. The last thing I wanted to hear was the alarm, but immediately upon investigation I discovered I had not closed the seacock as it was only going to be a quick job and the heads were above the waterline — at the time!

On my last trip to Margarita from Puerto La Cruz, the alarm again sounded. Water was pouring from the deep-sea seal, only when the engine was in gear, the collar of which had moved because the locking nuts had become loose.

On both these occasions the early warning alarm saved me from potentially catastrophic situations. When water is above the cabin sole it is difficult to know where to start looking; once the batteries are covered, game over!

John Denby
S/Y Aqua Deus

Dear *Compass*,

This is further to the letter in your July edition in which the writer advocated that cruisers arm themselves as a deterrent to "pirates" in the Caribbean, and that Caribbean nations change their legislation to facilitate this arms build-up by yachting visitors.

When it met in London for its 86th session in June, the International Maritime Organization's Maritime Safety Committee's revised guidance regarding piracy included the advice that member states should strongly *discourage* the carrying and use of firearms by seafarers for personal protection or for the protection of a ship.

"The risk of accidents with firearms carried on board is great," said a report of the session. "Carriage of arms may encourage attackers to carry firearms or even more dangerous weapons, thereby escalating an already dangerous situation."

For what it's worth.

Pam Lee
S/V Winter's Dream II

Dear *Compass*,

I have enjoyed the summer issues of *CC* immensely. The articles are of interest, and the photography appears to be getting better and better.

One of my favorite monthly routines is reading the letters from various folk. Most are also of interest, and it is a good thing to hear what others are thinking. The letters in the August issue were no different, however I could not help but laugh at the intolerance of some of the remarks one particular reader made against megayachts, charter companies (and clients) *et al*, that are degrading his "Caribbean paradise". That reader indicated he was heading back to Venezuela (a very nice lime, for sure).

This particular reader will likely include the locals on his list of "offenders". Maybe he has not noticed that with every year that passes there is an increase in the population of locals (real locals) enjoying both sail and powered craft. The locals already know about cruisers like him. They are aware of boaters that prefer to sail into local waters, enjoy all that is there (for free), maybe buy a T-shirt and then sail away. What this reader does not appear to understand is that he is the one that is being tolerated. I am sure this also the case in South America. The world is no longer your oyster, my man! You must learn to share it.

Fair winds,
Judi Lebeau
St. Vincent

Dear *Compass*,

After sailing in the Caribbean for the last two years, we decided to spend the hurricane season this year in Grenada. It is our first time at this island. For those of you that never had the chance of coming to Grenada, don't wait any longer. The people's hospitality, friendliness and joy of life are quite different than the other islands we have visited so far.

—Continued on page 45

Thoughts from a Former Risk-Taker

by Audrey Alleyne-Quiniou

For many people worldwide, seamanship is a way of life. For others, boating experience is limited to an occasional trip as a passenger on a ferry or inter-island boat. I have always loved ships and boats in whatever size or form, and have on many occasions found myself on the open sea on vessels ranging from big cruise ships to beach cats.

In 1997, I wrote an article for the *Compass* entitled "Yachties for Three Weeks". In that article I described a spur-of-the-moment trip I took with my 11-year-old daughter and a female friend, on board the small sailboat of a French acquaintance. Two mishaps occurred during that cruise through the beautiful offshore islands of Venezuela. On one occasion, a sudden gust of wind brought the mainsail crashing to the opposite side of the boat, slamming the boat on its side. Despite the apparent danger we were in, none of us seemed particularly scared.

On another occasion, while at anchor a change of wind and current caused the boat to tangle with a nearby boat, and the anchor of that boat smashed against ours. It took over an hour to free both boats, with the help of other friends. Eventually, those friends advised my friend and me against completing our planned cruise — the engine on our French friend's boat had failed and the winds were heavy. Our French friend took us ashore in his dinghy, so we could wend our way to get the ferry in order to catch our flight home.

Even though this experience had scary moments, the year before I had made an even more dangerous trip. I had attended the Carriacou Regatta Festival. Once again I was with my daughter and my friend. We arrived by ferry. However, for the return trip, my friend convinced me to travel in one of two small catamarans belonging to male friends of hers.

> *I looked in the direction of our male friend at one point; he looked petrified. 'Are you afraid?' I whispered*

My daughter sailed with me, a male friend and the skipper in one boat, while my friend settled in with her potential new boyfriend in the other. They had life vests, while we on the other boat had none, despite the fact that, like many of my countrymen in Trinidad & Tobago, I have never learnt to swim. Five minutes after setting off, the rain beat mercilessly down on us. I covered my daughter on my lap with towels and whatever material I could find and I bent over her. The waves crashed against the boat, which lifted into the air and slapped us back down on to the water constantly as we hurtled across the water during two hours of being drenched with rain.

I looked in the direction of our male friend at one point; he looked petrified. "Are you afraid?" I whispered. His eyes opened wide. "It's my birthday," he replied." I'm wondering if I'll die on my birthday."

Fortunately, we returned home safely, albeit sore in body. When the husband of one of my friends who babysat my daughter occasionally caught up with me one day, he chided me for my actions. My reply to him was, "God protected us." His retort was, "God does not protect fools!"

I have told friends about these episodes when describing exciting things I did in my life. It never struck me how close I came to losing my life and endangering my daughter, until I heard news of an incident involving missing boaters recently. Since then I seem to be having panic attacks, even though my experiences took place 12 and 13 years ago. I get chills and feel haunted by my memories; hence the reason why I decided to write this article, probably in the hope of some form of reparation for my past follies.

On the morning of Saturday, February 28th this year, four young men, all former athletes, left Clearwater, Florida, on a 21-foot Everglades fishing boat belonging to one of them. The men did not return home. The Coastguard set out in search of the men early on the Sunday. Two days later, the Coastguard found one of the men clinging to the overturned boat 50 miles west of Clearwater. The winds had been very strong that weekend and the waves were high. The man had been in the water for 46 hours and was on the verge of hypothermia with a body temperature of 89°F. Doctors stated that he might not have survived if he had been out there another five hours. The other men were not found and Coastguard called off the search on the Tuesday.

The lone survivor was airlifted to hospital, and when he was well enough to speak he said that two of his friends had given up, taking off their lifejackets and drifting off into the water. The third guy, his buddy since sixth grade, became ill and started vomiting. He even tried giving him CPR, but his friend eventually died in his arms, the survivor reported. The father of one of the guys refused to believe that his son would take such a defeatist action. He was very optimistic, saying that his son loved life and would defy science and be "somewhere out there" waiting to be rescued.

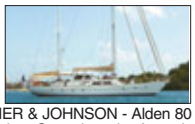
Following this incident, the airwaves were flooded with comments and safety tips from the coastguard and boating experts in an attempt to raise awareness of boating safety. People, the experts said, tend to have a false sense of security. Reports from chandleries stated that in response, customers were clearing the shelves of safety equipment.

Lots of advice about EPIRBs, float plans, PFDs, liferafts, cell phones and GPSs has been given out constantly. I would add my personal words of advice — especially for these daring souls like me who cannot swim. Those guys in Florida were athletes who played for their schools and their country; the lone survivor is also a personal trainer; yet their physical strength alone could not defy their misfortune.

—Continued on next page

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47' Sparkmen Stephens Design '82	199K	36' Beneteau 361.'00, 2 cab/1 hd	85K
46' Morgan 461 '79 2 Available, Solid	79K	36' Bayfield 1987, Immaculate	95K
45' Wauquiez MS45, '90, Pilothouse	175K	35' O'Day 1987; Great Caribbean Crsr.	29K
45' Downeaster '79, Rare Deck Salon	149K		
44' Moody 1993; Absolutely Loaded!	179K	POWER:	
43' Hunter 430 '95, In Antigua, Grt Price	99K	63' Johnson Motor Yacht '91 Luxury	395K
43' Young Sun '84, 2 Available Start @	70K	52' Jefferson Trawler '89; 4 cab / 4 hd	149K
42' Beneteau 423 '04; New Low Price	129K	48' Sunseeker Manhattan '97, 3cb/2hd	325K
42' Halberg-Rassy HR-42E '84, Refit	160K	48' Tarquin Trader 485 Sig. Beautiful	309K
42' Albin Nimbus '81 Cutter	75K	46 Bertram 46.6 Sport Cruiser '81	99K
42' Island Packet 420, '01 Immaculate	320K	30' Bayliner 305 '06, Only 80hrs	89K
41' Sceptre '85 Pilothouse World Crsr.	139K	26' Glacier Bay 2680; (2) Yamaha 150HP	69K
40' Endeavour '81, Immaculate, Loaded	99K		

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CALENDAR

SEPTEMBER

4 FULL MOON
6 Bonaire Day. Public holiday in Bonaire. Boat races
6 End of Summer Optimist Regatta, Barbados. petert@caribsurf.com
7 Labour Day. Public holiday in Bermuda and USVI
8 Virgin of the Valley Festival, Margarita, Venezuela
10 St. George's Caye Day. Public holiday in Belize
16 National Heroes Day, Public holiday in St. Kitts & Nevis
16 – 19 Trinidad & Tobago Film Festival. www.trinidadandtobagofilmfestival.com/
19 Independence Day. Public holiday in St. Kitts & Nevis
21 Independence Day. Public holiday in Belize
24 Public holiday in Trinidad & Tobago (Republic Day) and Dominican Republic (Our Lady of Las Mercedes)
26 National Youth Day. Public holiday in Turks & Caicos
26 – 4 October Port Antonio International Marlin Tournament, Jamaica. rondq@mail.infochan.com



OCTOBER

4 FULL MOON
4 - 10 42nd Bonaire International Sailing Regatta. www.bonaireregatta.org
5 Thanksgiving Day. Public holiday in St. Lucia
10 War of 1868 Anniversary. Public holiday in Cuba
12 Public holiday in The Bahamas (National Heroes Day), Bermuda (National Heroes Day), Belize (Pan American Day), Puerto Rico, USVI and Turks & Caicos (Columbus Day)
15 Jounen Kweyol Entenasyonnal (International Creole Day), St. Lucia
17 Public holiday in Guyana (Diwali) and Haiti (Death of Dessalines)
17 Feast of La Marguerite. St Lucia. Cultural folk festival
18 Divali. Public holiday in Trinidad & Tobago
19 Public holiday in Jamaica (National Heroes Day) and BVI (St. Ursula's Day)
19 USVI Hurricane Thanksgiving Day (Public holiday in USVI if no hurricanes occurred)
24 United Nations' Day. Public holiday in Haiti
21 Antillean Day. Public holiday in Netherlands Antilles
24 International Human Rights Day. Public holiday in Turks & Caicos
25 Thanksgiving Day. Public holiday in Grenada. Boat races
27 Independence Day. Public holiday in St. Vincent & the Grenadines. Local boat races in Bequia
30 - 31 12th Annual Foxy's Cat Fight multihull regatta, Jost Van Dyke. WEYC
30 – 1 Nov Triskell Cup Regatta, Guadeloupe. www.triskellcup.com
30 – 1 Nov World Creole Music Festival, Dominica. www.wcmfdominica.com

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

—Continued from previous page

If you're a boatowner, your own boat will be well equipped, right? If going on somebody else's boat, be sure to discuss with your skipper whether the boat is equipped with the necessary safety and communication devices. Ensure also that he or she has a qualified assistant, in case he or she becomes debilitated. (Can someone else get the boat safely back to port if the skipper suffers a heart attack, for example?) Verify that there are life jackets on board; don't be embarrassed to take caution and wear one, and make sure the kids do, too. Learn safety procedures to help yourself.

At the time of writing this article, the US Coast Guard has been on the scene for 200 boats that capsized in the Gulf of Mexico over the past five months alone. I don't have statistics for the Caribbean, but capsizes are common here, too. If your boat capsizes, even if you can swim well, do not attempt to swim ashore unless you are extremely close. You'll conserve more energy if you crawl onto or cling to the boat. Get back on each time the waves throw you off, as the lone survivor in Florida did. Be strong and keep faith. One of the mantras that the abovementioned survivor used while he fell off the boat each time the waves hit him, climbed on again, and hung on, was that he did not want his mother to attend his funeral.

Have you had an "exciting" boating experience? Have you ever thought about how it could have gone wrong? I have, now. And while I still love ships and boats in whatever size or form, the fate of those young men in Florida has taught me respect for safety considerations, too.

—Continued from page 9

...Business Briefs

The Global Sun Oven® simplifies life. You simply put in your food and go off to work, play, or church. Relax, and the oven does the rest. There is no need for stirring or constantly checking the pot.

Sun-baked foods stay moister and have less shrinkage than conventional oven-cooked foods. What is really phenomenal about this oven is that there is never any burning or scorching to ruin a meal. The temperature inside this oven can reach 360 to 400 degrees Fahrenheit. It varies depending on the brightness of the sun or how often the oven is refocused to follow the sun.

I have successfully cooked breadfruit (peeled), pigeon peas, local beef, coo-coo, and baked Irish potatoes in an attempt to see how well it would stand up to the test of everyday Caribbean meals. It bakes fish remarkably well. Cakes come out with a fantastic brown colour; the texture and taste are amazing. Sample cooking times are: rice, 40 minutes; bread, 45 minutes; coconut cake, 40 minutes; fish, 25 minutes. The Global Sun Oven is like your best friend — you get to know it by spending lots of time with it, and finding out what it does best and when.

Boaters who want to improve their menus without spending all their time in the galley, outdoor recreationists or those who want a backup daytime cooker and especially people who advocate environmentally sound practices would do well to own a Global Sun Oven. It is ruggedly built, is totally safe and makes food taste better. Totally portable (like a briefcase) it has been used successfully in 126 countries around the world for the past 13 years. Caribbean Neighbours, a sustainable small business on Bequia, St. Vincent & the Grenadines has recently introduced the Global Sun Oven to the Vincentian market and is vigorously pushing the concept of green cooking.

For more information contact carineighbours@yahoo.com visit http://caribbean-neighbours.com /faq.php.

First 'Future of Marinas' Conference to be Held

According to a recent report in International Boat Industry magazine (www.ibinews.com), the first annual Future of Marinas and Refit Facilities conference will take place in Malta on October 20th and 21st. Issues to be discussed will include how to create efficient use of space for marina development; the relationship between marinas and refit facilities; environmental law and marina operations; why lenders are reluctant to lend money for berths and marinas; alternative fundraising mechanisms for marina developments; and what the marina industry can learn from tourism and hotel industries.

For more information visit www.quaynote.com.

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continued on next page →

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Trinidad











continued on next page →

Caribbean Compass Market Place

Trinidad







Caribbean-wide









—Continued from page 40 *...Reader's Forum*

We decided to stay at Port Louis Marina until mid-November. They have only been in operation for one year, but what a great facility they offer and you are close to everything — downtown, stores and buses. It has been a while since we were greeted so well by a marina's staff and personnel. They really go out of their way to please you. Truly a place that we recommend highly.

And the Grenada buses! I have never seen a bus service so extraordinary. You don't wait for the bus; the bus waits for you. And they are countless, one every two minutes tops, at a cost of EC$2.50.

There are also all sorts of activities on the island and through the great work of many volunteers you can find them every morning on the local net on VHF channel 68.

It has been over one month since our arrival and every day brings new adventures and excitement. The unique and beautiful mentality of the Grenadians is lovely.

Lucie and Richard Rolland
S/V Marie Galante II

Dear* Compass *Readers,

We want to hear from YOU!

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

We do not publish individual consumer complaints or individual regatta results complaints. (Kudos are okay!) We do not publish anonymous letters; however, your name may be withheld from print at your request. Letters may be edited for length, clarity and fair play.

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

WHAT DO YACHTSPEOPLE REALLY WANT?

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

The Caribbean Marine Association (the umbrella body for national recreational marine trades associations in the region) has designed a survey form to try to collect data from which governments, the business community and ultimately the yachties themselves can all benefit. We published this survey in February and received plenty of responses. We again share a copy here, to catch the "summer crowd".

Please fill out the form and mail hard copies to:
Compass Publishing Ltd
PO Box 175BQ
Bequia, St. Vincent & the Grenadines

We'll forward them to the CMA.

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

Caribbean Marine Association
Yachting Industry Customer Satisfaction Survey

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

Name of country _____
Port of entry _____
Other ports visited in this country _____
Date of entry _____
Date of departure _____
Size of vessel _____feet
Yacht details
motor __
sail __
own vessel __
bareboat __
skippered charter __
If bareboat or skippered charter, where did you join the vessel? _____
If own vessel, port of registry or home port _____
Number of crew _____
Number of previous visits to this country _____
Number of Caribbean islands visited on this trip ___
Number of other islands still to visit ___
Please answer the following questions with a grade of 1 to 10, with 1 being the lowest and 10 being the highest.
Level of satisfaction with service received from:
Immigration __
Customs __
Port Authority __
Other (please name) _____
Marina services __
Local restaurants & bars __
Banking services __
Provisioning __
Car hire __
Internet access __
Marina security __
Marine engineering services __
On a scale of 1 to 10 (10 being expensive) rate the value for money of this island __
On a scale of 1 to 10 (10 being most friendly) rate the friendliness of the population __
On a scale of 1 to 10 (10 being worst) what is your perception of crime on this island? ___
Would you consider visiting this island again? Yes/No
Would you consider visiting any other Caribbean islands in the future? Yes/No
What is the single thing you most liked about this island? _____
What is the single thing you least liked about this island? _____
On a scale of 1 to 10 (10 being highest) rate your satisfaction with this island ___
Comments _____
_____
The following information is not required. Only complete the personal data if you wish to do so.
Name _____
Boat name _____
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US 50¢ per word – include name, address and numbers in count. Line drawings/photos accompanying classifieds are US$10. Pre-paid by the 15th of the month. No replies.



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
A&C Yacht Brokers	Martinique	MP	Cooper Marine	USA	38	Jones Maritime	St. Croix	40	Silver Diving	Carriacou	MP
Admiral Yacht Insurance	UK	39	Corion Boat Services	Carriacou	MP	KNJ Marine	Trinidad	MP	Soper's Hole Marina	Tortola	27
American Yacht Harbor	St. Thomas	27	Curaçao Marine	Curaçao	10	KP Marine	St. Vincent	19	Spice Island Marine	Grenada	8
Aquanauts	Grenada	MP	Dockyard Electrics	Trinidad	MP	Le Phare Bleu	Grenada	31	St. Thomas Yacht Sales	St. Thomas	41
Art & Design	Antigua	MP	Dominica Marine Center	Dominica	MP	Lulley's Tackle	Bequia	28	Superwind	Germany	30
B & C Fuel Dock	Petite Martinique	14	Dopco Travel	Grenada	11	Maranne's Ice Cream	Bequia	39	SVG Air	St. Vincent	22
Barefoot Yacht Charters	St. Vincent	18	Down Island Real Estate	Carriacou	MP	Marc One Marine	Trinidad	MP	Technick	Grenada	MP
Barrow Sails & Canvas	Trinidad	MP	Doyle Offshore Sails	Tortola	3	Marina Zar-Par	Dominican Rep	20	Tikal Arts & Crafts	Grenada	MP
Bequia Marina	Bequia	28	Doyle Offshore Sails	Barbados	MP	McIntyre Bros. Ltd	Grenada	40	Trade Winds Cruising	Bequia	29
Blue Water Sailing	USA	10	Doyle's Guides	USA	36	Mid Atlantic Yacht Services	Azores	MP	Transcariabes	Guadeloupe	MP
Budget Marine	Sint Maarten	2/ MP	Echo Marine - Jotun Special	Trinidad	11	Navimca	Venezuela	23	Turbulence Sails	Grenada	8/ MP
BVI Yacht Sales	Tortola	41	Electropics	Trinidad	MP	Northern Lights Generators	Tortola	7	Tyrrel Bay Yacht Haulout	Carriacou	14
Camper & Nicholsons	Grenada	21	Food Fair	Grenada	39	Perkins Engines	Tortola	12	Vemasca	Venezuela	35
Caraibe Greement	Martinique	MP	Fred Marine	Guadeloupe	13	Petit St. Vincent	PSV	34	Voiles Assistance	Martinique	MP
Caraibe Yachts	Guadeloupe	41	Grenada Boat Services	Grenada	9	Porthole Restaurant	Bequia	MP	Wallace & Co	Bequia	MP
Carene Shop	Martinique	31	Grenada Marine	Grenada	9	Power Boats	Trinidad	MP	Wallilabou Anchorage	St. Vincent	36
Caribbean Marine Electrical	Trinidad	MP	Grenadines Sails	Bequia	29	Renaissance Marina	Aruba	6	WIND	Martinique	MP
Caribbean Propellers Ltd.	Trinidad	MP	GRPro-Clean	Martinique	MP	Santa Barbara Resorts	Curaçao	5	Xanadu Marine	Venezuela	35
Caribbean Woods	Bequia	MP	Iolaire Enterprises	UK	37/40	Savon De Mer	Caribbean	MP			
CireExpress	St. Maarten	MP	Island Water World	Sint Maarten	48/ MP	Sea Services	Martinique	17			
Clippers Ship	Martinique	MP	Johnson Hardware	St. Lucia	16	Ship's Carpenter	Trinidad	MP			

MP = Market Place pages 43 to 45

The Caribbean Marine Association

The Caribbean Marine Association (CMA) is a regional association geared towards the development of the yachting industry within the Caribbean Basin. Its aims are:

- To compile and share experience, ideas and information, and to improve international communications between all members and other related organisations.
- To encourage all within the yachting industry to adopt best practices and standards that are designed to preserve, protect and enhance the quality of the Caribbean waters, the Caribbean environment and the nautical tourism experience.
- To offer non-political advice and assist all Caribbean governments, regional tourism organisations and other NGOs on policies and challenges which influence the yachting industry.

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** A Full Member is a Marine Trades Association of a Caribbean Country*

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Associate Members
** An Associate Member is an individual marine related business within the Caribbean*

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Honorary Members
** Have been invited by the board of directors to be a member of the association, due to the contributions they have given to the industry.*

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Independent Consultant
Specialist in Yachting & Disaster Preparedness for the Caribbean Region
20 Collens Road, Fairways, Maraval, Trinidad & Tobago
Tel: (868) 724-6997
E-mail: erikbtt@yahoo.com

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www.caribbeanmarineassociation.com

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September

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SHIMANO

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TLD30IIA SF10303



TLD50IIA SF15011

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