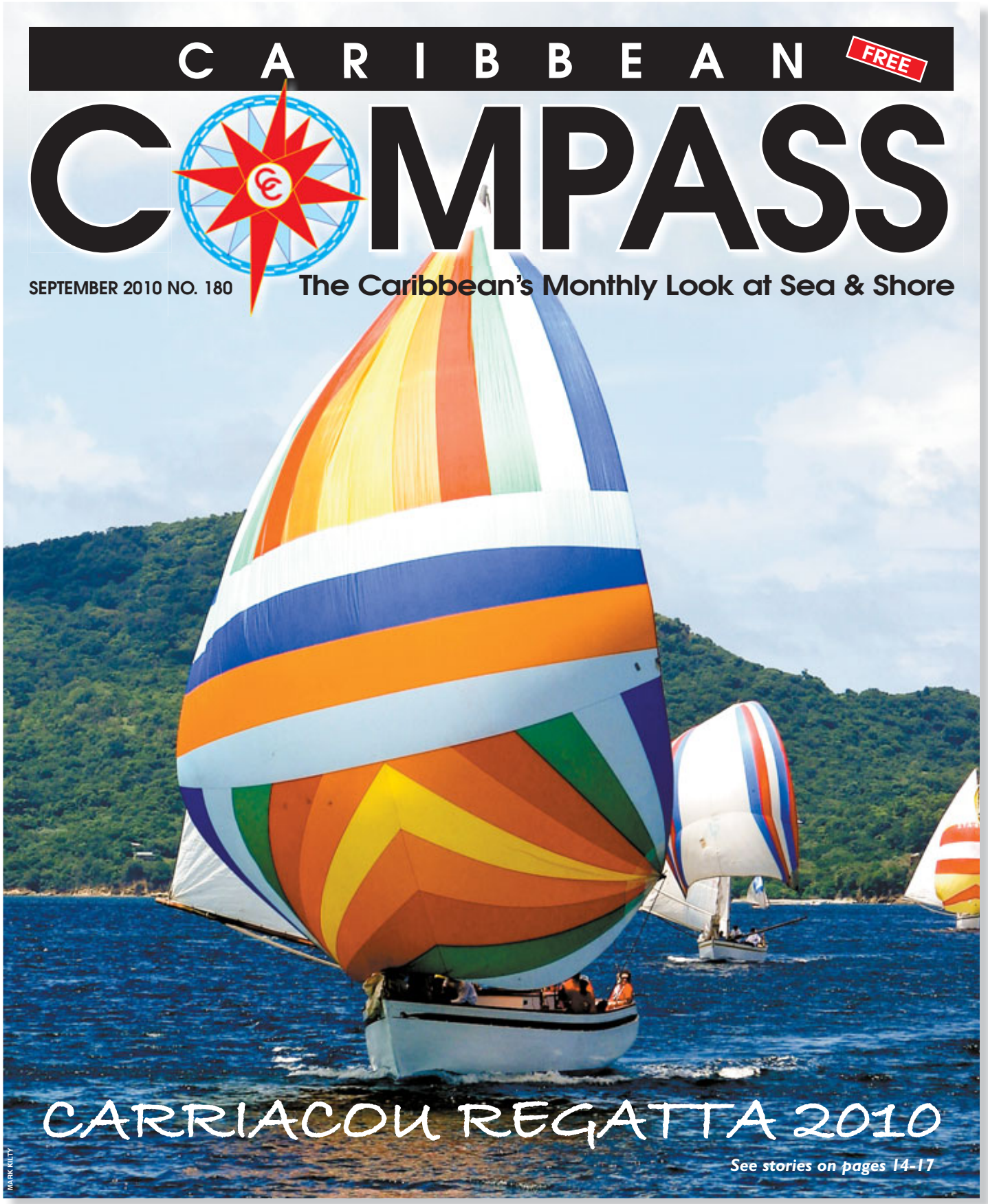
CARIBBEAN FREE
COMPASS
SEPTEMBER 2010 NO. 180
The Caribbean's Monthly Look at Sea & Shore



CARRIACOU REGATTA 2010

See stories on pages 14-17

MARK KILTY



Working in the

BOATYARD

WHISPERMAT™ WM1

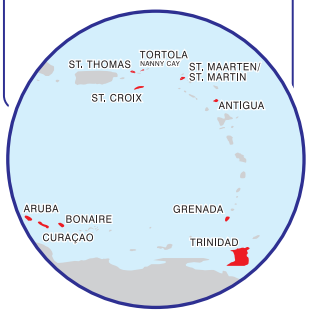
AAP/WMI-RPT-S



PRICE: US$ 12.45

Whispermat™ WM1 is a barrier layer of Whispermat™ cured to a single layer of Hushcloth® acoustical foam. When the Whispermat™ is applied to sheet metal, plastic or wood, the foam is exposed to absorb airborne noise. The barrier then functions to both contain sound by increasing the effective mass to the panel and to damp the structure borne resonant vibrations.

- Available in 12”x12” sizes
- Comes with very easy to install peel-off backing



FEIN RANDOM ORBIT SANDER MSF 636-1 (6")

FEI/MSF6361110

PROMOTION



SPECIAL PROMO PRICE US$ 531.25

That’s 15% off

The MSf 636-1 isn't just highly robust. With an eccentric stroke of 8.4mm, it also offers better material removal than the vast majority of eccentric sanders.

The large stroke also creates a very even, smooth surface, the optimum starting point for applying high-quality paint coatings to fiberglass or wooden boats.

The FEIN eccentric sander MSf 636-1 is especially suitable for boatyards that paint boats and yachts.

- Available in 110 and 220 volt.
- Combine with Turbo 1 or 2 for dust.

INTERLUX INTERPROTECT 2000/2001

INT/Y2000EGL



PRICE: US$ 116.30

Two part epoxy coat specifically designed to reduce water absorption of fiberglass hulls. Significantly reduces water migration through the gelcoat.

InterProtect 2000/2001 is self priming on new fiberglass and permits the application of a complete protection and antifouling system in 2-3 days.

SANDING DISC 6" HOOKIT P080 CLEAN-SAND 734U

3M/01811



Disc with precise hole design for improved life and dust extraction. Use for fine featheredging or last final sanding step before priming.

PRICE: US$ 1.60

SIX 10 ADHESIVE

WES/610



PRICE: US$ 21.70

This is an adhesive and joint filler that consists of epoxy which is created in a "point and shoot" tube and which allows the user to lay a bead of the material with any standard caulking gun.

Includes a "static mixing wand".

Stays workable in the static meter for 42 minutes.

Caribbean Duty Free List Prices. Check your local store for final pricing.

CARIBBEAN CHANDLERIES

BUDGET MARINE

ANTIGUA • ARUBA • BONAIRE • CURAÇAO • GRENADA • ST. CROIX • ST. MAARTEN • ST. MARTIN • ST. THOMAS • TORTOLA • TRINIDAD

The Caribbean’s Leading Chandlery

www.budgetmarine.com

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

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

DOYLE SAILMAKERS
doylecaribbean.com

FIVE YEARS - 50,000 MILES GUARANTEED*

*Dacron and Hydra Net only

reAction
Lagoon 55



photo: www.yachtshotsbvi.com

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

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

Antigua & Barbuda
Star Marine
Jolly Harbour

Colombia
Bazurto Sec La Cuchilla
Cartegena

Curacao
Kapiteinsweg #4
Netherland Antilles

Dominica
Dominica Marine Center
Roseau

Grenada
Turbulence Ltd.
Spice Island Boatyard

Puerto Rico
Atlantic Sails and Canvas
Fajardo

St. Croix, USVI
Wilsons' Cruzan Canvas
Christiansted

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

St. Vincent
Barefoot Yacht Charters
Blue Lagoon

Trinidad & Tobago
Soca Sails, Ltd.
Chaguaramas

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

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

SEPTEMBER 2010 • NUMBER 180

Cruisers Net...
Funds for Charity, That Is 13



There's More!
The Forgotten Caribbean 20

Isla Providencia
A Welcome Passage Break 22



We Love...
Pandora's Island Favorites.... 24

A Unique Cruise
An *Eagle*-Eye's View 26



The *Unicorn*
St. Lucia's Film Star 27

DEPARTMENTS

Info & Updates 5
Business Briefs 8
Caribbean Eco-News..... 10
Regatta News..... 18
Meridian Passage..... 28
Sailors' Hikes 28
Book Review 29
Fun Pages.....30, 31
Dolly's Deep Secrets 32
The Caribbean Sky..... 32
Compass Fiction..... 33
Cooking with Cruisers 35
Readers' Forum..... 36
What's on My Mind.....40, 41
Monthly Calendar 42
Caribbean Market Place..... 43
Classified Ads 46
Advertisers' Index..... 46

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

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

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

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

Curaçao: Distribution - Budget Marine Curaçao
curacao@budgetmarine.com
Tel: (5999) 462 77 33

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

Grenada/Carriacou/Petite Martinique:
Ad Sales & Distribution - Karen Maaroufi
Cell: (473) 457-2151 Office: (473) 444-3222
compassgrenada@gmail.com

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

St. Lucia: Ad Sales - Maurice Moffat
Tel: (758) 452 0147 Cell: (758) 720 8432.
mauricemoffat@hotmail.com
Distribution - Lisa Kessell
Tel: (758) 484-0555,
kessellc@candw.lc

St. Maarten/St. Barths/Guadeloupe:
Ad Sales - Stéphane Legendre
Mob: + 590 690 760 100
stellegendre@wanadoo.fr
Distribution - Eric Bendahan
Tel: (599) 553 3850, ericb@cirexpresslogistics.com

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

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

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

Trinidad: Ad Sales & Distribution - Jack Dausend
Tel: (868) 621-0575, Cell: (868) 620-0978
Jack.Dausend@Gmail.com

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

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

We support free speech! But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. ©2010 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.

ISSN 1605 - 1998

Cover photo: Mark Kilty, Carriacou Regatta Festival 2010



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.**

"It is my pleasure and perhaps my obligation to let all our boating friends know how much we enjoy reading the *Compass* and how it enriches our experience cruising the Caribbean. We boaters can hardly wait till the next monthly edition is available so we can catch up on the real skinny on events and people."
— Tito Figueroa
Yacht Alleluia

Click Google Map link below to find the *Caribbean Compass* near you!

http://maps.google.com/maps/ms?t=h&hl=en&ie=UTF8&msa=0&msid=112776612439699037380.000470658db371bf3282d&ll=14.54105,-65.830078&spn=10.196461,14.0625&z=6&source=embed

Info & Updates

Get Weather on Grenada's Cruiser Net

Since Hurricane Ivan in 2004, Island Water World Grenada, a leading yacht chandlery in the Windward Islands, has become a trusted source of weather reports broadcast on VHF radio channel 68 at 0730 hours, Monday through Friday.



Jonathan Fisher broadcasting to cruisers in Grenada

Two weather reports are currently offered on this Grenada Cruiser's Net. The first, a local weather report intended for people staying on the island, contains information taken from the weather station at Maurice Bishop International Airport. For the second report, all the information is taken from the US National Hurricane Centre in Miami, giving information on Tropical Waves; a synopsis for the area from seven degrees north to 22 degrees north, and 55 degrees west to 65 degrees west; and then the five-day forecast for the same area. Following the weather reports, the tidal predictions for Prickly Bay for the day are given.

For more information on Island Water World see ad on page 48.

Puerto Rico: New Buoy Provides Weather and Water Data

Beachgoers, mariners, rescue workers, and response crews in Puerto Rico now have new information available when making decisions such as whether it is safe to head out to sea or where to find mariners in distress. NOAA partners within the Caribbean Integrated Coastal Ocean Observing System recently deployed a data buoy in 110 feet of water off Escambrón Beach, near San Juan, to provide data on winds, waves and currents in areas including the port of San Juan and the island's Atlantic coast.

Real-time data provided by this buoy will include wind measurements, air temperature, atmospheric pressure, wave information, near-surface water temperature and salinity observations, and ocean currents throughout the water column.

The new buoy, called *PR2*, was deployed on July 23rd, following the successful deployment and operation of another buoy, *PR1*, to the southeast of Caja de Muertos, serving the port of Ponce and the island's Caribbean coast. It is now operational and the data it collects can be viewed in near-real time online at http://gyre.umeoce.maine.edu/caricoos.

"Easier access to timely and useful water and weather information saves lives, property, and resources," said Zdenka Willis, director of NOAA's Integrated Ocean Observing System (IOOS). "It's the information that the sailor, state and local agencies, or beachgoer needs in order to make safe and informed decisions before heading out on the water or to the beach."

These data buoys are financed by NOAA IOOS, constructed by the University of Maine buoy group, and operated jointly by the University of Maine and researchers from the University of Puerto Rico Mayagüez campus.

IOOS is a federal, regional and private-sector partnership working to enhance our ability to collect, deliver and use ocean information. IOOS delivers the data and information needed to increase understanding of our oceans and coasts, so decision makers can act to improve safety, enhance the economy and protect the environment.

For more information visit www.noaa.gov.

Eight Bells: Norman Faria

Norman Faria passed away unexpectedly on May 25th in Barbados after a brief illness.

Norman has been *Caribbean Compass's* Barbados correspondent since shortly after this magazine began publication in 1995. Barbadian born, Norman was a graduate in Political Science from York University in Toronto, Canada. A former merchant seaman, he was a keen recreational sailor and member of the Barbados Cruising Club. He also served for the past 16 years as Guyana's Honorary Consul to Barbados. As Eric Smith wrote in *The Nation* newspaper of Barbados, "Almost everything he undertook he did passionately, whether it was sailing and fishing, journalism, or speaking out in defence of the voiceless."

In the *Compass*, Norman wrote thoughtfully and prolifically on subjects ranging from sailing, shipping and boatbuilding to coastal development issues, watersports safety and Caribbean maritime history.

—Continued on next page



—Continued from previous page



The late Norman Faria, 'Our Man in Barbados'

Social justice and appreciation of Caribbean nautical heritage were recurring themes. His series of "Different Boats for Different Folks", in which he interviewed the crews of unusual yachts visiting his home waters, was a popular long-running feature in these pages. *Compass* has a number of Norman's articles on file for future publication, and we look forward to bringing these remaining works to his fans.

He is survived by his wife, Bibiana, four children and many friends. He will be sincerely missed.

Beach Cleaners' Seminar Held in Grenada

Members of the Grand Anse Beach Task Force and those charged with the cleaning of the Grand Anse and Morne Rouge beaches are now more informed about key aspects of Grenada's tourism industry. A recently convened training programme by the Grenada Board of Tourism at the Conference Room of the Flamboyant Hotel was tailored to increase their level of understanding of the workings of the industry and the important role that they play in providing positive experiences to all beach users.

Among the presentations was 'Understanding Tourism and its Importance to Grenada', where participants were apprised of the linkages that tourism perpetuates within the economy and the multiplying effects that are associated with its impact. They were also given clearer perspectives about their roles within the bigger framework of improving the visitor experiences in Grenada.

Another training programme will be held during the first two weeks of September.

The current training emphasis of the Grenada Board of Tourism is part of the overall challenge to make Grenada more welcoming and amenable at a time when potential visitors are increasingly selective about their choices of destinations.

Cruisers' Site-ings

• St. Lucia and its marinas were featured in the May/June issue of *Marina World* magazine. Read the story at ***www.marinaworld.com***.

• Active cruisers Glenda and Eddy have updated their blog. Check it out at ***www.sailing-helena.blogspot.com***.

• Dominica's Portsmouth Association of Yacht Security now has a facebook page. Helen of Cabrits Dive says, "We want to use it both to build a community of people

ELLA RYCHLEWSKI



who love Dominica, and to promote the beauty of the island and the volunteer work of the group. The page is a work in progress and any suggestions or photos that you have would be most appreciated!" PAYS now has its own e-mail address, too: ***paysdominica@yahoo.com***.

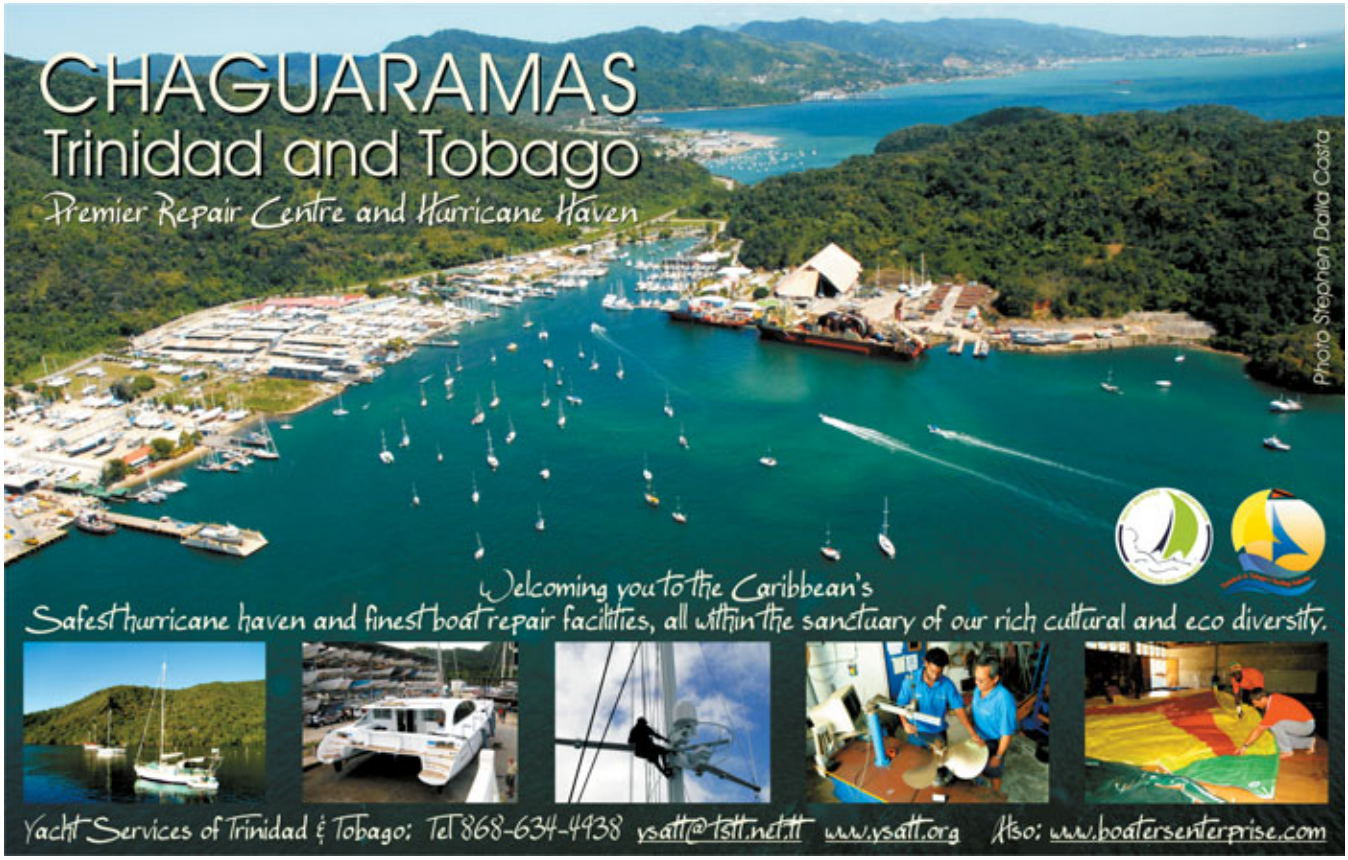
Update: Serial Yacht Thief Sentenced

In the May 2009 issue of *Caribbean Compass*, we reported on the theft of the Bénéteau Cyclades 43.3 *Ishtar*, which was chartered from VPM charters in Le Marin, Martinique in February of last year and not returned as agreed. The yacht was found some 1,600 nautical miles away at Cucumber Beach Marina in Belize, repainted and bearing a new name.

The men aboard, most of whom carried passports from the Czech Republic, were taken into police custody. It is reported that one of them, Milos Gaspar, 43, had been found three years earlier in the Canary Islands, having rented a Lagoon 410 catamaran from Guadeloupe and failed to return it. That yacht was later recovered in the Cape Verde Islands.

Gaspar was expelled from Belize on April 17th, 2009, and flew to the United States. Through the assistance of the FBI, he was arrested at an airport in Houston, Texas later the same day.

—Continued on next page



—Continued from previous page

In January, he was found guilty by a Platte County, Missouri jury for renting and then failing to return a recreational vehicle in 2002, and in March he was sentenced to three years in prison. He declined to testify in his own defense in large part because he would have had to account for the two stolen yachts. He reportedly



admitted, however, to helping illegal aliens enter the United States. Platte County Prosecuting Attorney Eric Zahnd said, "This defendant is an international con man who evaded justice for seven years."

The US Immigration and Customs Enforcement Agency has begun a process that could result in Gaspar's deportation from the United States following his prison term. If you see this man, *don't* rent him a boat!

Tobago: Buccoo Reef Rules Explained

Cruisers visiting Tobago asked cruising guide author Chris Doyle: "When anchored in Store Bay, we used to be able to dinghy out to Buccoo Reef and snorkel there. But now we are told the reef is off limits to us, although apparently not to tourists snorkeling off the glass-bottom boats. What's the story?"

Chris contacted Kenneth Caesar, Director of Tobago's Department of Marine Resources and Fisheries, who explains:

"The Buccoo Reef was declared a restricted area in 1973. This is in accordance with Act 1 of 1970 referred to as the Marine Areas Preservation and Enhancement Act of the Laws of Trinidad and Tobago.

"In 2008, the year declared by the UN the International Year of Coral Reefs, the Tobago House of Assembly decided to enforce the part of the Act that deals with persons alighting on the reef. This was an attempt to stall the further deterioration of the reef due to reef walking. The Act stipulated that no one shall alight from a boat unless permission is granted by the Minister or his delegate."

Presumably the local glass-bottom boat operators have obtained such permission, although we hear that some visiting cruisers who have requested it have been denied.

The solution? If the restriction is specifically against "alighting from a boat", perhaps you could just swim out to the reef from Store Bay, Buccoo Bay or the shore. But those in the know say that Buccoo Reef is in very poor condition from over-use (or abuse), and there is much better snorkeling on the northeast end of the island. You



CHRIS DOYLE

Heavily used Buccoo Reef lies just off Pigeon Point on Tobago's southwest coast

can anchor at Anse Bateau, and nearby"the snorkeling on the leeward side of Goat Island and Little Tobago (`Bird of Paradise') Island is really nice, and they are well protected".

Paper Boat Wanted!

Jerry Blakeslee, Dockmaster at Fantasy Island Marina in Roatan, Honduras, says, "We need help! Privilege Hotels is offering US$1,000 for the transportation of approximately 1,000 pounds of paperwork from Fantasy Island, Roatan to Isla Mujeres sometime around mid-November. If you are interested or know someone that might be, please contact me ASAP."

Jerry can be reached at fidockmaster@yahoo.com or cell (504) 8798 5495.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers The Lure restaurant of Trinidad, page 9; and Village Cay Marina of Tortola, page 11.
Good to have you with us!



BUSINESS BRIEFS

IWW Pleased with Reception in Curaçao

Sean Kennelly reports: Island Water World opened a new store in Curaçao on July 9th, and we are very pleased with the reception so far. This is a large, "full



assortment" store, which means it carries a broad range of products from Anchoring to Safety — in depth and, we believe, fairly priced. The store also incorporates our "store within a store" concept: Dive Buddy, a snorkeling, diving and watersports store; and Fish Tales, our comprehensive fishing store. With nearly 7,000 square feet of total space we plan not to disappoint in terms of choice and availability. Our Store Manager is Jimmy Dunker, who is well respected, experienced and very knowledgeable, having run for many years his own chandlery in Curaçao.

For more information on Island Water World see ad on page 48.

The Moorings Comes to Port Louis, Grenada

The Moorings charter company has chosen Camper & Nicholson's Port Louis Marina in St George's, Grenada as its newest Caribbean base. More than 30 charter yachts will be based at the marina, together with offices, briefing rooms and other support facilities.

Beginning in October, The Moorings will offer varied itineraries for bareboat charters and all-inclusive crewed vacations on a fleet of custom-built catamarans and monohulls from Robertson & Caine and Bénéteau.

"We're delighted to have been selected by The Moorings as their southern Caribbean base," says James Beaver, C&N's operations director. "The momentum has been building in Port Louis since we first opened some 18 months ago, and we already have sailmakers, provisioners, tour operators and other businesses operating out of the marina. This shows the potential for Grenada as an international yachting destination now that the right facilities are in place."

Sunsail will be coming to the marina as well.

For more information on Port Louis Marina see ad on page 12.

The Next Wave in Hurricane Protection

Doyle Sailmakers BVI, with more than 30 years' experience building storm protection for world cruisers, has



applied that technology to home and business protection. Using fabrics that pass the Dade and Broward County (Florida) Large Projective Test and Air Pressure Test, the Doyle Caribbean Storm Shields are easily deployed with a minimum of effort and will protect your property while providing some light and airflow.

The fabric is similar to that used on a gymnastics trampoline, able to absorb tremendous impact loading. The ability to stretch upon impact is the key to the Storm Shield's effectiveness and is why there needs to be a space between the screen and the window or door for maximum protection. The fabric is a tightly woven mesh that allows some light and air to pass through; once the Storm Shields have been deployed, the house continues to be comfortable with light and ventilation. All attachment points are reinforced with stainless steel rings and webbing designed to withstand loads in excess of 3,000 pounds.

Why live behind plywood or aluminum shutters when you don't have to?

For more information, contact Bob Phillips, Tortola, at bob@doylecaribbean.com or (284) 494-2569.

For more information on Doyle Sails see ad on page 3.

Barefoot Yacht Charters Opens New Brokerage Division

Barefoot Yacht Charters of Blue Lagoon, St. Vincent has announced the opening of Barefoot Yacht Sales, a brokerage division of the well-known charter company and marine centre group.

Leading the new venture will be professional US yacht broker Daniel Voorhees, who has recently arrived in St. Vincent after a highly successful tenure with Vallarta Yachts in Mexico.

The brokerage will sell both new yachts and used yachts, regionally and internationally, both for charter and private ownership.

The sales office can be contacted directly at daniel@barefootyachts.com or (784) 456-9334/9144.

For more information on Barefoot Yacht Charters see ad on page 15.

Northern Lights Holds 2010 Caribbean Dealer Conference

Northern Lights, Inc., leading manufacturer of diesel power generation and marine propulsion systems, held their Caribbean Dealer Conference in Road Town, Tortola on July 28th and 29th. This biennial conference is a gathering of Northern Lights' Caribbean dealer network designed to discuss new products, service techniques, industry trends and other issues that lead to more customer satisfaction. A two-hour Customer Service Seminar was hosted by Service Trainer Mary Finley Jones, which received very positive feedback. This was also an unparalleled opportunity for dealers to have direct input on product design and development. In addition, customer comments, criticism and feedback were discussed, reviewed and passed on directly to Northern Lights leadership.

"This is one of very few manufacturers who actively solicit feedback from dealers and their customers in the Caribbean," says Parts & Power sales manager Drew Bremner, "and the only one we know of who comes down here and puts on a show like this. It is clear why Northern Lights is the most popular generator in the Caribbean."

Other topics in the Conference included new products being launched, Technicold Air Conditioning, EPA and EU emissions regulations and their impact on the industry, electronic service tooling and the Northern Lights Caribbean website (www.CaribbeanNorthernLights.com).

Dealers representing St. Thomas, St. Croix, St. John, BVI, St. Maarten, Antigua, Dominica, Martinique, St. Lucia, St. Vincent, Grenada and Trinidad were in attendance.

Founded in 1958, Northern Lights is a leading manufacturer of marine diesel generators, Lugger propulsion engines and Technicold marine systems. The company's products are distributed through a global sales and service network to more than 40 countries.

For more information on Northern Lights visit www.northern-lights.com.

Ultrasonic Antifouling Available at Grenada Marine

Ultrasonic Antifouling – the world's leading electronic antifouling brand – is expanding its global network of approved installers to meet demand.

The technology uses low energy, high frequency ultrasonic waves to create movement in the water molecules surrounding the boat hull, cocooning it in an invisible shield of protection from algae and barnacles. Ultrasonic Antifouling is simple to install. Transducers are bonded to the inside of hulls with no through-hull drilling. Earlier this year, *Motor Boat & Yachting* magazine named Ultrasonic Antifouling "Product of the Month" with a five-star rating in its antifouling review.

The effectiveness of the company's non-toxic marine antifouling is well proven in the warm waters of the Caribbean, leading to the addition of new Approved Installation Centres at Grenada Marine, St David's, Grenada, and Standard Motor Supplies, Port of Spain, Trinidad.

For more information on Ultrasonic Antifouling visit www.ultrasonic-antifouling.com.

For more information on Grenada Marine see ad on page 24.

International School St. Lucia Celebrates its First Graduation Ceremony

On June 25th the International School St. Lucia's…

—Continued on next page



Johnson Hardware Ltd.

FOR YOUR MARINE HARDWARE, AND MORE

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

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

—Continued from previous page
...Graduating Class of 2010 made history, becoming the first students of a St. Lucian school to achieve the Canadian New Brunswick Secondary School Diploma.


KONRAD WAGNER

Principal June Harkness (at left) congratulates Co-Valedictorian Filamena Day

Joint Valedictorians Filamena Day and Isaac Golding delivered an inspirational speech to their peers about the importance of making good choices, and their class's educational journey through the tough demands of the New Brunswick Secondary School Diploma.

With the help of ISSL's Student Guidance service, graduates have made successful applications to universities in the USA, Canada, the UK, Cuba and Mexico, and between them have earned more than EC$450,000 in scholarships. Degree subjects range from Medicine and Engineering to Journalism, International Business and Interior Design.

The International School St. Lucia proudly congratulates the Class of 2010 on achieving their goals, and wishes them great success as they take their next step into the future.

For more information on The International School visit www.intschoolstlucia.org.

New Oil-Spill Response Boat for Barbados

Alnmaritec Limited, one of the UK's leading specialist aluminium boat builders, is gaining recognition for oil spill response/pollution control vessels. The most recent delivery was a boom deployment and spill response boat, which was delivered to the Barbados National Terminal Company Ltd. for operation on their oil export facility at Oistins Bay.

The new vessel, *Responder 1*, is based upon the successful Wave Worker class from Alnmaritec. She is a 12 metre long and 5.3 metre wide displacement catamaran powered by twin 150 bhp Cummins diesel engines driving conventional fixed pitch propellers that give her a top speed of 12 knots. *Responder 1* is equipped with an air conditioned wheelhouse, small WC, a five-tonne hydraulic deck crane, freshwater wash facilities and a range of oil spill equipment. This equipment includes diesel-powered dispersant spray pumps and extendable spray arms as well as a hydraulically powered boom reel with 1,200 feet of oil containment boom that can be deployed and recovered over a stern roller system.

Martin Smyth of Crawford & Massiah Associates says, "We are a small firm of marine surveyors and consultants in Barbados, and are the Caribbean agents for Alnmaritec. I think that this vessel might set a trend wherever tankers have to load or discharge crude oil, and there are pristine beaches in the offing. *Responder's* main job in Barbados will be laying an oil boom around the tankers that are loading crude oil here for shipment to Trinidad. This is just a precautionary measure, in case there are any spills while they are loading the oil from the sub-sea pipeline while moored off Oistins.

"They used to bring the boom down to the beach in a trailer behind a Land Rover, and then tow it out with a fishing boat, but it will be much easier now with this new boat, where the boom can just be hydraulically wound up on its reel."

Further information and photographs can be found at www.alnmaritec.co.uk/boats/all_boats90.html.

For more information on the Responder in Barbados contact Martin Smyth of Crawford & Massiah Associates at tinsmyth@caribsurf.com or (246) 230-1532.

Changes at Fantasy Island, Roatan

As of October 31st, Privilege Hotels, the management group currently operating Fantasy Island Resort, Marina and Dive Center on the island of Roatan, Honduras, will terminate their contract with the owners of the property. As of this writing a new management group has not yet been selected but the resort will continue to function under the control of the property owner.

In a meeting with the owner, marina manager and dock master Jerry Blakeslee was assured that all operations of the resort would continue and that significant improvements would be made to the infrastructure, including the marina. Specifically, the marina docks would be repaired or replaced as necessary, new electrical and cable TV boxes installed, additional dockside lighting installed, grounds maintenance improved and areas in front of the docks dredged.

Over the last year, Fantasy Island Marina has become a cruisers' favorite in Roatan, thanks in part to its location near the best shopping, provisioning and marine services of the island. Guests of the marina also have full use of the resort facility, plus meals and scuba diving at a discounted price. All of these services are available to cruisers anchored out for a small fee. Jerry Blakeslee is the Cruising Station Host for the Seven Seas Cruising Association.

For more information contact Jerry at fidockmaster@yahoo.com.

New — Tapas in Grenada

LeBistro, overlooking Grenada's Grand Anse Beach, opens up this season by serving tapas — a wide variety of cold and warm appetizers in the Spanish cuisine. Says Patrick Tobelem, chef at LeBistro: "It is a welcome addition to the full-course Mediterranean style meals we normally serve at LeBistro."

LeBistro is a small restaurant with a top quality gourmet kitchen. Its formula is *table d'hôte*, which means that it normally serves the meal the chef has chosen to prepare for the week. But if you contact Chef Patrick 24 hours in advance, he will customize the meal to fully match your taste.

Open daily except Sundays and Mondays.

For more information, phone Chef Patrick at (473) 533-1262.

Nanny Cay Pledges More Support to BVI Spring Regatta

After eight consecutive years of hosting the BVI Spring Regatta (BVISR), Nanny Cay Resort and Marina (Nanny Cay) has committed to supporting the territory's largest regatta for an additional five years. The renewed contract confirms Nanny Cay as the presenting sponsor and host venue provider through 2016.

"Nanny Cay is very pleased to renew its arrangement with the BVISR," said general manager, Miles Sutherland-Pilch. "Over the years, we have substantially improved the infrastructure and honed our preparations for the regatta from planning dockage and the supply of reliable electrical and plumbing services, to providing manpower to set up the village. We work with the organizing committee and other external organizations to ensure the security, health and safety — and, of course, fun — of all visitors.

Nanny Cay Marina has the capacity to accommodate the majority of the participating yachts, which has numbered more than 160. The boatyard, on-site chandlery, marine contractors and shops also provide the boaters with extensive stock, repair and maintenance services.

The Regatta Village, located on the beach at Nanny Cay, receives more than 1,500 visitors during the four-day regatta period. The Village includes sponsor and vendor booths as well as bars and restaurant concession stands.

2011 marks the 40th anniversary of the BVI Spring Regatta, which started as a sailing event for a handful of 19-foot Squibs and 14-foot Sunfish. The three-day Sailing Festival was introduced as a prelude to the regatta in 2003. The organizing committee in partnership with the BVI Chamber of Commerce and Hotel Association will be rolling out special events throughout the week of sailing to mark the occasion.

For more information on Nanny Cay visit www.nannycay.com.

For more information on the BVI Spring Regatta visit www.bvispringregatta.org.

Air Service for Anguilla

Cape Air adds a new island destination in the Caribbean with two daily flights between Anguilla and San Juan, Puerto Rico beginning on December 22nd.

This new Caribbean route complements Cape Air's existing Caribbean service for San Juan, St. Thomas, St. Croix, Tortola, Vieques, Mayaguez and Ponce. Tickets can be purchased on Expedia or Travelocity or at 866-Cape-Air.

Flagship Charter Yacht Services Announces New In-House Charter Broker

The Virgin Islands Charter Yacht League, located on St. Thomas, USVI, has announced the addition of Kelly Kiernan to its Flagship clearing house staff as in-house charter broker. Fleet marketing and recruitment will be at the forefront of her responsibilities. Kelly was formerly the Operations Manager of On-Deck Ocean Racing on St. Thomas.

Flagship has been the premier charter clearing house in the Caribbean since its inception some 39 years ago. Flagship represents not only the Flagship charter yacht fleet, but also looks forward to the addition of its new Day Charter tour desk to be located at their offices at Yacht Haven Grande marina.

Kelly can be contacted at Kelly@flagshipvi.com or (340) 776-5630.



Caribbean Eco-News

Free *BVI Marine Awareness Guide* Available

The BVI Ministry of Natural Resources and Labour and the Conservation and Fisheries Department recently launched the second edition of their *Marine Awareness Guide*. Acting Permanent Secretary in the Ministry of Natural Resources and Labour, Janice Rymer, said, "The magazine is aimed at educating the public about the marine environment, and in turn will allow persons to become better stewards of the environment."

Chief Conservation and Fisheries Officer, Bertrand Lettsome, said, "The guide will continue to provide information on the conservation and preservation of the marine environment and its species, as well as provide information on the laws and policies that underpin the conservation efforts."

Mr. Lettsome also noted that the Marine Awareness Guide highlights areas of the marine environment that benefit BVI residents and visitors. Some areas include food, recreation and economic benefits through tourism, and the guide will raise awareness on how important protecting these resources is.

The *Marine Awareness Guide* was produced as a collaborative effort between the Conservation and Fisheries Department, A Looking Glass Ltd. and local photographers, while funded by the Foreign and Commonwealth Office, Victor International, Nanny Cay Marina, Mosaka Ventures, CCT, Sail Caribbean, Action Quest, Sea Trek, The Moorings, Sunsail, BVI Tourist Board, Horizon Yacht Charters, Rosewood Little Dix Bay, Sotheby's and Road Town Wholesale.

The *Marine Awareness Guide* is an annual publication and features marine habitats, marine species, marine-related laws, conservation practices, potentially dangerous marine organisms and safety measures.

To obtain a free copy visit www.bvimarineawareness.com.

Leatherback Nest Relocated on Klein Bonaire

Sea Turtle Conservation Bonaire reports: It has been two years since the last leatherback turtle was recorded laying eggs on Bonaire. On June 7th, a STCB field crew found a fresh nest on Klein Bonaire. The nest was relocated to a safe area of the beach because it was laid too close to the waterline and the eggs were flooded.

"These animals are returning now from their nesting grounds to their feeding homes and sometimes they have the urge to lay one last nest," states STCB manager Mabel Nava. "They look for the nearest beach and try their best to deposit their eggs. Klein Bonaire is not an optimal nest site for leatherbacks." Using best practices, STCB staff relocated more than a hundred leatherback eggs to a higher and drier part of the beach.

Sea Turtle Conservation Bonaire (STCB) is a non-governmental research and conservation organization that has been protecting sea turtles since 1991. Our mission is to ensure the protection and recovery of Bonaire's sea turtle populations throughout their range. Funding for STCB comes from conservation and research grants, merchandise sales and donations.

For more information contact stcb@bonaireturtles.org.

Dominica MPA Highlights Regional Policy Discussion

Indi Mclymont-Lafayette, regional director community, media and environment at Panos Caribbean, reports: About four percent of the Eastern Caribbean's marine shelf is under some form of protection. However, less than 20 percent of these areas are judged to be effectively managed. With the growth of tourism, fisheries, and other development in coral reef areas, marine protected areas are an important tool for safeguarding coral reefs.

A marine protected area (MPA) is a protected area whose boundaries include some area of ocean. According to a study called Reefs at Risk published in 2004, more than 285 MPAs have been declared across the Caribbean, but the level of protection afforded by them varies considerably. The Reefs at Risk Project found only six percent of MPAs to be rated as effectively managed and 13 percent as having partially effective management.

The findings of a research project on the Soufriere/Scott's Head Marine Reserve (SSMR) in Dominica was one of the highlights in a regional policy discussion held in Roseau, Dominica on July 20th. The research was done by the Centre for Resource Management and Environmental Studies (CERMES) of the University of the West Indies, Cave Hill Campus, in collaboration with The Nature Conservancy (TNC), a leading US conservation organization, with funding from the United States Agency for International Development (USAID).

Dr. Patrick McConney of CERMES stressed that while the SSMR was ecologically sound, there were some management issues that needed improvement. He made specific recommendations for Dominica, including restructuring the Local Area Management Authority (LAMA) to have a small executive board of core stakeholders supported by a broader stakeholder advisory group, both of which have clear terms of reference. At the meetings many community members agreed with McConney's research findings and recommendations, including the need for more systematic and continued communications between themselves, the managing body of the LAMA and other critical stakeholders.

McConney said that the exchange of information between islands was one of the key recommendations in his study. During the discussions in Dominica, it was clear that the LAMA still had to do a fair amount of public education to get people to understand the value of the marine protected areas.

Tobago Cays Marine Park News: Training and Turtles

On July 23rd, the Tobago Cays Marine Park (TCMP) and the OECS Protected Areas and Associated Livelihoods (OPAAL) Project concluded a five-day training to certify mariners from four southeastern Caribbean states as Boat Masters Grade 3. The training was held in collaboration with the Organization of Eastern Caribbean States (OECS) and the Nova Scotia Community College.

The purpose of the training was to build capacity in protected area planning and management and in support of sustainable livelihoods for countries participating in the OPAAL project. The training enabled 18 mariners from Dominica, St. Lucia, Antigua, Mayreau and Union Island to be trained and certified as Boat Masters Grade 3. Mariners who attended the training represent marine protected areas, water taxi operators, fishers, watersports/tour operators, and government fisheries departments.



Towing training at Tobago Cays Marine Park

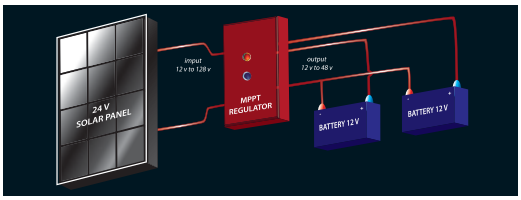
The training focused on both theoretical and practical elements of captaining small craft in accordance with the International Maritime Organization standards for Boat Master 3. Course topics covered boat handling, emergency situations, preventing collisions at sea, seamanship, passenger safety, weather, engineering knowledge, and prevention of pollution.

The training was held as part of the OPAAL project, a five-year development project being executed by the OECS Secretariat through its Environment and Sustainable Development Unit (ESDU), in partnership with the International Bank for Reconstruction and Development (the World Bank) acting as an Implementing Agency of the GEF; and the Fond Français de l'Environnement Mondial (FFEM) of the Government of France.

In other TCMP news, TCMP and the OPAAL project are pleased to announce new funding from the Organization of Eastern Caribbean States (OECS) to conduct a sea turtle assessment in the Tobago Cays Marine Park.

—Continued on next page

NEW 24 V SOLAR PANEL
DOUBLE YOUR ENERGY



xantrex
CP-Solar

. **Higher productivity by 20 to 30% compared to a 12 V solar panel** due to 24 V panels installed with the mppt Xantrex regulator.
. Improved charging time: works with less sun.
. Improved efficiency: the 3 stage regulator and 2 programmable outputs (gel or acid) do not lower the batteries' tension.
. Increased gain at cable level: losses are divided by two.
. Reinforced efficiency as two sets of batteries can be loaded at one time.

araibe réement
RIGGING & SHIPCHANDLER
Tel : +596 (0) 596 748 033
Fax : +596 (0) 596 746 698
Cell : +596 (0) 696 276 605
cgmar@wanadoo.fr
MARTINIQUE
LE MARIN HARBOUR
araibe nergie
MARINE ELECTRICAL & SOLAR
MARTINIQUE

After Sale Service CATANA ALLIAURA MARINE JEANNEAU

—Continued from previous page

The assessment will be undertaken with partner organization the Wider Caribbean Sea Turtle Conservation Network (WIDECAST), an international scientific network comprised of sea turtle experts, natural resource professionals and community-based conservationists in more than 40 Caribbean nations and territories.

In 1991-1993, WIDECAST facilitated the development of the Sea Turtle Recovery Action Plan for St. Vincent & the Grenadines, which investigated the status and



A new project in the park will assess the status of sea turtle populations and their habitat

distribution of sea turtles nationally. Since then, personnel from the Fisheries Division have been trained by WIDECAST in sea turtle biology and conservation.

Executive Director of WIDECAST, Dr. Karen Eckert, commented, "We are excited about the opportunity to focus on the Tobago Cays Marine Park, and to share the latest in scientific knowledge and research practices related to the sea turtles in the park."

The new project will assess not only the status of sea turtle populations in the park, but also the habitat used by the turtles. To this end, WIDECAST, together with the Barbados Sea Turtle Project, will train TCMP staff in sea turtle research and conservation techniques.

The park's marine biologist, Olando Harvey, explained, "In the park we see green turtles, which are considered endangered worldwide, and some hawksbill turtles, which are considered critically endangered. These sea turtles, like all flora and fauna, are fully protected within the park and we look forward to implementing a long-term sea turtle monitoring programme."

For more information about the Tobago Cays Marine Park and the OPAAL project in St. Vincent & the Grenadines please contact either Sharon Gulick or Lesroy Noel at (784) 485-8191 or tcmp191@hotmail.com.

Sustainable Grenadines Project to Continue as 'Inc.'

The Sustainable Grenadines Inc. will be launched on September 2nd with a ceremony on Union Island and a recruitment drive on the Grenadine islands. The launch is the culmination of eight years as the Sustainable Integrated Development and Biodiversity Conservation in the Grenadine Islands Project (SusGren), initiated by the Centre for Resource Management and Environmental Studies (CERMES) at the University of the West Indies with funds from the Lighthouse Foundation based in Germany. This final phase sees the transition to a Grenadine NGO, to continue working on sustainable livelihoods and coastal conservation.

"The creation of the independent, Grenadine NGO is important to allow Grenadine organizations to inject their ideas about sustainability and development and give direction to SusGren," says SusGren Project Manager Martin Barriteau. "We are seeking Grenadine organizations from both Grenada and St. Vincent to sign up as Members and to run for the Board of Directors."

During its first eight years in action, the Sustainable Grenadines Project has been instrumental in bringing outside funding and generating benefits for the Grenadines. Its focus has been both on the ground, such as small grants for mini-projects to include litter clean-ups, signage and island beautification, developing a seamoss farm, and starting an Ashton Lagoon restoration project, as well as at higher levels of policy and planning, such as a transboundary initiative to harmonize conservation objectives and marine resource users with Marine Multiuse Zones.

Recently, SusGren was proud to see the designation of the Sandy Island Oyster Bed Marine Protected Area (SIOBMPA) on Carriacou become a reality after many years of planning and facilitation.

SusGren has also been important for cultural exchange and attracting international talent. The project has partnered with Coady Institute and Dalhousie University, Canada and has also created strong networks with international agencies such as The Nature Conservancy, the US National Fish and Wildlife Foundation, the US National Oceanic and Atmospheric Administration, and the Society for the Conservation and Study of Caribbean Birds.

Sustainable Grenadines Inc. will be a member organization consisting of representatives from registered Grenadine organizations. Member organizations will be able to help develop policy and project focus, while also having access to the many capacity building and development funding benefits that SusGren works tirelessly to secure.

For more information, contact Project Manager Martin Barriteau at (784) 485-8779 or visit www.cavehill.uwi.edu/cermes/susgrenadinesIndex.html.

Join 25th International Coastal Cleanup this Month!

Jo-Anne Nina Sewlal reports: In the Caribbean, it is easy to get caught up in the beauty above the waterline and to forget the beauty that lies beneath. What some of us may not realise is that what we do above water affects the fauna and biodiversity in the water.

A good example of this is the creation of marine debris. Marine debris is simply the term given to any piece of garbage found in the ocean, for example, a plastic bag that was blown overboard. It may seem trivial but this plastic bag can do a lot of damage. For instance, the favourite food of sea turtles is jellyfish. To a hungry sea turtle a plastic bag suspended in the water resembles a jellyfish. However, when the turtle consumes it, it chokes and dies of asphyxia.

Another notoriously harmful piece of marine debris is the plastic ring that holds six-packs of soft drink and beer cans together. These rings can get around the necks of animals and of course they are not able to remove them. If they are adults it is only a matter of time before it starts to restrict their movement (swimming, searching for food and escaping predators) and the amount of food they can consume. As the animal gains weight the ring becomes so tight around its neck that it cannot breathe or feed and will eventually die either of asphyxia or starvation.

If these rings entrap juveniles it restricts how much they can eat, so that they are not fully nourished and are thus susceptible to diseases and predators. This lack of nutrition also means that juveniles might not reach adulthood and reproduce. Therefore the size of the population of that species is decreased.

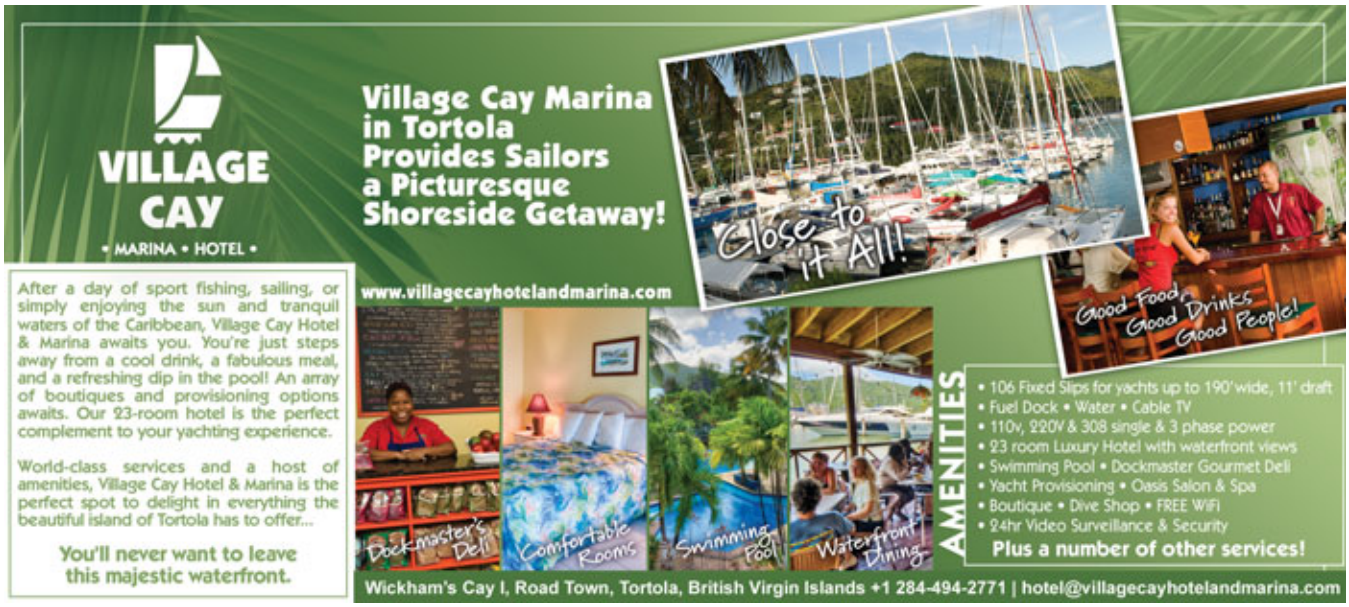
Marine debris also washes up on our shores and is a source of diseases, as you can get pierced by debris such as used hypodermic needles, rusty metal cans and other items. We also have to look at marine debris from an economical point of view, as items such as discarded polypropylene line can get stuck in propellers, causing delays and costly repairs.

However, marine debris is something almost everybody has some control over and we can do something about it. Of course the most obvious solution is that "prevention is better than cure". For instance we boaters should stow our garbage in a secure way until we come ashore and dispose of it properly on land.

Every year in September there is an international beach clean-up organized by the Ocean Conservancy. In my homeland, Trinidad & Tobago, the national coordinator is the Caribbean Network for Integrated Rural Development. I encourage you, if you are on any island this month, to contribute a couple of hours of your time to this cause. Check the national NGOs on the island for details. This is not just an ordinary beach clean-up: the type and abundance of marine debris is recorded in order to get data to determine the source of this type of marine pollution in an effort to put an end to it.

The 25th Annual International Coastal Cleanup is slated for Saturday, September 25th.

For more information visit www.oceanconservancy.org.



Port Louis Marina, Grenada – beautiful, welcoming, and affordable

port louis
GRENADA
WEST INDIES







Port Louis Marina is justifiably known as one of the best appointed, full-service marinas in the Caribbean. With its spectacular location adjacent to the island's capital – and on the doorstep of the unspoilt Grenadines – it's the perfect base for cruising, all year round.

Now, with our new summer rates, a berth at Port Louis Marina is even more affordable. You'll enjoy all the convenience and luxury the marina has to offer, including exemplary dockside facilities, 24-hour security, marina-wide wi-fi and more. Technical services, chandleries and haul-out facilities are also available, either on-site or close by.

In addition to its welcoming atmosphere and stunning natural beauty, Grenada is close to 12°N and therefore outside the hurricane belt, which means yachts can remain safely afloat throughout the summer. The island also benefits from its own international airport, with direct flights to Miami, New York and London.

Port Louis Marina is owned and operated by Camper & Nicholsons Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome you.

For more information about securing a summer berth at Port Louis Marina, please contact Danny Donelan on +1 (473) 415 0837 or email danny.donelan@cnportlouismarina.com

SPECIAL SUMMER RATES – MAY to OCTOBER*

LOA in feet	Monthly rate	LOA in feet	Monthly rate
up to 32	$330	up to 65	$1150
up to 40	$520	up to 75	$1350
up to 50	$715	up to 80	$1760
up to 60	$930	up to 100	$2265

**Prices valid for bookings of one month or longer, between 1 May and 31 October 2010.*

Camper & Nicholsons
YACHTING SINCE 1782
MARINAS

www.cnportlouismarina.com

ITALY | MALTA | TURKEY | WEST INDIES

www.cnmarinas.com

Cruisers' Fundraiser Nets Big Bucks for the Education of Carriacou Children

by Ed Kalinka

Have you ever attended one of those Boat Jumbles where a handful of cruisers attempt to sell their used boat gear? You know what I'm talking about. They bring a sorry mixture of worn out, broken junk and price it way above its value. Well, the annual auction and sale of boat gear at the Carriacou Children's Education Fund (CCEF) fundraiser is a breath of fresh air. Throughout the year, cruisers with boat gear and other items taking up too much room on their overloaded yachts drop them off at the Carriacou Yacht Club in Tyrrel Bay. The Yacht Club collects and stores these donated gems until the annual CCEF fundraiser takes place. This year's fundraiser was again held in Tyrrel Bay at the time of the Carriacou Regatta during the last week of July.

The main event for the CCEF fundraiser is the auction and sale of donated items. "Wow. There's some good stuff here," was one of the most frequently heard comments at the fundraiser. One of the highlights of the auction was a donated certificate for a complete haul-out at the Tyrrel Bay Yacht Haulout (TBYH) facility, including travel-lifting out and in, power washing, chocking and five lay days. This year, the auctioned items included WiFi amplifiers (one of which was a brand new Wirie WiFi Amplifier generously donated by yacht *Irie*), a fully functional Toshiba laptop computer, power tools, a Data Scope containing a digital fluxgate compass, a digital camera, attractive brass oil lamps, a 12-volt AM/FM/marine band DVD player with an auxiliary cable to connect an MP3 player, and three prints by cruising artist Anna Allegra Desio of yacht *Maxima*. Yachties and locals had the opportunity to bid on a 14-inch TV, a Dell desktop computer loaded with software, a compressor, an eight-person offshore liferaft, an anchor windlass and a great deal of lightly used electronics and boat hardware.

Arawak Dive donated a certificate for a two-person, two-tank dive and LumbaDive donated a certificate for an introductory dive course for two. Local restaurants donated certificates for dinner at the Lazy Turtle Pizzeria, the Twilight Restaurant and the Lambi Queen Restaurant. There were certificates for homemade donuts, a cake from Patty's Deli and a massage from Genevy's Massage. Cruisers snapped them all up with big smiles.

While volunteer auctioneers were selling the more valuable items, there was a lot more gear for sale at the bargain tables. "How much for these two cabin fans?" asked a prospective buyer.

"How much do you want to offer?" answered the volunteer.

"Will you take fifty EC?"

"Sold. It's for the kids."

Reasonable offers turned into happy purchases of T-shirts, hats, electronics, boat gear, books, DVD movies, music CDs, handmade crafts, ornate shopping bags, note cards with island scenes, jewelry, charts and cruising guides. Cruisers even snapped up hats rumored (unfortunately falsely) to have the emblem of an exclusive European bordello.

In addition to the auction, cruisers had a great time at a lively dominoes tournament hosted by Ed and Dorothy Kalinka (yacht *Prism*). The potluck barbecue dinner hosted by Gordon and Judy Evans (yacht *Dreamcatcher*) at the Carriacou Yacht Club was a feast. After cruisers polished off their plates, Gordon raffled off two bottles of rum, a T-shirt, a canvas shopping bag and pistachios. If you like to eat, drink and be merry, don't miss next year's fundraiser opening potluck.

The proceeds from this year's CCEF fundraiser will be channeled into three areas to help disadvantaged school children in Carriacou and Petite Martinique. A disbursements committee composed of four cruisers and three local businessmen will be allocating about 45 percent of the funds raised this year to supply full scholarships and textbooks for four students at the TA Marryshow Community College in Carriacou. Another 40 percent will go toward uniforms and school supplies for primary school students in Carriacou and Petite Martinique. Finally, about 15 percent will be allocated toward school lunches for disadvantaged students at the Harvey Vale Primary School. "We know we can't change the world, but we are damn well going to try — one child at a time," explained John Pompa (yacht *Second Millennium*).



GEORG SCHMITT

CCEF fundraiser 2010 volunteers display the total amount raised to date. The funds gathered 'make a difference, one kid at a time'

John and his wife Melodye are the driving force behind the CCEF fundraiser. "This program is now 11 years old and, with this year's proceeds of nearly EC$16,000, we have raised a total of EC$124,500. All of the money has gone, and will continue to go, straight into education of kids. Not one penny gets spent on administration. Everyone who helps raise CCEF money does it on a purely volunteer basis," said Melodye.

John added, "We have been doing this fundraiser long enough that we can now see positive results. Some of the kids that we helped with uniforms and school lunches at the primary level have graduated from the TA Marryshow Community College on the CCEF scholarship program. One of the kids who graduated from the community college on a CCEF scholarship is now a teacher in the Carriacou school system. There are limited opportunities for kids in the islands. Education is one way out of the downward spiral. We can make a difference one kid at a time. No, let me rephrase that. We *are* making a difference one kid at a time."

Carriacou is a very cruiser-friendly island. The local business owners and bus drivers are among the friendliest people in the Caribbean islands. The TBYH provides cruisers in Tyrrel Bay with 24-hour WiFi in exchange for donations to the CCEF on an honor basis. The Tyrrel Bay anchorage is situated below 12°40'N, which is the southern extreme of the hurricane season "box" for some yacht insurance companies. The holding is good in sand patches and mooring balls have not taken up the good anchoring spots. Boat boys will not pester you before you can even get your anchor down, as in some of the islands.

If you want to find deals on everything for your boat, you can do it at next year's CCEF fundraiser in Tyrrel Bay at the end of July. Enjoy the fun and excitement of the regatta and help with education of kids at the same time. Come to Tyrrel Bay during the Carriacou Regatta. Together, we are making a difference through education.

Ed Kalinka and his wife, Dorothy, cruised the Caribbean on Prism *for more than three years before heading west on their six-year circumnavigation. They arrived back in the Caribbean this past February.*

22% more (sea) horses

The Perkins Sabre M225Ti is designed to replace the Perkins M200 and M235 and provides more than 22% additional available horsepower in the same package.

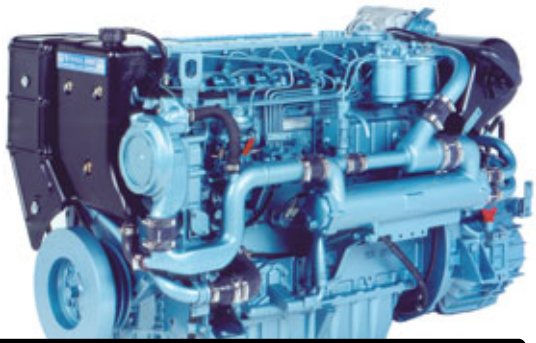
This large capacity 6 liter engine comes in a compact package and only takes out 225 hp.

By comparison, our nearest competition takes that out of a 4 liter engine. Running at a low 2500 rpm versus the competition's 3300 rpm or higher, the M225Ti will have a longer life (minimum 12,000 hour TBO) and quieter operation.

The gear-driven fresh water pump has a longer life and less to go wrong while the waste gate turbo charger gives better performance at lower rpms. An integral plate-type oil cooler combines fewer hoses with longer life and better efficiency.

With Perkins' outstanding marinization, excess hoses and belts have been engineered away and everything has easy access for stress-free maintenance.

Call Parts & Power for your nearest dealer: (284) 494 2830



M92B M135 M225Ti

PARTS & POWER

www.partsandpower.com

Perkins POWERING A BETTER FUTURE

Sabre M225Ti

New Builds and Rebuilds in Decked Sloops Classes

by Frank Pearce


SHABIER KIRCHNER

Perched on a grassy knoll at Windward, Carriacou, right by the beach and overlooking Petite Martinique and Petit St. Vincent, I am with Alwyn Enoe and his eldest son Terry. It's a bright and beautiful July morning and we are talking boatbuilding. Alwyn, a renowned Carriacou boat builder, is building a 42-foot sloop "on spec". Keel and frames are in place and her lovely typical Carriacou shape is emerging. Son Terry is holding and examining the half model he built during the designing of the new boat.

Rather than working to plans, the builder and his son will make the half model, modify it until they are pleased with the lines and then transfer measurements to the actual timbers or lofting boards. Alwyn's other sons Chris and Carl are also part of the building team.

In the channel between us and Petite Martinique and between the reefs, two sloops — *Glacier* and *Margeta O* — are tacking to and fro. All eyes are on them, as both boats are serious contenders in the Decked Sloops Classes of the Working Boat division of the Carriacou Regatta Festival 2010. All along the beach and in the rum shops, each tack is being looked at and discussed, volubly.

I am in Carriacou for the regatta and walk along the beach in Windward to where other decked sloops are being prepared for the racing, to be held August 1st and 2nd. Six days to go before the first of three races, and activity is pretty frantic.

The enthusiasm and competitiveness here match anything to be found in yacht racing. The big difference is that most of these boats work for a living and so to prepare for racing, working sails have to come off and fully battened mains go on, propellers are removed and apertures faired for that little extra bit of speed.

Over in Tyrell Bay, Andy Smelt's sail loft, In Stitches, is working flat out modifying old sails to owners ideas', fitting full-length battens, big headboards, anything "to get more sail area, man".

ALEXIS ANDREWS

On the beach the older sloop *Khaleb C* has about six shipwrights working on her. A new lead keel has been cast and shipwright Fitzroy "Nero" McLaren is boring out holes for keel bolts. *Khaleb* has been lengthened to 45 feet, a new rudder and sternpost fitted. Six days to go — can she really be ready? "Yes, Frank. She be ready in time." And she is. Built by the late and legendary Cheeseman Patrice and sailed by Adrian Patrice, she proves herself to be stiff and fast.

The 42-foot bright red *Glacier*, owned and sailed by Calvin Patrice, while being a true Carriacou sloop used to have the appearance of an 8 Metre yacht. Slim and fast, she was difficult to beat, but not fast enough for Calvin, so some weeks ago she was pulled ashore in Windward. Her topside planking was removed, she was lengthened and widened, and now she looks more like a 12 Meter yacht.

Frank Bethel's *Deep Vision* has had a new transom, keel, mast and sails and is ready to do battle. I am not sure that a large "For Sale" sign on the transom is appropriate, though! The *Margeta O*, a past winner at Antigua Classic Regatta built in Carriacou in 2007, has had a refit. Owned and sailed by Cyril "Uncle C" Compton, she will be stiff competition to *Glacier* and *Deep Vision*.

Summer Cloud, built by Baldwin de Roche in Petite Martinique in 1997, has just arrived from Antigua. She is owned and sailed by Andrew Robinson of Woodstock Boatbuilders in Antigua. He and the guys in his yard had recently lengthened her and fitted a huge rig; seems like his full staff is here.

Also in the bigger sloop class are *Genesis*, built by Alwyn for Alexis Andrews of Antigua; a new launch, *Zemi*, built for Eli Fuller also of Antigua; and *Beauty*, built last year in Petite Martinique, owned and sailed by Jeff Stevens.

In the smaller sloop class we have the just-launched *New Moon*, built by Bernard Compton for Dave Goldhill. The mast has just been stepped and the rig is being finally finished. She goes on to prove herself a fast, winning and beautiful boat. A lovely size, she is easily handled by two when not racing. The smallest vessels are *Malutka*, a 25-year-old decked-in Bequia double-ender, skippered by Stanley Quashie; *Small Pin*, a delightful double-ender or "two bow" boat sailed by Junior Martineau; and *Runaway* sailed by Evelyn Enoe.

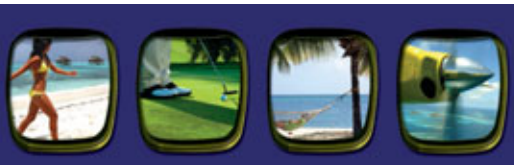
I am lucky enough to sail on *Genesis* for the Sunday race. We are fortunate to have Winsley McLawrance in the role of tactician.

—*Continued on page 16*

Main photo: Glacier, *winner of all races in her class, practicing off Windward*
Inset: The Petite Martinique-built Summer Cloud *came from Antigua to race*
Below: Yachts sometimes loan sails


MARK KILTY

SVG AIR
Fly Charter it's Smarter.
Celebrating 20 Years in Business.



Scheduled Flights to the Grenadines from: St. Vincent, Barbados and Grenada

To/From BARBADOS	To/From GRENADA	To/From ST. VINCENT
• BEQUIA	• BEQUIA	• MUSTIQUE
• CANOUAN	• CANOUAN	• CANOUAN
• CARRIACOU	• UNION	• UNION
• MUSTIQUE	• CARRIACOU	

PRIVATE JET HANDLING SERVICES
Private Jet Charters available to and from all points within the CARIBBEAN & SOUTH AMERICA

www.svgair.com info@svgair.com t: 784.457.5124 | f: 784.457.5077



New Services:
AIR AMBULANCE
FLIGHTS TO & FROM ST. LUCIA

'Anything Goes':

SQUALL AND ALL FOR BIG OPEN BOATS



ELAINE OLLIVIERRE

Improved *of Carriacou and* Bequia Pride *competed in Long Open Boats Class A*

by Orbin Ollivierre

It got ah sayin' dat time pass an' t'ings change, but when it come to Carriacou Regatta, dat not true. Nothin' change! Ah goin' to Carriacou fo' about 40 years off an' on, an' when it come to startin' de races, dem always late an' ah ain't talkin' minutes, ah talkin' hours. We on Lesterre beach, Saturday de 31st July. Dey say race go' start ten o'clock but, fo' me, ah know better. The course: leave Lesterre upwind to ah mark in Hillsborough, up to Windward, around ah navigation mark den up to ah mark between Petit St. Vincent an' Petite Martinique, downwind to one at Sandy Island, back to Hillsborough an' finish. So ah like dat; dat is a good change ah course!

We start ah little after 12 o'clock, winds touchin' 12 knots an' skies fair to fine. Is ah open race so all who want fo' sail could sail. From Bequia we got *Lightning*, *Bequia Pride*, *Double Bluff*, *Iron Duke*, an' *Limbo*; from Carriacou is *Skyler* an' *Ace*. *Skyler* an' *Lightning* turn de Petit St. Vincent mark den hoist dem spinnaker. Downwind dem gone: all we could do is watch in disbelief. Is de first time in me years ah racin' ah see spinnaker on ah double-ender! Ah will ha' fo' see what de race committee ha' fo' say 'bout dat when we get ashore. But all dem say when we protest was, is ah open race, anyt'in' goes. Ah bit late fo' we, but now we know. Dem cut we racin' spirit on de spot. But at least dem say dem can't use dem tomorrow or dem will get disqualify. Amen to dat.

Sunday is here an' de real t'ing start today: de best ah three, ah bit overcast an' de weather man say rain an' gusts in squalls. Ah count 37 boats on de beach an' 13 sloops outside wid sails up, ah good fleet. Well, 11 o'clock reach an' dey say all boats get ready. De Big Class goin' first but *Skyler* an' *Lightning* ain't ready so dey say let off de little ones first. In de mean time, dem got *Double Bluff* an' *Bequia Pride* holdin' in de water like ah bunch ah damn fools. Ah could find ah better way to put it, but leave it at dat. At last we go, *Double Bluff*, *Bequia Pride* an' *Lightning*, no *Skyler*. We go over de committee boat an' down to de Sisters. We headin' downwind an' *Lightning* headin' north to another mark. We shoutin' dem an' letting dem know is downwind because ah consult me chart again fo' mek sure but no, he headin' north an' me an' *Bequia Pride* headin' down. Anyway, we do we course, *Double Bluff* leadin' all de way to de finish. Is when we get ashore, we hear dem give *Lightning* de wrong chart. But ah did lookin' fo' she to complete she course. Instead, she do one lap an' come ashore. An' ah hear dem gi' she ah horn at de finish line! On top ah dat, he ain't de only one wid de wrong chart. In de 18-foot class, is all from Bequia an' Canouan: *Nerissa J1* an' *Nerissa J2* from Canouan an' from Bequia is *More Worries* an' Uncle Lacey in *Devine* — de man ain't givin' up! Dey get dem chart sayin' go around a buoy off Cistern Point, but when dey get down dey — no mark. How dem go settle dat, ah don't know. Is two race today: ah hope dem get through before night.

After three o'clock, we start de next race but nothin' ain't settle from de first one. All boats goin' down, little one, big one an' in-between, yo' know what ah mean. Ah only hope we goin' right dis time but ah know ah followin' de chart dem give me. We get shore at dusk, *Lightning* first, *Skyler* second, *Bequia Pride* third an' *Double Bluff* fourth. It so late an' everybody wet because it rainin'. All ah want is ah cold beer an' ah warm sheet an' hope tomorrow go' be better.

—Continued on next page



MARK KILTY

Above: Limbo *from Bequia, skippered by sailmaker Alick Daniel*
Below, left to right: Limbo, Lightning, Ace *and* Double Bluff *at L'Esterre Beach, preparing for the Saturday's Long Open Boats Race*



LIESBET COLLAERT

Since 1984

Barefoot Yacht Charters & Marine Centre



BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL

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

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

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

—Continued from page 14

...Decked Sloops Classes

Winsley has owned and sailed working boats up and down the islands all his life and is now building to his own design a very fast looking 45-foot sloop in Windward. Given the job of looking after the mainsheet I quickly become aware of how soft my hands have become: blisters in the first half hour.

A singular lack of racing rules possibly makes life simpler and eliminates protests, but one does need a degree of courage and a crew with very loud voices. There are no handicaps, just a Big and Small class; first boat back wins. What is more confusing is that when the first boat crosses the start line, which could be an hour or so after the planned start, that is the start of the race. Maybe you can't eliminate protests though; *Summer Cloud* was so fast that Andrew was accused of using his engine. He loved it: "Come down see, man. I have no engine in de boat!" No engine, no protest.



ALEXIS ANDREWS

Maristella, *smallest of the Large Decked Sloops Class, in the Round the Island Race*

I don't think there is any limit to the amount of sail that one may use. On the run, spinnakers (which may be discarded from or loaned by yachts) are rapidly set. Spinnaker poles are stout bamboos, maybe 30 feet long, lodged inside the bulwarks. "Water sails", perhaps old jibs or tarpaulins, are set underneath the booms to catch that extra bit of air.

After the racing, Hillsborough takes on the appearance of Carnival. This week is not just about the racing, it's about Carriacou, and there is a full program of activities during the day and evening.

A wonderful event and not to be missed by anyone interested in traditional boat-building and Caribbean culture. Make it a date for next year.

Yachtsman, tugboat captain, and Past Vice-Commodore of the Antigua Yacht Club, Frank Pearce commissioned the rebuilding of the Carriacou sloop Tradition *in 2008.*

—Continued from previous page

...Open Boats

Tomorrow reach but not better. It rainin' like hell an' de weather man say it go' get worse later in de day wid gusts up to 35 knots. 10 o'clock an' no sails set. Like everybody holdin' back. We set off about 12 o'clock downwind fo' de last time. But no *Lightning*; she stay back fumblin' wid she sails. We turn de Sisters an' upwind we comin', *Skyler* in de lead, *Double Bluff* an' *Bequia Pride* battlin' it out. But in de east getting' black an' visibility gettin' low. As we get by Sandy Island, all hell break loose. We on de south tack pointin' fo' shore but we can't see nothin'. We say we go tack fo' get away from de reef. We sails flappin', we mainsheet tangle around de traveler. Dat is de time ah know why dey call dem boat double-ender because we start goin' astern just as fast as we been goin' ahead! We manage to get it clear an' start flappin'



MARK KILTY

Left to right: In Long Open Boats Class B, Ace, Limbo *and the century-old seine boat* Iron Duke *running wing-and-wing*

goin' north dis time. Lucky t'ing it ain't last long as it begin fo' clear. We just in time fo' tack away from Jagadam. After dat, it get calm an' nice, still rainin' but we finish de course. We passin' smaller boats all de way in de water, tryin' to free demself — ah hope somebody come fo' rescue dem.

We get back in time to see de sloops start, 13 ah dem. Dem look real good goin' downwind wid dem spinnaker of all colours. Ah watch all de way but it look kinda one-sided to me. It got one by de name ah *Glacier*. It was one ah de old ones but dey rebuilt it. Dey lengthen it an' give it more beam an, of course, more mast and sails: fo' tell de truth ah lot more dan de others. It beat de second sloop by 20 minutes to de finish in ah ten-mile course, not fair. De last one finish at dusk around 7 o'clock. Ah know dem fellers goin' hit some good Jack Iron fo' warm dem tonight.

Prize-givin' was ah bit on de flat side because it rainin' all de time an' de only t'ing West Indians run away from is rain. An' to dampen t'ings ah bit more is when dey announce *Lightning* in de overall first position fo' de Big Open Boats. Is den everybody realize dat dem don't know what dem doin'. Ah tell yo' what, ah enjoy de sailin', squall an' all, fo' is ah long time ah ain't flap one at sea. But ah will advise de Sailin' Committee fo' get dem act together before next year because ah sure Mr. Rigg ain't please wid dis one!

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

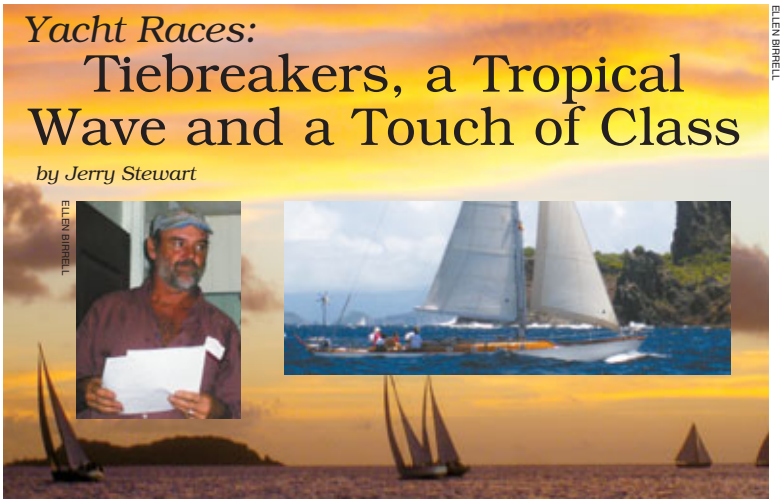
MARIGOT BAY ST. Lucia
Doolittle's Restaurant


Successfully serving you for 45 years with Caribe, French and International cuisine at the most Beautiful Bay in the Caribbean.
(Ask Mr. Michener)
Feel free to anchor up, NO CHARGE!
Doolittle's Restaurant provides FREE WIFI for all its guests and patrons.
Call us on Channel (16) to reserve your table.
info@marigotbeachclub.com / www.marigotdiveresort.com

GRENADINES SAILS & CANVAS
BEQUIA
Come in and see us
for all your SAILS & CANVAS needs
including CUSTOM-MADE stainless steel
BIMINI & DODGER frames at competitive prices
Located opposite G.Y.E.
(northern side of Admiralty Bay)
NORTH SAILS REPRESENTATIVE
Tel (784) 457-3507 / 457-3527 (evenings)
e-mail: gsails@vincysurf.com VHF Ch16/68

Yacht Races: Tiebreakers, a Tropical Wave and a Touch of Class

by Jerry Stewart


ELLEN BIRRELL

July was a sleepy month, with few yachts anchored in Tyrrel Bay and the hurricane season fast approaching. So it was with great pleasure that Carriacou Regatta 2010's Mount Gay-sponsored yacht race series welcomed 25 entries for the 2010 Doyle Two-Handed Round Carriacou Race.

This race always attracts one or two really pretty yachts and this year was no exception, with Susie Stanhope's 56-foot sloop, *Spirited Lady*, and Frank Pearce's 50-foot schooner, *Samadhi*. Both added a touch of class to the fleet, which was split into three classes: Cruising, Fun and Multihull.

Race officer Randy Mainwaring from Grenada started cruisers at 0830 on Friday morning, July 30th, with winds light out of the east-southeast. As the leading yachts had rounded the windward reef, a significant squall, the downside of summer regattas, greeted the rest of the fleet and permitted the leaders to escape. Mike Bingley's Bénéteau 38, *Tulaichean II*, sailing as Team Palm Tree Marine, recorded a fine win, with Tim Sudell's S&S 44, *Saga*, second and Jerry Stewart's Hughes 38, *Bloody Mary*, third.

In Fun Class, with frequent winner Andy Smelt from *Yellow Bird* suffering from dengue, the race was wide open. After 15 years of competing in the regatta, Uwe Gerstmann and his *Salai*, with new sails, finally recorded his first win. The 40-foot Joshua-type steel ketch triumphed over *Samadhi*, with third place going to the immaculate 41-foot Dutch steel cutter, *Boyo*, skippered by Bob van der Hoeven.

The hotly favoured catamaran, Don Marmo's *Ned Kelly*, was not equal to the squall, giving victory to the aluminium cat *Kayen*, skippered by Auro. Paul O'Regan's Warram cat, *Stillus*, recorded second.

Mount Gay rum punch made to a secret Bajan recipe enlivened the post-race party at the Lazy Turtle pizzeria, where the race was relived all evening.

Racing continued for the diehards on the Saturday, when the Island Water World-sponsored Frigate Island Race was sailed in fine conditions (although a little lumpy on the northeast corner of Frigate). *Saga* won Cruising Class convincingly, with *Bloody Mary* in second and *Tulaichean II* third. In Fun Class, *Samadhi* beat Jon Constantine's Feeling 39, *Imagine*, and *Salai* came in third.


ELLEN BIRRELL



Far left: Frank Peace at Samadhi's *helm, with crewmembers Sebastian and Judy*
Left: Salai, *overall winner of Fun Class*
Above: Yachts raced into the sunset
Insets: A knowing look from Jerry as he dispenses Skippers' Briefing info; and Spirited Lady *taking the cut on south side of Frigate Island*

On Regatta Sunday the yachts don't race as we take the opportunity to watch the local sloops while anchored off Sandy Island sampling the major sponsor's product. Sandy Island is now part of Carriacou's marine park, which we hope will assist in its preservation and management.

Monday's Budget Marine Race featured typical Tropical Wave weather. *Saga*, while well in front, tried to relocate the tiny islet of Jack A Dan without success and the ensuing delay permitted *Bloody Mary* to achieve her first win in this year's regatta. *Tulaichean II* was second and Alex Johnstone's *Chao Lay* third.

Dominique Weber's Jeanneau Sun Kiss 47, *Sanctus*, finally found her form to win Fun Class, with *Salai* second and *Samadhi* third. *Kayen* soloed in the Multihull Class.

Overall, after tiebreakers in both Cruising and Fun classes, *Bloody Mary* won Cruising and *Salai* Fun Class. *Kayen* was champion multihull.

I would like to thank race officer Randy Mainwaring, sponsors Mount Gay, Doyle Sails, Island Water World, Budget Marine, Fidel Productions, Round House and Lazy Turtle — this regatta could not run without your support.

And thank you, competitors. Please come again next year!

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

B & C FUELS ENTERPRISE
Petite Martinique
The best fuel dock in the Grenadines for:
FUEL • OIL • WATER • ICE



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

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



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

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

REGATTA NEWS

Gouyave's Junior Sailing Talent in Grenada

On June 27th, 23 talented young sailors competed in the first Gouyave Sailing School Junior Sailing Championship, organized by instructor Kevin Banfield. A new feature of the village's annual Fisherman's Birthday celebrations, the event was sponsored by Budget Marine, with Catfish Boats, Marine Management, the Grenada National Sailing Academy, the Grenada Yacht Club, the Grenada Sailing Association and the Grenada Sailing Festival providing additional support.

The 16 competitors from the Gouyave Sailing School and seven sailors from the Grenada National Sailing Academy had a range of experience, so there were two Classes: Beginners and Advanced. In the series of exciting races all sailors showed the competitive skills and race tactics they had learned, along with the ability to deal with changing conditions in a strengthening breeze.

Nicholas George, manager of Budget Marine Grenada, presented medals and certificates to every-



one who took part, plus trophies and medals to the first, second and third place winners in each Class:

Beginners' Class
1) Jakim Young
2) Kivon St. Paul
3) Sherkim Robertson

Advanced Class
1) Kwesi Paul
2) Noah Bullen
3) Dennis Bernadine

Thanks also go to Nick Walters of the Grenada National Sailing Academy and Michael McQueen, Junior Sailing Instructor at the Grenada Yacht Club, for their on-the-water safety supervision and race support, and to Barry Alexis for his excellent job overseeing some busy start lines.

For information on the Gouyave Sailing School contact Kevin Banfield at (473) 533-7142, and the Grenada National Sailing Academy contact Nick Walters at (473) 420-9411.

J/24s Top St. Lucia's Rodney Bay-Marigot-Return Race

Despite an unsettled weather forecast, nine boats turned out for the second annual Emancipation Day Race organized by the St. Lucia Yacht Club on July 31st. The fleet ranged in size from a 16-foot Fireball dinghy to *Breeze Away*, a 50-foot sloop, to a scattering of J/24s, two of which were crewed by youth teams.

Race conditions were great: a 12- to 14-knot northeast breeze for the 10:00AM start off Reduit Beach. The J/24 *Claudia Vogel* took an early lead, with the main fleet closely grouped as they headed towards a rounding mark at Pigeon Point. The fleet then headed south to Marigot Bay on a run, with the J/24s putting up spinnakers and in the lead. Just outside Rodney Bay, near Barrel O' Beef Rock, the two-crew Fireball capsized. The IGY safety RIB was close by and towed the boat back to the Club.

Claudia Vogel was first to reach the finish line outside Marigot Bay, followed by sister J/24s *Attitude* and *Jabal*. After lunch in Marigot Bay, the fleet started its return leg at 2:00PM.

Overall first three places on handicap went to the J/24s *Claudia Vogel, Attitude* and *Jabal*. Congratulations to the youth team of Luis Meixner, Marcus Sweeney, Stephanie Lovell, Jasia King and Scott Anthony on *Claudia Vogel*.

Thanks go to prize sponsors Heineken, Digicel, Rain Forest Skyrides, St Lucia Rums, Café Ole, as well as Edwin Chavez from IGY Marina for assistance with race support, Ted Bull and Adam Slayed (Rodney Bay start and finish line) and Bob Hathaway from Marigot Bay Marina (Marigot finish line). Special thanks to the organizers Sean Fuller and Danielle De Rouck.

For more information visit www.stluciayachtclub.com.

Sint Maarten Yacht Club's Keelboat Series Winners

On July 3rd, the Sint Maarten Yacht Club held the prizegiving for their 2010 Keelboat Series — and the unofficial opening of the new club bar, big enough for the 80 skippers, crew and supporters representing the 16 local boats racing in the series over the last nine months. Homemade, complimentary food and beverages were served by volunteers.

While last year saw a small number of boats racing, the fleet increased to two classes this year: Spinnaker and Non-Spinnaker.

Winner of the Spinnaker Class was the Bénéteau 36.7 *Kick 'em Jenny*, skippered by Ian Hope-Ross. Hope-Ross and his crew fought three Melges, *Coors Light Sailing Team*, *Budget Marine Too* and *French Connection*, as well as the Open 750 *Panic Attack*. Later in the season these were joined by *Wild*, a Kiwi 35. Most boats in this class also race in international competitions, missing more local racing than those in the Non-Spinnaker Class. But with *Kick 'em Jenny* missing only one race of the series, she took an easy lead of 12 points over *Coors Light Sailing Team* skippered by Frits Bus. Third was Jan van den Eynde's *Panic Attack*.

The competition in the Non-Spinnaker Class was fiercer, with only two points separating first and second. Both Garth Steyn's Catalina 36, *Pelican Marina Residences*, and Ronnie van Sittert's Contention 33, *Tamaya*, missed few races and were very close in the results. While *Tamaya* often beat her rival over the line, *Pelican Marina Residences* had higher overall points for sailing more races and thus placed first. Third was Sir Bobby Velasquez's *L'Esperance*.

The first race for the Keelboat Series 2011 will be on November 21st, open to visitors as well as local boats.

For more information visit keelboats@smyc.com.

Barbados Sailing Team at 2010 CAC Games, Puerto Rico

The Barbados Olympic Association and the Barbados Sailing Association sent eight athletes and two managers to compete in sailing events at the Central American and Caribbean Games, held in Cabo Rojo, Puerto Rico, July 17th to August 1st. Barbados was represented in the Sunfish, Laser Radial and Laser Standard dinghies, and in the J/24 class.

The sailing conditions were not the best, as the courses were one-and-a-half hours' tow/sail away from the beach venue, and the winds were stubbornly light and fluky. However, the sailors shared the waters with dolphins and sea turtles, and the Bajan sailors learned every day, both on the water and off!

The competition was fierce — not surprising when one is racing against Olympic and world-class sailors in all fleets. That is one of the very things that make our CAC Games so important for our regional athletes to compete in.

Congratulations go out to the Barbados sailors: Amy Cox placed 11th in Laser Radial, Jason Tindale placed 18th in the Laser Standard, Charlie Gloumeau placed 15th on the Sunfish, and the J/24 team comprised of Ian Mayers, Kwami Hinds, Eddie Cheeseman, Russell Corrie and Peter Thompson placed 8th.

Caribbean 1500 to Include Bahamas Class

The Cruising Rally Association will be expanding its 21st Annual Caribbean 1500 to include a Bahamas Class, open to power and sail boaters. It leaves Hampton, Virginia on November 1st, the same day the main Caribbean 1500 fleet leaves for Tortola, to sail directly to Marsh Harbor in the Bahamas. The Bahamas Class fleet will include divisions for racers and cruisers.

Bahamas Class Ralliers will enjoy all of the pre-event social events, briefings, and inspections of the Caribbean 1500. There will also be lectures about exploring the Bahamas. Kate Christensen and Bernie Jakits, owners of RogueWave Yacht Sales in Annapolis, will lead the Bahamas Class on their new Valiant 42 *Mahalo*.

Cruising Rally Association events retain some of the competitive elements of traditional sailboat races, but offer social, educational and technological enhancements that broaden the appeal of the events to couples, families and racers — experienced and first-timers.

For more information visit www.carib1500.com.

Join *Kate* for 6th Annual Golden Rock Regatta!

Juul Hermsen, Committee Chair for the 6th Annual Golden Rock Regatta, to be held November 13th through 17th, has announced that the Caribbean-based, gaff-rigged 12 Metre sloop *Kate* has been chartered by a US team to participate in the event.

Launched in 2006, *Kate* was built on St. Kitts by Philip Walwyn and was precisely designed to the "First Rule" (1907) of the International 12 Metre specification. She has been featured in *Wooden Boat* magazine and other international boating publications, and *Wooden Boat* is sponsoring the wooden vessel class in this year's Golden Rock.

The Golden Rock Regatta fleet gathers in Great Bay at Philipsburg, St. Maarten for the start of Race One: a run up to Road Bay, Anguilla. The next day, the fleet races to Gustavia, St. Barth's, followed by a single-leg run to a finish line off the cliffs below Fort Oranje on Statia (St. Eustatius.) On November 16th, in commemoration of the first salute accorded the flag of the United States, the First Salute Race will take place in front of Fort Oranje, followed that evening by a party and trophy presentation at the fort.

The Golden Rock Regatta has four races going from island to island. Participants from surrounding islands are invited to join at any point of the regatta. Each day has its trophy and entries are accepted on a day-by-day basis at a fee of US$70 per race for CSA members.

For more information visit www.goldenrockregatta.com.

Around Hispaniola Race: A Unique Experience

The Around Hispaniola Race offers sailors in the Caribbean a challenging sailing event and a unique cultural experience — a three-week race/rally around the island of Hispaniola, stopping at 12 ports, marinas…

—Continued on next page

Le Phare Bleu Marina

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

Marina & Yachtclub

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



Restaurants

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



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

—Continued from previous page
…and anchorages in the Dominican Republic and at beautiful Ile-à-Vache in Haiti.

The event runs from November 16th to December 5th, covering 1,300 nautical miles in 16 sailing days.

For more information visit www.vueltalahispaniola.com.

Happy 25th ARC-iversary!

2010 is a significant milestone year for the famous Atlantic Rally for Cruisers, as the 25th edition of the



WORLD CRUISING CLUB

ARC will set off from Las Palmas de Gran Canaria to Rodney Bay, St. Lucia this November. To help celebrate the occasion, event organizers World Cruising Club hope to hear from some of those who took part in the historic first rally in 1986, especially from anyone who was under 16 years old when they sailed in ARC'86. They'd like to know your story, your memories of the ARC, and whether you still sail now as an adult.

The 2010 rally has already achieved full capacity, almost three months ahead of previous years. Commenting on the popularity of the 25th ARC, Managing Director of World Cruising Club, Andrew Bishop, said: "In its 25-year history, the ARC has become the 'must-do' event on the cruising calendar. However, interest in the ARC 2010 has been truly astonishing and we have had to start a waiting list already."

For more information visit www.worldcruising.com/arc.

Support Bequia Youth Sailing

Renata Goodridge reports: In the early days of the J/24 Windward Islands fleet, the Bequia Rotary Club made a fantastic gesture and bought a J/24 for young Bequians to sail, train on and race. However, there is no consistent maintenance funding for the boat. The young Bequia sailors have struggled over the years with support occasionally but generously offered, and have managed to keep the boat sailing and racing through the Bequia Rotary Club.

The young Bequia Team raced their J/24 in the Mount Gay Rum/Boatyard Regatta in Barbados in May this year and beat a boat in a regatta for the first time (although later disqualified for rule infringement). Other J/24 owners very generously donated equipment in Barbados at the Mount Gay Rum/Boatyard Regatta. The Bequia boat really is in need of some help now. Many other J/24s have found corporate sponsorship, as the cost of maintaining these boats is significant. But the Bequia boat and team need better support if they are to continue to improve, and for others to benefit from what the Bequia Rotary Club very kindly set in motion.

Please contact Sylvester Simmons of the Bequia Rotary Club at (784) 458-3412 or 458-3484 if you can help in any way.

January's Mount Gay Rum Round Barbados Race

The Barbados Cruising Club in association with Mount Gay Rum and The Barbados Tourism Authority is organizing a very special sailing race in Barbados on January 21st, 2011.

The tradition of racing around Barbados started back in the days of the trading schooners and continues to this day. The event will be held annually on January 21st — a bank holiday in Barbados in honour of Errol Barrow, the island's first Prime Minister and one of the founder members of The Barbados Cruising Club.

Classes include Classics, Monohull Open (unlimited length) and Multihull Open (unlimited length). The aim is simple — the fastest time around Barbados.

For more information visit www.mountgayrumroundbarbadosrace.com.

Voiles de Saint Barth 2011 Dates Set

The second edition of the Voiles de Saint Barth will take place between April 4th and 9th, 2011, as confirmed by François Tolède and Luc Poupon, representing St. Barth's Yacht Club, organizers of the event. Following a well-received first edition this past April, this date on the Caribbean racing calendar is now well established, and the aim is to make it bigger.

The first Voiles de Saint Barth brought together some 30 magnificent yachts, including classics, maxis and racer-cruisers from all around the Caribbean and the United States.

François says, "We would like to see this event become a fixture on the calendar and one of the must-attend events for skippers and owners. We paid particular attention to taking care of the boats, setting up top-quality races on the water and ensuring everyone enjoyed themselves back on the island. It would seem that everyone — racers, owners, spectators and partners — were more than pleased with the event. We are looking forward to seeing even more boats here in 2011."

All of the major regatta partners from 2010 have already confirmed they will be alongside the St. Barth's Yacht Club in 2011, starting with the watchmaker Richard Mille. Taittinger and Rémy Cointreau will also be there.

Skipper Loïck Peyron says, "The setting is magnificent. If the Voiles de Saint Barth did not exist, someone would have to invent it. It is in place now and they have intelligently brought together all sorts of boats. It is fascinating watching them all sailing together. Everything that makes sailing so interesting can be found here and the concept has a great future ahead of it."

For more information visit www.lesvoilesdesaintbarth.com.

New Start Line for Transcaraibes 2011

The annual Trans-Caribbean rally to Cuba will start from Saint Martin in 2011. Special pre-rally haulout packages will be available.

For more information visit www.transcaraibes.com.

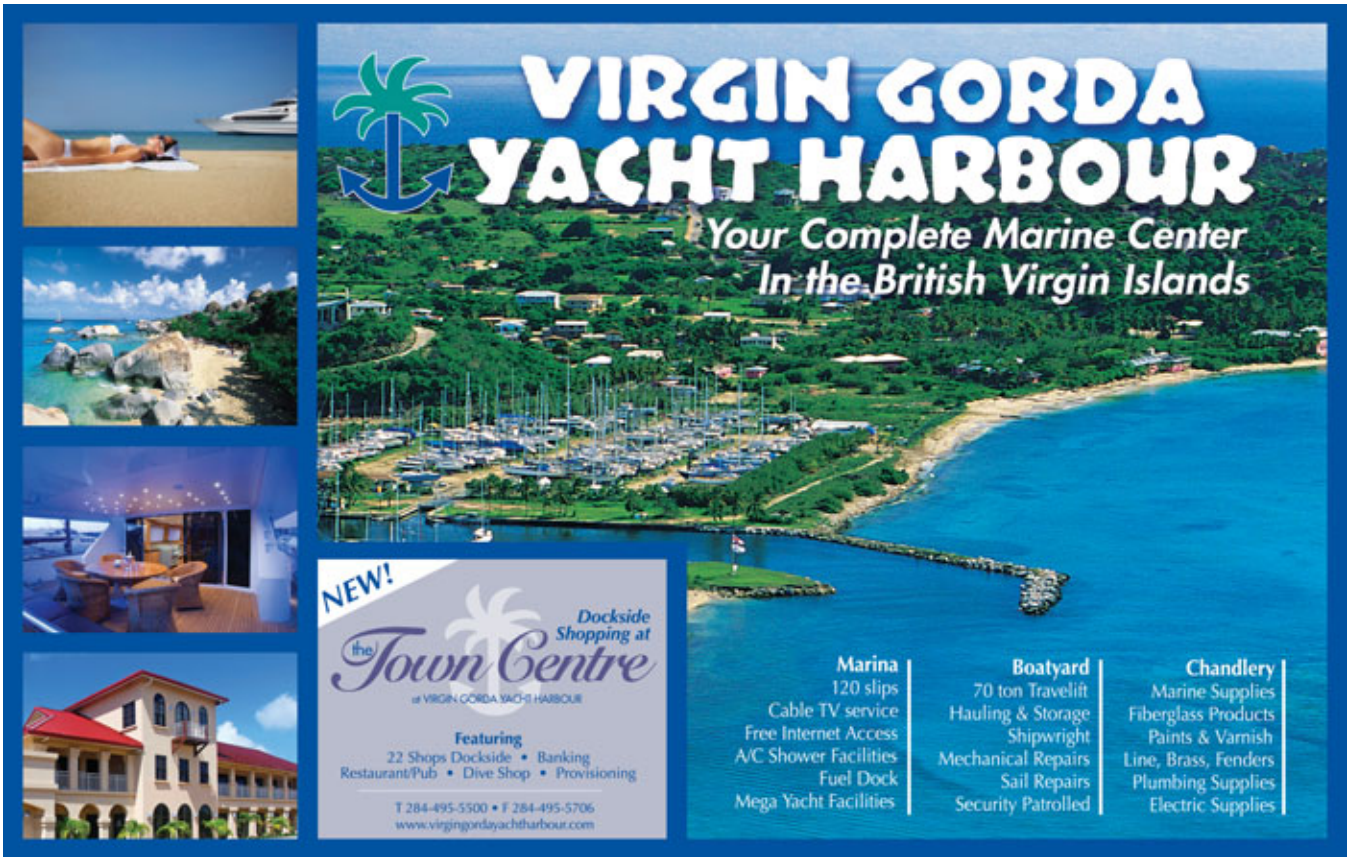
World ARC 2012 Entry List Open

World ARC, the round the world yacht rally, is gearing up for another circumnavigation and the entry list has opened for the 2012 edition. World ARC 2012 will leave St. Lucia in January 2012, cruising across the World's great oceans on a circumnavigation of the globe, returning to the Caribbean 16 months later.

Twenty-nine yachts from 13 nations are currently participating in the 2010 Rally, which set off from St. Lucia in January. Since then they have cruised into the Pacific via the Panama Canal, down to Ecuador and on to the Galapagos Islands and the Marquesas. During April and May, they cruised through the Marquesas, Tuamotos and Society Islands before departing from Bora Bora in mid-May heading towards the Cook Islands, Tonga, Fiji and Vanuatu. As this issue of *Compass* goes to press, the fleet is in Australia, regrouping for the leg across the top of Australia to Darwin and the start of the Indian Ocean stage.

The daily logs being uploaded onto the World ARC website provide insights into the experience — see www.worldcruising.com/worldarc2010/dailylogs.aspx.

For more information visit www.worldcruising.com/worldarc.aspx.



THE FORGOTTEN CARIBBEAN BY FRANK VIRGINTINO



Isla Saona, a national park, is an idyllic spot to start a 'forgotten Caribbean' cruise

Part One: SOUTH COAST OF THE DOMINICAN REPUBLIC

When "the Caribbean" is discussed by cruising sailors and cruising guide authors, it is generally meant to denote the Eastern Caribbean**:** the Lesser Antilles.

The Caribbean 1500 yacht rally leaves the Chesapeake Bay in late fall of each year and heads for the British Virgin Islands. Many refer to this trip as "coming south to the Caribbean". The lure of the Virgin Islands, Antigua and points south such as Grenada has always stirred our visions of palm trees and warm weather, of white sand beaches and beautiful coves. Additionally, as most sailors coming south come from Canada and the United States, the vast majority speaks English and is comfortable with those islands that use the English language.

The result of our mindset has been to create the "beaten track". It is not a bad track, just one that has been sailed so many times.

The Caribbean is Much Larger

The Caribbean is actually a much larger geographic location than just the Lesser Antilles (the Virgin, Leeward and Windward Islands). It encompasses islands that include Cuba and Hispaniola — the two largest in the Caribbean — as well as many others including the ABC islands: Aruba, Curaçao and Bonaire. It also includes Jamaica, the Cayman Islands, Puerto Rico and the San Blas Islands.

Mainland countries such as Venezuela and Colombia are also part of the Caribbean; so are Central American countries that border the Caribbean Sea. Most sailors would agree that the Caribbean extends from Cuba in the northwest to Trinidad in the southeast and includes everything in between.

How is it then that the Lesser Antilles so dominate the sailing spirit of the cruising community that they are the islands most visited, when in fact they are out east and thus, except for those sailors arriving from across the Atlantic, the hardest to get to? Simply put, we accept what we are told and we have been told that the Eastern Caribbean is *the* place to cruise in the Caribbean. Yet if you look at the map on page 4 of this issue of *Compass*, you'll see that either Cuba or Hispaniola (the Dominican Republic and Haiti) could easily encompass virtually every other island in the Caribbean and have space left over. However, our perception of those islands is that they are hard to negotiate because they are Spanish speaking, or in the case of Haiti, French speaking. Jamaica is English speaking but has had bouts of high crime that has kept sailors away. Cuba has a different problem: for US citizens, it is off limits.

The result is that the western part of the Caribbean, and in particular the northwestern part, has been forgotten. This area is not frequently cruised as a destination but used more for stopping points on the way east. Luperón, on the north shore of the Dominican Republic, is an excellent example. Those cruising boats that come south from the East Coast of the US and do not take the offshore route take the "thorny path". That path is taken by island hopping through the Bahamas and the Turks & Caicos and then going southeast to Luperón. From Luperón one makes one's easting along the north shore of the Dominican Republic, not as a cruising destination but as a means to get to the Mona Passage to transit the south shore of Puerto Rico to the Virgin Islands. The Dominican Republic is overlooked, and all of its immense shoreline and many virgin and pristine harbors bypassed.

Easier Easting

We could, as an alternative, come through the Windward Passage on a reach and avoid all that beating to windward. The Windward Passage, which cuts between Haiti to port and Cuba to starboard, is usually a reach to a broad reach headed south. It is a safe passage without a need to call at any harbor in Haiti or Cuba. The US naval base is at Guantánamo at the southeast corner of Cuba and the US-owned island of Navassa is just west of the corner of Haiti. (The United States uses Navassa from time to time to stage naval vessels that work at drug interdiction.) Going through the Windward Passage is normally an enjoyable sail under prevailing conditions, and a safe one as well.

Once through the Passage, to starboard is Jamaica — an easy landfall with the wind and current in your favor. To port is the island of Ile-à-Vache, Haiti, which is both beautiful and very safe. And then you have the south coast of the Dominican Republic. Because the DR is so mountainous, after sunset the heavy cold air from the mountaintop falls to sea level (katabatic wind) and causes a stall of the tradewinds within a three- to five-mile shadow of the coast. As a result, easting is not difficult. Other times, if it is early in the tradewind season, a Norther will come through and allow you to sail on a close reach while going east, but unlike on the north shore, you will not be on a lee shore and will not have the Atlantic swell and sea to contend with.

However you get to the Northwest Caribbean, you will not be disappointed.

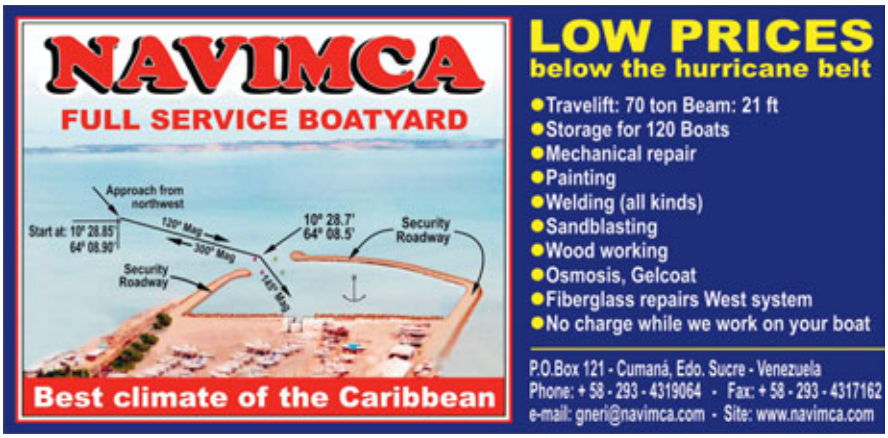
A West-Bound Cruise



Let's take a cruise from the eastern end of the Dominican Republic to the western end of Jamaica. In such a cruise we can experience the Caribbean and its culture through three different colonial lenses — Spanish, French and English — as well as experience the current contemporary cultures. The DR is filled with inland excursions, extraordinary anchorages and harbors, and Latin music and culture. Ile-à-Vache, Haiti is the best example of Haitian culture in a setting that is both beautiful and safe. The island has no cars, no electricity and is equivalent to a visit back in time. Visiting Jamaica, "the island of wood and water" as it was once called, is an experience that has no equal in the Caribbean. It is the center of Caribbean-African culture and art and a visit will leave you with impressions that will last a lifetime. The Blue Mountains, Jamaican coffee, jerk pork and chicken and Red Stripe Beer are all unique. Best of all, you will see Jamaican smiles and Jamaican sunsets.

How much time the entire trip from the eastern DR to western Jamaica would take depends on how much detail you want out of the trip, but an entire cruising season (November through June) would not be too much.

—Continued on next page



Crossword Solution

ACROSS
1) REGULUS
6) MIA
9) NIGHT
10) WISH
11) ARIA
15) ANTARES
17) ORB
19) UP
20) ALTAIR
21) VEGA
22) STAR
24) AST
25) DUBHE
27) LIT
28) DENEB
29) SEA
30) SOUTH
32) DIPPER
34) SET
35) AQUARIUS
38) SHIP
39) BINARY
40) CYGNUS
43) MINIAPP
44) BEARER
47) LOL
48) NAVIGATE
49) COAL
50) TAURUS
51) DUST
52) HER

DOWN
1) ROAD
2) GAIA
3) URSA
4) DIM
5) WHEEL
6) MINOR
7) IS
8) AHAB
12) ANKAA
13) REPAID
14) BOARD
16) RUT
18) GEMINI
20) ALDEBARAN
22) STEER
23) RED
26) BATS
29) SEE
30) SOU
31) HEMISPHERE
32) DOUBLE
33) BUOY
36) CAPELLA
37) BY
38) SPICA
40) CORVIS
41) UM
42) SIRIUS
44) BOAT
45) REAR
46) MAID

—Continued from previous page

The DR's South Coast

ISLA SAONA AND CASA DE CAMPO

We find ourselves anchored off of the southeastern end of the Dominican Republic at the island of Saona. The island is part of a national park reserve and is virgin: there are no hotels or infrastructure. Over the 42 square miles of the island, you will find only a few small settlements and fishermen's shacks.

Day-trippers take tourists (from Bayahibe, just to the west) to the island to spend the day on catamarans or powerboats. The sand on the beach is as white as any you will find in the Caribbean and the water turquoise and clear. We are anchored in ten feet of water at the northwest corner of the island and will spend the day gunkholing Paso de Catuano, which is the pass between the mainland of the DR and the island of Saona. There are two cays at the eastern end, facing the Mona Passage, and we can spend our day there swimming and exploring. We were fortunate in the morning to hail a Dominican fisherman to our boat and we purchased some beautiful fresh snapper for a price that we did not expect (pleasantly). When we returned to the boat we cooked the fresh fish with rice before watching a great sunset as we listened to *bachata*, the typical music of the DR.



Take a taste of 16th century Europe at Altos de Chavon

In the morning we head a few miles west and call at the Casa de Campo Marina. This will be our splurge on this part of the trip. After getting our slip assignment, we spend the rest of the day in the marina area, which is fashioned after Portofino, Italy. We will take a little lunch in the courtyard with beautiful views of the harbor. The next morning we can go to Altos de Chavon, which is located within the Casa de Campo complex. Altos de Chavon is a replica of a 16th century Mediterranean town, complete with Coliseum. As we walk the cobblestone streets we notice that we are elevated and that we have wonderful views of the river and landscapes below.

BOCA CHICA AND INLAND TRIPS

The following morning we continue west. We have the current with us as well as a 20-knot easterly, which is the prevailing tradewind. We head for Boca Chica, a harbor located just a few miles east of Santo Domingo, the capital of the Dominican Republic. The sail is good and we make Boca Chica easily by mid-afternoon. Once inside the harbor we can anchor or take a mooring or slip at the marina facilities, which are new and very accommodating. Boca Chica is a tourist town filled with Latin music and restaurants. There are miles of white sand beaches.

From Boca Chica we can easily access Santo Domingo where we can visit the old colonial city. Santo Domingo is so large and so modern that we can also restock our boat at any one of the immense supermarkets as well as hunt down some replacement parts we might need. If we are inclined we can head inland the following day and visit the mountain towns of Jarabacoa and Constanza. The DR has the highest mountain range in the Caribbean, with Pico Duarte being over 10,000 feet high. The mountain towns are filled with artists' colonies, waterfalls and beautiful panoramas.

From Boca Chica we head west to Las Salinas and Palmar de Ocoa (Province of Bani). These two towns are located at the east side of the bay just west of Punta Beata.

LAS SALINAS TO ISLA BEATA

Both Las Salinas and Palmar de Ocoa, six miles north of Las Salinas, are small towns in the south of the DR, which area is largely agricultural. The scenery and the anchorages are beyond description.

Across the bay is the town of Barahona (Province of Barahona). If we choose to sail across the bay we can obtain a safe anchorage close to the Coast Guard station and then make our excursion inland to Lago Enriquillo. Lake Enriquillo is the largest lake and lowest point in the Caribbean, and the lowest point on any ocean island. It is one of only a few saltwater lakes in the world inhabited by crocodiles. You will find the vast majority of them going about their business on Isla Cabritos, an island in the lake. There is also a plethora of other wildlife.

Once we depart from Barahona we head down the bay to Isla Beata; a short sail of just a few hours with the wind on our beam or aft of it. We can cut through the Beata Channel, which carries a controlling depth of about 12 feet. Once through the channel we round up at the northwest corner of the island and drop anchor in ten feet of clear water. We wonder why there are no other sailboats anchored here. The boat is still and the fishermen have finished for the day. We watch the sunset to the west and call it a day.

BAHIA DE LAS AGUILAS

The next day we make our last port of call in the DR: Bahia de las Aguilas (Province of Perdenales). It is less than a two-hour sail north of Isla Beata. The Bay of Eagles is a bay of approximately five miles' span. There are no roads, homes or hotels. You will see only a white sand beach — and miles of it. Our anchor will drop in clear, clear water and we will be protected from wind and sea in normal tradewind conditions.

There are a few fishermen going about their business, but otherwise no one else is there. After we have anchored in the northwest part of the bay we can dinghy to the beach where we find no footsteps in the sand.

In General

For those that have yet to cruise the Dominican Republic, there are a number of questions that should be addressed. You do not need to speak Spanish but if you do speak a little, it is helpful. As far as safety is concerned, I know of no reports of any attack against a cruising sailboat in the Dominican Republic. Some ports have had reported dinghy and outboard motor theft, but not where proper prevention was taken. The authorities are friendly but can appear intimidating as they are in military uniform. Most are quite nice; a few will try to push you for tips and gifts. Clearing in and out of the DR is fairly straightforward and can be accomplished in any one of many ports in the country.

For detailed information on the DR relating to cruising through the country, see the free cruising guide, which can be easily downloaded at www.dominicanrepubliccruisingguide.com.

Next month we will set sail from Bahia de las Aguilas to Ile-à-Vache, Haiti.



ISLA PROVIDENCIA

by Bernie Katchor

Australia 31, our 43-foot ketch, had been waiting for me and my wife Yvonne in Isla Mujeres, Mexico, for eight months and was itching for a sail. Good-byeing all our friends, saying, as one does, "we will meet again", not really knowing if this will happen, we headed out to sea with promise of a favorable forecast, all sails set.

Sailing south towards Honduras, we moved rapidly along through the water but the Gulf Stream current held us back. Progress was far too slow so we tacked for Cuba. After a few hours this too seemed futile, as we were being pushed north by the current, so back to the south again. For five days, we repeated this process, sometimes once a day, often many times a day, and made only 300 miles away from Isla Mujeres.

Decision time. Cuba was appealing but now was too far away and Honduras, if we made it, was a long way to the west. As we intended to pass through the Panama Canal, we headed through the banks towards Providencia. The wind god agreed and we made 300 miles in two days, sighting the spectacular green peaks of Providencia on our horizon as we bowled along.

Cutting inside the lead light we sailed between the reds and greens (USA system: red right return, not like most of the world, which is opposite). The folk from the Northwest Caribbean Net (6209 frequency at 1400 Zulu), who took our position twice a day and gave us weather reports, told us to go carefully between the beacons as reef abounds.

Dropping all sail, we motored into nine feet of water and the anchor bit.

We were deep in a bay protected from all but a westerly wind. All around us was the green of Providencia's jagged hills with scattered houses and churches by the dozen near the shore, an appealing sight after a week of bobbing about. Connected by a 500-metre decrepit bridge at the head of the bay on our west side was Catalina Island, with a long paved walk along its shore and, again, scattered, very colourful houses.

Cold beer in one hand, binoculars in the other, we absorbed the grand sight. "This gives me a good feeling. We will be here for a while," Yvonne said and I murmured agreement.

I found a Colombian flag and the yellow quarantine flag and hoisted them — better late than never — and we showered and slept.

Next morning we headed for the wharf and found a dock to tie the dinghy. The friendly people of Providencia greeted us. People called to us, "Good morning," and there were many "Allrights". English was spoken everywhere, to my joy. Ten years cruising in Spanish-speaking countries and still, I have no Spanish.

To a person, Providencians tell us how lucky they are to be there and how they love their island and will never leave. This is unique to Providencia, as inhabitants wherever we sail often talk about greener grasses somewhere else.

"Do not lock your dinghy; everything is safe here", one cried, and more "Allrights", flowed as we surveyed our surroundings. Christmas was coming in 14 days and the decorative lights for the square we landed on were almost ready. For a week, a group of men with a larger group of advisers had been trying to get power to the maze of wires stretching around the square. Work ceased as our desires of clearing Customs and Immigration were discussed.

"Mr. Bush is the man you have to see," the Immigration officer told us (as he was helping with the lights).

We wandered along turning left up a hill, passing three supermarkets with the possibility of fresh produce. Finally we found Mr. Bush. Everyone wanted to help and some had no idea where Mr. Bush lived but as usual, in the Third World, gave imaginary directions. A tall, quiet gentleman, Mr. Bush bade us sit in rocking chairs on his upstairs balcony where we enjoyed the colour of Providencia passing in the street below. Brilliantly clothed people with skin tones ranging from coal black to lily white and every shade between drove myriads of motorcycles. The most beautiful women walked by, and I thanked their Colombian blood for this. There are only 17 kilometers of road around the island but it seemed everyone had a motorcycle and a cell phone into which they shouted as they drove by.

Mr. Bush appeared with the port master and we sat around filling out forms. Next, we walked with Mr. Bush to Immigration and as we approached, the Immigration man left the mess of the lights and we sat in his office. One minute later, he was telling us we could collect our passports later that afternoon. Mr. Bush was a wealth of knowledge and included in his fee of US$100 was unlimited information, on a daily basis if necessary — where to buy this, where to fix that. The enthusiastic tourist office personnel were also a great help as to where to go and what to do.

The passports were another story. After three days Yvonne asked what the problem was. Shrugging his shoulders the man told her the stamp for the passports is issued to a certain person and that person is on holidays but he may be back soon and we will get our passports returned then.

There are many walks on the island and we crossed the bridge, which is floating in parts and has steps rising in the middle to allow fishing dinghies to pass under. Isla Catalina was spotlessly clean, as was Providencia, and we began walking along the shore on the paved concrete walkway. At each house, we were questioned as to where we came from and details of our family and, most importantly how we liked their island. Again, every one told us how they adored their islands and we could see many reasons for this. One old man told us he had not crossed the bridge from Catalina to Providencia for 11 years, as it was too busy over there.

At the end of the walkway we climbed hundreds of steps over a hill on which is situated a fort, with a couple of cannons to prove the point. Then we clambered back down an equal number of steps along a dirt trail with rich green jungle growth alternating with tiny beaches. A half hour later, we were at a large rock shaped like a head, Morgan's Head, named after Morgan the pirate, who used Providencia as a base and is revered. On Providencia, above the Catholic Church, is a hill with a deep crevice at its summit which the locals call Morgan's Arse.

Around the point were lush coconut tree-covered beaches and later we explored all of these in the dinghy. Coconut trees by the thousands clung precariously to stony cliffs that swept down to tiny beaches. Caves abounded, some with bat colonies. One was called Morgan's Cave, naturally.

There were many jobs to do aboard but we fitted in a long walk each morning taking a different route. We found that if you see fresh fruit or vegetables in a "supermarket" or stall, you should buy it on the spot. It may not be there an hour later and then may be unavailable for a week. It was explained that the population is from pirate and fishing stock, and vegetables and fruit are not grown commercially, apart from for one's own use, but this will happen one day. Everything comes from San Andreas, an island every Providencian told us was dangerous and definitely undesirable.

Tourism only attracts 14,000 persons annually, mainly from Colombia. The island needs more tourists. There are pleasant hotels and resorts. Diving is popular, as are the tranquil walks. The governing body of Providencia is strict on foreigners, even Colombian nationals, and six months is all you can stay on the island even if you own a house. This has kept the population at a reasonable 4,000. Too many islands, such as San Andreas, have allowed unlimited immigration, over-taxing resources with sad results.

One morning at 0600 we dinghied to the wharf where two motorcycles awaited us. We were to climb the highest peak on the island with a guide who, thankfully, would carry our pack of water and lunch.

With the fresh island air on our faces, we sped halfway around the island to Bottom Hill. People walking on the narrow road waved at us and we passed many brightly painted houses. The islanders love colour on clothes, vehicles, and houses.

Racism does not exist amongst the people of Providencia and all get along well. The Police and other public servants are from Colombia itself, however, speak no English, and seem left out of the bubbling community spirit.

STEVE JOST



'We were deep in a bay protected from all but a westerly wind. All around us was the green of Providencia's jagged hills...'

Arriving at the trail, we took up our walking sticks and followed our guide who pointed out birds and points of interest. He gave the birds local names such as Old Man Bird. "That is a mangrove cuckoo," my wife, a bird specialist, corrected.

"No, it is 'old man bird'," José repeated. I had to intervene as the bird book was being pulled out to prove the "real" name and said, "Yvonne, his grandfather called it 'old man', let it be 'old man bird' for his grandchildren too."

The climb along the dry creek bed surrounded by semi-tropical jungle was arduous and we rested often. After two hours we came to sunlight and palm trees as we walked on. The trail steepened and we puffed on for another hour. It was a thrill to be at the top. The view all around was spectacular. The crisp white line of the surf indicated the reef edge of the coral reefs that encircle Providencia. Beyond it was the blue-black ocean and inside the multi-coloured blues, greens and browns of shallow reef. Below us to the northwest was the bay between the two islands and this view was enhanced by our sailboat. Lunch was a pleasure with this vista below.

The descent took only an hour but without our sticks to balance us, it too would have been difficult.

The motorbikes continued around the island to get back to the dinghy and we passed many delightful beaches at high speed.

Dinghying to a few places we found fine snorkeling around the islands.

Every job took a day. We went to get propane but our new USA bottle, with all the safety precautions that USA citizens need, could not be filled with the equipment on the island. I asked to change the tap and it was done and the bottle filled. We spent hours talking to people and learning about the island while we waited. Another day gone but enjoyed.

Mr. Bush advised whom to see to rethread a Staylock fitting. "If he cannot do it then it cannot be done on the island," he told me grimly. In 20 minutes, it was done, albeit with different threads, and our mast will not fall. "Buy me a soda," was the cost. Surely, this is the way the world should be.

They made great whole-meal bread on the island but after four days of it being "sold out", I asked what time I should call at the shop to buy it. I was told, "We have no whole-meal flour until next year." Things run out on the island. "This is the first Christmas we have propane for sale," the filler told me.

It is good that the peacefulness and ambience of Providencia are being guarded by the people. They are determined their treasure will not be overrun by settlers and the land will be protected from developers. Accordingly, I believe Providencia will remain as it is and not develop in the heartbreaking way many other one-time island treasures have. Go visit.

Editor's note: Friends of the Katchor's will be sad to learn that in July, while sailing to Raiatea in the Pacific, Yvonne suffered a cerebral embolism and as of this writing is in a coma. Well-wishers can e-mail Bernie at Bernie@berniekatchor.com.

SALT DEMANDS MORE. VERADO DELIVERS.

MERCURY VERADO

Unmatched FourStroke Performance



SUPERCHARGED POWER

Unmatched torque for quick holeshots, initial acceleration and sustained planing at lower speeds.



UNMATCHED RELIABILITY

Saltwater tough thanks to stainless steel, exclusive alloys and the industry's only three-year corrosion failure warranty.

THREE 3 YEAR CORROSION WARRANTY



ULTIMATE CONTROL

Automotive-like control, instant throttle response and smooth shifting with Digital Throttle & Shift (DTS).

SmartCraft DTS



QUIET BY DESIGN

Advanced components reduce engine noise, resulting in the Verado® best-in-class sound rating.



www.mercurymarinelac.com

ANTIGUA
Paradise Boat Sales
St. Johns
+268-562-7125

BAHAMAS
Lightbourne Marine
Nassau
+242-393-5285

National Marine Limited
Marsh Harbour
+242-367-2326

Out-Board Services Limited
Freeport
+242-352-9246

Spanish Wells Marine
& Hardware Co. Ltd.
Spanish Wells
+242-333-4139

BARBADOS
BC Hightide Watersports Ltd
Porters
+246-432-0931

BELIZE
Belize Diesel & Equipment Co.
Belize City
+501-223-5668

William Quan & Co.
Belize City
+501-2-27-2264

BERMUDA
Pearman Watlington & Co Ltd.
Hamilton
+441-295-3232

BRITISH VIRGIN ISLANDS
Marine Power Service Ltd.
Tortola
+284-494-2738

CAYMAN ISLANDS
Scott's Industries Ltd.
Grand Cayman
+345-949-4186

DOMINICA
Dominica Marine Center Inc.
Roseau
+767-448-2705

DOMINICAN REPUBLIC
Auto Marina S.A.
Santo Domingo
+809-565-6576

FRENCH GUIANA
Sovale s.a.s.
Cayenne Cedex
+594-594-359-777

FRENCH WEST INDIES
MADCO
St. Martin
+590-590-510-540

Puces Nautiques
Martinique
+596-596-637-549

S.A.D
Guadeloupe
+590-590-269-797

GRENADA
Anro Agencies Ltd.
St George's
+473-444-2220

GUYANA
W & H Rambaran Marine
Georgetown
+592-226-4523

HAITI
La Filieree Congelee S.A.
Port-au-Prince
+509-2-222-6161

JAMAICA
Jamaica Marine World Limited
Kingston 11
+876-757-8456

NETHERLANDS ANTILLES
Boat and Fishing Paradise
Aruba
+297-588-1316

Caribbean Nautical
Sales and Service Distributors
Curaçao & Bonaire
+599-9-563-7478

Island Waterworld Offshore Inc.
St. Maarten
+599-544-5310

Websters Marine Service Center
Curaçao
+599-9-560-6146

PANAMA
Chikos Internacional
+507-2-25-6331

PUERTO RICO
Marina Costa Azul
Lajas
+787-899-1179

Marine World Distributors Inc.
San Juan
+787-287-0888

Puerto Rico Nautic Inc.
San Juan
+787-282-6565

SAINT LUCIA
A1 Island Marine Supplies Inc.
Castries
+758-452-9404

SAINT VINCENT AND THE GRENADINES
St. Vincent Yacht Club
+784-528-8422

SURINAME
CHM Suriname N.V.
Paramaribo
+597-471-166

Howard Marine N.V.
Paramaribo
+597-474-897

TRINIDAD AND TOBAGO
Corsa Marine
San Fernando
+868-657-4723

TURKS AND CAICOS ISLANDS
Sherlock Walkin & Sons
Providenciales
+649-9-46-4411

VENEZUELA
A&F Marine Center
Maracaibo
+261-752-9511

Corporacion Alba
Valencia
+241-842-1644

Engine Service Marine
Caracas
+212-267-9398

Protienda C.A.
Barcelona
+281-286-5843

U.S. VIRGIN ISLANDS
East End Marine (Budget)
Christiansted
+340-513-8239

Ruans Marine Service
St.Thomas
+340-775-6595

MERCURY Latin America & Caribbean

JOTUN

FOR THE BEST IN VESSEL PROTECTION
ABOVE AND BELOW WATER

HIGH PERFORMANCE ANTIFOULINGS FOR TROPICAL WATERS:

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

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

Technical Information and Dealer Inquiries:
ECHO-MARINE - QUALITY COATINGS,
TRINIDAD
Tel.:+1 868 634 4144 or 1072
email: jotun@echo-marine.com
JOTUN is also available at all Trinidadian shipyards as well as all branches of
ISLAND WATER WORLD + + + +
BEQUIA VENTURE in the GRENADINES
bequiaventure@vincysurf.com / (784) 458 3319



GRENADA MARINE



We love boats!

Offering a full range of specialty chocking & storage options
. Steel Cradles .
. Tiedown Anchors throughout the yard .
. Mast Removal & Storage .
. Designated Storage Areas by boat type .

70 ton Travelift
Awl Grip Painting
Exotic Composite & Fiberglass
Rigging
Canvas / Sail Loft
Electronic / Electrical
Mechanical
Metal Fabrication & Welding
Custom Woodworking
Restaurant & Bar
Moorings
Free Wi-Fi

Island Water World onsite
HOTVAC HULL CURE
YANMAR marine
VOLVO PENTA
Perkins

www.grenadamarine.com
Tel: +473 443-1667
info@grenadamarine.com
Fax: +473 443-1668

The Pandora Awards: SEASON 2009-2010

by Nicola Cornwell

As the sun sets on another season of cruising the islands, it's time again to celebrate those places and people that have achieved standards of 'par excellence'. Your dedicated crew of the good ship *Pandora* have diligently been collating all the evidence and are now ready to publish. Yes, start the fanfare, break out the champagne, people — here are this season's "Pandora Awards", in our opinion, the best of the best.



The author celebrates the best of another season

Anchorage for peace and quiet: Chatham Bay, Union Island

With no roads to it, coupled with no WiFi or even a mobile phone signal, and just a couple of beach bars, this large, green hill-framed bay is a haven for the yachtie looking to get away from it all — just as long as you don't mind sharing it with the fish and the pelicans.

Bar: Firefly, Mustique

Basil's is the famous one, but up the hill Firefly is the place to go for the sunset view over your boat in Britannia Bay, the sensational martini cocktails mixed by Patrick (the best barman ever), and the salted toasted coconut that goes with them.

Beach Bar: Sun Beach & Eat, Chatham Bay, Union Island

Vanessa and Seckie's Bar is a shack powered by a car battery, but after Seckie has cooked your lobster on an outdoor fire, and Vanessa mixes a rum punch with fresh nutmeg and you sit with your toes in the sand gazing at the tranquil crescent of Chatham Bay, you know this is the definition of a good beach bar.

Beach (leeward): Paradise Beach, Carriacou

A perfectly calm, white-edged crescent with see-through water and a view across to Union Island. Just a couple of sleepy beach bars, a couple of fishing boats and some very large starfish complete the picture.

Beach (windward): Macaroni Beach, Mustique

Still the most fun you can have in the sea without a boat or a snorkel. The regular but safe big waves and shady nooks to recover never fail to please.

Beer: Stag, Grenada

A lovely hoppy tang that refreshes as it should but still has some bite. Matched only by Hairoun Gold in St. Vincent & the Grenadines.

Best thing we bought for the boat: Bimini from Grenadines Sails, Bequia

It's huge (the largest Avell has ever made), it cleverly folds back into a mini-bimini when we sail, and yet its clean lines still stop it from looking like a tent. We love it.

Boat Boy and Tour Guide: 'Seacat', Roseau, Dominica

To appreciate what Dominica has to offer you simply can't do without a guide and Octavius Leguy (better known as Seacat) is your best man for the job. His knowledge of everything from island botany to the best hikes and sights is fantastic and his genuine enthusiasm for the task is infectious. Plus he has secure moorings, can get you hooked to the internet and he'll take care of your washing while you're out taking in the scenery. Indispensable.



Octavius 'Seacat' Leguy, Pandora's award-winning tour guide in Dominica

Meanwhile, Faustin Alexis based in Portsmouth runs a very close second.

Bread: De Breadman, Grenada

Lovingly crafted and individually numbered, these heavy loaves of goodness are free of the sugar and artificial preservatives so prevalent in the imported American sliced offerings that you usually find. You can locate them at IGA in Spiceland Mall and Foodland near the lagoon.

Chandlery: Budget Marine, Grenada

It may be part of a chain and not the biggest store in the Caribbean but it's a winner purely because of its staff. Led superbly by manager Nicholas George, for whom nothing is too much trouble, and typified by the always-smiling lady at the checkout who only needs to meet you once to know your boat name for the rest of the season.

Cocktail: 'The Pandora'

Shameless self-promotion admitted, but honestly this has undergone rigorous research and testing and is our favourite sunset tipple. Go on, try it for yourself:

A generous measure of Mount Gay Rum, a slug of ginger syrup (the sirop de gingembre *from the French islands is best), topped up with pink grapefruit juice and plenty of ice. Serve in a tall glass.*

Customs and Immigration: Any French Island

It's still the French who make this cruising "necessary evil" the most efficient and painless.

But credit must also go to Dominica with their one stop check-in and check-out process (providing you are staying less than two weeks), even if finding the Customs office in Roseau is harder than locating a smile on a BVI Customs officer's face.

DVD Rental and Book Swap: Erika's Marine Services, Union Island

From Spanish and French art house films (e.g. *Jean de Florette*) and slushy classics (*Breakfast at Tiffany's*) through comedies to Hollywood's latest offerings and TV series box sets, Erika's is the only excuse to drag your eyes away from the scenery and onto your boat's small screen. The book swap is equally broad ranging.

—Continued on next page

—Continued from previous page

Event: Antigua Classic Yacht Regatta

Possibly more like a beauty parade than a regatta, this annual gathering of extraordinary nautical design and painstaking maintenance is a visual feast for the eyes. The addition of some classy parties and the location of Antigua's historic south coast make this well worth a date for your diaries for next year — April 14th through 19th, 2011.

For afternoon of decadence: Nikki Beach Club, St. Barth's

In this most hedonistic of islands, nothing makes you feel more "St. Tropez de Carib" than Nikki Beach. Sip sexy cocktails, gorge on fresh sushi then lie back on the white linen-covered day beds soothed by the sounds of the mellow house DJ.

For therapeutic rest and relaxation: Screws Spa, Wotten Waven, Dominica

Capturing naturally occurring hot sulphur springs, the rather unfortunately named Screws Spa diverts them into a cascading series of picturesque pools of varying degrees of temperature, where you wallow to your heart's content and finish with an invigorating cold-pool splash. You'll feel like a million dollars afterwards and will have only spent twenty! Heaven.

Fuel Dock: B & C Fuels, Petite Martinique

Easy access with a big dock pointing into the wind, coupled with quality fuel (diesel and gasoline) at bargain prices make the stop well worth it. While you're there, pop to Matthew's down the road for duty-free booze and you'll be properly fuelled up for your travels.

Internet Café: Bougainvilla Hotel, Union Island

Not really an internet café, but a bar with free WiFi and very comfy sofas. Whether you're wanting to check your e-mails at breakfast with a strong espresso or update facebook at Happy Hour, this place is open seven days a week from early to late and is a very civilised location to get connected.

Laundry: Maude's Laundry, All Saints, Antigua

The peerless (and very tall) Maude stands literally and figuratively head and shoulders above the competition in a very crowded class. She says she'll wash, fold and deliver but what she won't say is that your clothes will come back so totally re-invigorated and immaculately presented that you'll almost be embarrassed to sully them by wearing them.

Local Food Store: Doris' Fresh Foods, Bequia

Her unnerving ability of knowing just what it is that you've been missing but didn't know it (like the excellent St. Vincent ginger yoghurt) and locating it on her tightly packed shelves makes Doris a winner again. Just don't go there when you are hungry!

Location with a view: by the church, Mayreau

At the top of the only road on the island, just above the Catholic church, the 360-degree view from the hill will give you as far as St. Vincent to the north, Grenada in the south and all bits in between. But it's the view out east to the Tobago Cays that is probably the most special.

Marina: Marigot Bay Marina, St. Lucia

The personal touch of Bob and his fabulous team, combined with the gorgeous setting and the access to five-star resort facilities make this a winner again.

Mechanic: Quick & Reliable Mechanical Services, Rodney Bay, St. Lucia

Unfailingly prompt, polite, hard-working and with a very reasonable rate, Alwin Augustin may not be imaginative with company names but he does live up to his. After he finished, our generator was purring like a contented cat.

Most amazing moments: seeing dolphins, humpback whales and manta rays

A big thank-you to the dolphins that cheered us up in the middle of a 30-knot squall near Guadeloupe, the humpbacks that put on a splashy show on the way to Nevis, and the massive manta ray that cruised the breaking surf at Macaroni Beach in Mustique. You were all wonderful.

Most underrated island: St. Vincent

With an occasional reputation as the bad pirate of the Caribbean, the truth and/or the rumours overshadow the fact that the breadbasket of the southern Caribbean is a stunning, verdant, lush island with breathtaking vistas and a fabulous Saturday morning fruit and veg market. Even if you just take the ferry there from Bequia, you owe it to yourself to take a look and make up your own mind.

Naturally beautiful place: Ti Tou Gorge, Dominica

On an island blessed with spectacular beauty it's hard to pick just one place, but Ti Tou Gorge is an enchanting watery grotto punctuated with occasional shafts of brilliant sunlight that you swim through to a waterfall at the end. Totally magical.

Restaurant (dinner): Ti Kez La, Terre de Haut, les Saintes

Combine a beachside location and chef who trained with Pierre Kauffman at the Savoy in London and the result is exquisitely beautiful food that tastes amazing, too.

Restaurant (local): BB's Crabback, St. George's, Grenada



Brian Benjamin of BB's Crabback restaurant in Grenada is tickled to be chosen

Brian Benjamin takes food from his farm and other locally sourced fresh ingredients and spins them into flavour sensations that leap from the plate to your grateful palate.

Restaurant (lunch): Golden Rock Inn, Gingerland, Nevis

Newly restored with a blend of modern design while preserving the original heritage means the setting, the view towards Montserrat and the lobster salad are well worth a stop on the tour of historic Gingerland.

Rum: Dark - Mount Gay, Barbados; White - Rhum Bologne, Guadeloupe

Barbados may not be on the regular cruisers' path, but its quality rum always is, and rightly so — the best dark all-rounder by far. But for white rum, and the *Pandora* favourite, 'Ti Punch, only that made in Guadeloupe will do. Fortunately they do sell it in 4.5-litre casks.

Supermarket: L'Epicurean, St. John's, Antigua

The only serious contender worthy of competition with the awesome hypermarkets of the French islands of St. Martin and Martinique. Worth a taxi ride to load up, or a visit to Jolly Harbour where they have a second store.

T-shirts: Fidel Productions, Carriacou

Sandra Presig and her team take a variety of local art and carefully print it on quality T-shirts, creating by far the most wearable (and durable) T-shirts in the Caribbean.

Yachtie service: Cruiser's Net, Grenada

7:30AM every day except Sundays on VHF channel 68, and you can find out about everything from the weather to "Treasures of the Bilge" and who's playing live music where. An invaluable free resource, the major credit of which should go to the ever-cheerful Jonathan of Island Water World.

Nicola Cornwell and Mike Wilkie have been living aboard Pandora, *a Hanse 470e yacht, and cruising the islands for the past two seasons.*



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

curacao MARINE

phone.+ (5999) 4658936 email. info@curacaomarine.com visit. www.curacaomarine.com



On Curaçao there was a need
for an inexpensive Chandlery
without compromising quality and service.

That is how ABC MARINE was born.

ALL YOU NEED FOR BOATING & FISHING

Caracasbaaiweg 158 - Curaçao - Neth. Antilles

Ph (+5999) 461 4476 Fax (+5999) 461 4925

bas@abcboatsnv.com www.abcboatsnv.com

Open Monday - Friday 08.30 - 17.30
Saturday 09.00 - 13.00

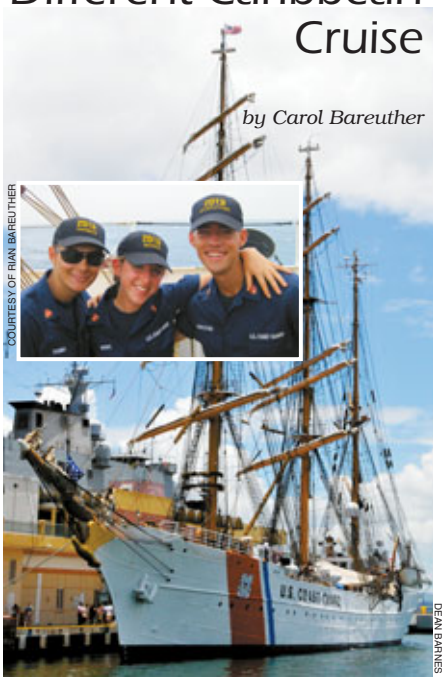
Young St. Thomas Sailor Takes a Different Caribbean Cruise

by Carol Bareuther

A Caribbean cruise might sound like an opportunity for a non-stop, rum-swizzling, party time. But, for cadets at the US Coast Guard Academy (CGA), based in New London, Connecticut, it's serious training albeit with some fun mixed in. Rian Bareuther, a third class cadet and lifelong resident of St. Thomas, USVI, was onboard the Coast Guard's Tall Ship, *Eagle*, for the first six weeks of the vessel's summer training cruise, which embarked from San Juan, Puerto Rico, and stopped at Cartagena, Curaçao and Cozumel.

"When I learned the summer cruise would be to the Caribbean, I thought 'great, it'll be good to get back home where it's warm and maybe see some of my old friends'," says Bareuther, who has just completed his first year at the CGA.

The CGA is one of the US's five federal service academies. Following four years of study and military training, cadets graduate from the CGA with a Bachelor of Science degree in majors ranging from government to five areas of engineering, and are commissioned as ensigns into the US Coast Guard. Five years of obligatory duty are required after graduation from the tuition-free academy that only accepts some 300 candidates from a pool of more than 2,000 applications annually.



COURTESY OF RIAN BAREUTHER

DEAN BARNES

Main photo: The Eagle *in port in San Juan, Puerto Rico Inset: Rian, far right, and fellow cadets, who officially went from being 4th Class (or freshman) to 3rd Class (sophomores) while at sea*

For Bareuther, along with more than 100 of his fellow third class cadets as well as an equal number of first class or senior cadets, the cruise meant a break from classroom studies and a chance to learn hands-on from *Eagle*'s 50-plus permanent enlisted and officer crew. The cadets on *Eagle*'s first tour flew to San Juan the day after they finished Final Exams.

"We were handed a list with all the essential items we needed to pack the night before we left," says Bareuther. "Everything had to be packed into one sea bag, plus a uniform bag. Once onboard *Eagle*, we went below decks, stowed our gear in the racks and made our beds. There were 18 bunks in our room, so it's close quarters."

Eagle is a 295-foot, three-masted tall ship. It's the seventh in a line of same-named vessels that dates back to the Coast Guard's inception as the Revenue Cutter Service in 1792, which was founded by Nevis-born US Treasury Secretary, Alexander Hamilton. The present-day *Eagle* was built in 1936 at the Blohm & Voss Shipyard in Hamburg, Germany. Adolf Hitler christened her the *Horst Wessel* and the vessel was used to train German Naval Cadets. The US took the vessel as a war prize after World War II and commissioned her into the US Coast Guard in 1946. *Eagle*, which homeports out of New London, has served as a seagoing good will ambassador and cadet training ship ever since.

Training is no joke. For example, cadets handle more than 20,000 square feet of sail and five miles of rigging. There are more than 200 lines that need to be handled during a major ship's maneuver and cadets are tasked with learning the name and function of each and every line.

"Years of sailing dinghies, and on bigger boats in regattas like Rolex, BVI and Antigua Sailing Week, helped me know what to do, how to fill the sails, tack and jibe," says Bareuther. "But what I liked best, and what you really can't do on a dinghy, was climbing up to the royals when something needed to be fixed or adjusted. I like to be active and hands-on, and *Eagle* provided a lot of opportunities to do just that."

Hands-on training started the minute the cadets pulled out of San Juan on May 10th.

"The first 24 hours we did several drills like basic damage control, firefighting, manning lifeboat stations and man overboard," says Bareuther.

Then came some fun couched in another lesson: anchoring.

"We anchored off Cabo Rojo (Puerto Rico) and were all allowed to go swimming," says Bareuther. "Some kids dove for conch, others just swam around. Even Captain Jones (Captain Eric C. Jones, commanding officer of the *USCGC Eagle*) jumped in for a swim. It was pretty cool."

Afterwards, it was time to hoist the sails for a ten-day voyage to Cartagena, Colombia.

A typical day at sea, Bareuther tells us, meant waking at 6:30AM, followed by breakfast and morning muster on deck for announcements and assignments. Training for the third class cadets meant learning what the enlisted personnel did onboard. (The first class cadets shadowed the officers, with the goal being for cadets to have knowledge of all jobs shipboard by the time they graduate and are in a command position.) This meant anything from polishing the brass to learning pipe patching, celestial navigation, basic rudder commands, steering, scullery duty and cleaning the heads. Cadets could be called any time, day or night, to maneuver the sails during progressive wears, which says Bareuther, "is a fancy word for a square-rigger doing a jibe."

"The training is all perfectly timed so that you are always busy and always working towards finishing up all your sign-offs," says Bareuther, who is majoring in electrical engineering. Cadets all receive a sea training packet at the start of the cruise with all the proficiencies they are to learn during their time onboard.

Eagle, along with a dozen other majestic tall ships and fanfare escort of official and private vessels, arrived in Cartagena on the morning of May 19th as part of Vela Sudamerica, a several-months-long South American Tall Ships regatta that celebrated the bicentennial of the independence of many South American nations.

"There were official functions like representing the Coast Guard at a concert, military parade and church service, and then inter-company sports," says Bareuther. "For example, we played Panama and Uruguay in soccer on the beach. It was a great time."

Eagle experienced its roughest weather of the trip during the passage from Cartagena to Curaçao.

"Another cadet and I were on the midnight to four watch and all of a sudden it started pouring, just howling with wind and rain," Bareuther says.

The two cadets, clad in life jackets, went to the front of the vessel by the anchor chain, clipped on their safety harnesses, and continued their watch up by the bowsprit where it proved to be a wild, or as Bareuther calls it, "pretty cool" ride.

He was on daybreak duty when *Eagle* sailed into Curaçao for three days.

"I was down working below decks when I got a call that there were some folks looking for me," he says. "When I came up, there were about 20 Optimist sailors and their parents on board from Curaçao Youth Sailing. I gave them a tour and then took them into the mess for some juice. I knew a couple of them, and several of them knew my younger sister, Nikki, from when she sailed in the Opti North American Championship regatta hosted in Curaçao two years ago. It was great to maintain that Caribbean bond."

Eagle pulled out of Curaçao on June 1st, sailed north and then west along the south coast of Haiti, past Jamaica, right through the Caymans, and docked in Cozumel on June 11th. This is where Bareuther's group of cadets off-loaded onto a C-130 aircraft for the flight back to Connecticut and the other half of the third and first year classes boarded for their trip up the Eastern seaboard.

"The Coast Guard Academy isn't like a regular college where you have all summer off and can party any time," says Bareuther. "But, it's a great place if you really want to learn a lot and help people stay safe on the seas."

XANADU MARINE



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

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

St. Lucia's Biggest Star is Waiting to Take You Out!



by Bruce McDonald

Main photo: The Unicorn, *a class act in St. Lucia*
Inset: St. Lucia's Pirates of the Caribbean crew! Back row, left to right: Winston Chiqo, Hilloron Pierre, Ronald Belizere, Captain Wellington Lawrence, and Christopher Rameau. Seated is Wayne James, and kneeling is Brandon Herbert. All but James, Belizere and Rameau are still employed on the Unicorn

IF you want a date with St. Lucia's biggest film star it can be arranged. She's appeared in films, epics and all manner of television programmes. She's a big star at 148 feet long and weighing 190 tons but she suffers with wind… still interested?

Of course you are. She's the *Unicorn* and you can go out with her on a Sunset Cruise, a Treasure Hunt (including a mock battle with those wicked British on Pigeon Island) or even a private date. However, like any film star she has a past… and here it is:

The *Unicorn* is a softwood schooner that was built in Finland in 1948, only then she was the *Lyra*. The *Lyra* was originally built without an engine. Back then marine engines were expensive (and hard to find) because replenishing the commercial shipping lost in WWII was a priority. This was to have some dire consequences further down the line.

Her owner, Helge Johansson, definitely had an eye for boat design: the two-masted schooner has a beautiful sweeping sheer line. The distinct up-thrust at her bow sweeps down to amidships and then lazily up to the stern. The wooden decking accentuates the curve and delivers the whole cosmetic package.

The *Lyra* might not have had an engine but she did have an ancient semi-diesel powered cargo-winch for the heavy work, she was (and still is) a working girl. For 23 summers *Lyra* ferried cargoes around Finland.

During the long winters in this part of the world she was often frozen into the ice, however, things were about to change. Jacques Thiry, a former US Air Force and UNICEF photographer, decided the *Lyra* was for him. He purchased the hard-working *Lyra* from Johansson back in 1971 and renamed her *Unicorn*. He and a partner took her to southern Sweden for a rebuild and a conversion. Old Jacques' dream was to rig *Unicorn* as a traditional trading brig and put her back to work.

Fourteen months later, he realized his dream when the *Unicorn* sailed south to the Solent in England, where she made an impact… a large one.

The story goes that one night at anchor, with the crew at dinner below, the ship was rocked by an amidships collision. A sloshed captain (dressed in full evening wear) in a slowly sinking speedboat had made a large impact. Evidently drink had gotten the better of the captain and he thought the *Unicorn* an apparition. So, as it was merely an apparition, there was no need to go around it — simply go through it!

The damage to *Unicorn* was minor, however, the same couldn't be said for the launch, which was a complete loss — a sobering thought for some.

Plain Sailing

Unicorn eventually sailed to the Canary Islands, then across the Atlantic to Barbados in the spring of 1973. After this it was off to the US East Coast before tramping for cargo down the islands.

The brig carried freight between Grand Cayman and the Spanish colonial port of Trujillo, Honduras. Here a dock and a warehouse were leased to collect and store goods. Times were good. Ferrying fresh fruits and all manner of cargoes was the *Unicorn's* bread and butter, but some rotten luck was just around the corner.

What Rotten Luck

A cargo of fruit (mainly bananas and melons), already past their sell-by date, was delivered to the ship. Jacques, for some reason, couldn't say no to the cargo. It's rumored that the shipper had threatened (promised is more likely) to murder him if he didn't sail with the defective load.

So the crew reluctantly set sail for Georgetown in Grand Cayman. When your luck's out it's really out. As if murder threats and over-ripe fruit weren't enough, along came some headwinds. The fruit soon went from ripe to rotten with some alarming consequences. The temperature under the hatches shot up as the ethylene gas, courtesy of the rotting bananas and melons, triggered a ripening of the rest of the cargo.

Melons exploded due to the rise in temperature and cockroaches multiplied to biblical proportions. The ship's cook decided to put some distance between himself, the cockroaches, and the rest of the crew by climbing the mast to the main top. Here he stayed like a nesting seagull for the rest of the voyage.

By the time the wind picked up and the *Unicorn* eventually made landfall in the Caymans things were a mess. The exploded cargo had now liquefied and gorged cockroaches infested the ship.

Port authorities weren't keen on letting our stinking star dock but eventually relented, much to the cook's delight no doubt. What was left after the cockroaches and explosions had to be shoveled away for pig food, much to the chagrin of the owner, whose cash-flow forecast had just gone the way of the melons.

Back to Her Roots

All of this is a long way from how the *Unicorn* now earns a living with her nine-man crew. Movies, sunset cruises, treasure hunts, mock battles and private charters have replaced the cargoes and fermenting fruit. The *Unicorn's* first movie role was that of the slave ship *Lord Liganeer*, in Alex Hailey's television adaptation of his best-selling book *Roots*, which was filmed in the lesser-developed Sea Islands off Georgia.

There was also a German pirate film, a children's travel series, and an English documentary on square-riggers; however, bigger and better things were on the horizon: Disney and the Pirates of the Caribbean trilogy, and in 2010 she played host to the popular reality dating show The Bachelor.

A Dream Comes True

The *Unicorn* portrayed the *Henrietta* in the first Pirates of the Caribbean film and *Terrasaw* in the second and third. The *Henrietta* was skippered by St. Lucia's premier pirate, Barbados-born Sam Alleyne.

With over 35 years' sailing experience from square-riggers to cargo/passenger vessels it's no surprise Sam is a licensed Master Mariner. Sam described the Disney experience as "a childhood dream come true".

"I was captain of the *Unicorn* in the early '90s for around nine years, and the six weeks of shooting the film were probably the most memorable," said Sam.

His daughter isn't keen on him though; she's never forgiven him for the photograph she didn't get of Johnny Depp! "He was a very down-to-earth guy, he mixed with everyone," said Sam about his pirate pal. In the scene where he steps off his sinking boat onto the wooden dock, he tripped and fell.

"Are you okay, Mr. Depp?" asked a concerned director.

Depp got back on his feet, laughed and said: "Of course I am, do you think I'm some sort of softie? I'm a pirate!"

"We made St. Lucia proud. The boat performed admirably, but before filming we had to take the top off the bar! A historian checked everything for accuracy," laughed Sam.

There are future plans to utilize the *Unicorn* both for pirate parts and upgrade her for more roles in series such as The Bachelor filmed in St. Lucia earlier this year.

Affable St. Lucian Wellington (Wello) Lawrence is the current *Unicorn* skipper and has been for the past couple of years. His background ranges from Cunard Liners to yacht deliveries and everything in between and, similar to his predecessor, he also appeared in the Disney trilogy.

"There were seven other local pirates who appeared in Pirates of the Caribbean: Dead Man's Chest and in Pirates of the Caribbean: At World's End," said Wello with a smile. "We were on set for around six weeks and filming took four and a half weeks. I saw things I never thought possible!" he said.

What like? I hear you ask. Well, things like a miniature moon that lit up the whole of St. Vincent's Wallilabou Bay. Then there was the varnish applied to the *Unicorn* to give her an aged look. "It was applied similar to boot polish," said Wello.

One thing both of the pirate captains have in common is the ease in which they learned their lines — there weren't any.

"We ad-libbed in a pirate sort of way," agreed Sam and Wello. "Lots of 'arrs' and 'ayes'. It was more for effect than anything else but, hey, we looked good and sounded even better!"

I suppose you could say better by faaaaaaarrrrrrr!

St. Lucia resident Bruce McDonald is an OGM Communications journalist.



DOB:	1948
LOA:	45.1 meters (148 feet)
Length of Hull:	28.7 metres (94 feet)
Beam:	6.7 metres (22 feet)
Loaded Draft:	2.7 metres (9 feet)
Weight:	190 tonnes
Engine:	Caterpillar diesel, turbo-charged
Horsepower:	335 rated HP
Fuel Capacity:	1,900 US gallons
Fresh Water Capacity:	1,250 US gallons
Sail Area:	7,362 square feet (including stun'sls)
Rigging:	3 1/2 miles worth
Created by:	Helge Johansson in Sibbo, Finland

World Cruiser's Online Resource
www.bwsailing.com
√ 2 Free Issues of *Blue Water Sailing* magazine
√ 100s of Boat Reviews
√ Latest Cruising News & Notes
√ Exclusive Link to Yachts for Sale
√ *BWS*'s Cruising Classifieds
√ Worldwide Marine Weather Forecasts
BLUE WATER Sailing
The World's Best Cruising Magazine

MERIDIAN PASSAGE OF THE MOON

SEPTEMBER & OCTOBER 2010

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; i.e. tide the floods from west to east. Times given are local.

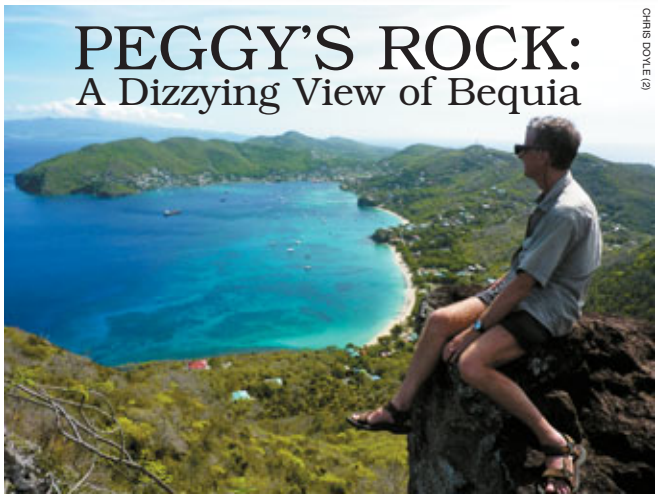
Note: the maximum tide is 3 or 4 days after the new and full moons.

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

September	
DATE	TIME
1	0519
2	0614
3	0712
4	0810
5	0908
6	1005
7	1100
8	1124 (new)
9	1247
10	1341
11	1435
12	1531
13	1627
14	1752
15	1816
16	1908
17	1957
18	2043
19	2126
20	2207
21	2248
22	2328
23	0000 (full)
24	0009
25	0052
26	0137
27	0224
28	0315
29	0408
30	0504
October	
1	0600
2	0656
3	0751
4	0845
5	0938
6	1031
7	1124
8	1219 (new)
9	1315
10	1413
11	1510
12	1607
13	1701
14	1751
15	1839
16	1923
17	2005
18	2046
19	2126
20	2207
21	2250
22	2334
23	0000 (full)
24	0021
25	0111
26	0204
27	0259
28	0355
29	0451
30	0545
31	0637

SAILORS' HIKES BY CHRIS DOYLE

PEGGY'S ROCK:
A Dizzying View of Bequia



CHRIS DOYLE (2)

While anchored in Admiralty Bay, Bequia, scan the hill line that leads down to West Cay. Take your binoculars and focus around the highest point. In that area (a bit to the east) you will see a big bare rock sticking up clear of the vegetation. That is Peggy's Rock (also called Mount Peggy). A hike to this point offers a spectacular panorama of Admiralty Bay, so don't forget your camera. A lightweight pair of binoculars might be fun to have, too.

While you might be able to get to Peggy's Rock from the harbour, it is not the easiest way. The best place to start is on the other side of the island at the Bequia Whaling and Maritime Museum. The hike takes two or three hours round trip.

The going is just challenging enough to be interesting. Towards the top are many patches of saw-edged and sword-pointed yucca plants. The leaves, while sharp, are fairly thin; a small cutlass or even a good big pair of scissors would enable you to remove the tips those that encroached onto the path. Otherwise, long trousers help protect your legs.

From Port Elizabeth you can catch a dollar van heading toward "southside" (Paget Farm) and the airport; ask the driver to let you out at the Whaling Museum.

Start with your back to the museum, turn left and take the first concrete road on your left. It climbs uphill and has a three-barred white wooden fence along the right-hand side. (If you take a taxi to the starting point ask the driver to put you off at the road where Johnny Ollivierre lives; same place.) This is a private road, do so not drive up; walk up without making too much of a ruckus so you don't disturb the residents.

Walk to the top of this road; it turns to dirt after a while. You will see a house at the top on your right. Turn left here. Up the hill you will see some utility poles and wires ahead. Go in their general direction and you will come to another, rather hidden house. Leave it on your left and pass round the back and head uphill. Sometimes there is a trail, sometimes just goat tracks, but when you get into the prickly stuff at the top you need to find the path; it is not hard.



The hike starts here

The path takes you through a stony thicket to a rounded grassy plain; head straight up the middle. There is a well-marked trail that goes off to the left; pass that by and keep on upwards.

As you climb you will see a little hill right ahead. The path starts a bit to the left of the center of the hill then climbs right into it. From here it is hard to go wrong; just follow the trail upwards. Towards the top you start getting into the yucca, but by way of compensation the landscape is delightful — like a wild rock garden. You will be scrambling up rocks from time to time. You get a couple of glimpses of Admiralty Bay before you reach the top, but don't take too much notice — the view is to come.

Finally you climb up to a peak with some big rocks. This is Peggy's Rock. You can sit here and see the whole of Admiralty Bay spread out below you, dotted with yachts, without a tree in the way. Lower Bay and Tony Gibbons (Princess Margaret) Bay are almost directly below. St. Vincent is to the north. No other view in Bequia beats this.

If you are smart you will return the same way you came up and catch a dollar van back to the harbour. But if you don't want to backtrack, I am told there are three trails down to Lower Bay. I can only tell you about the one my friend Paul and I used. First we headed back the way we came and then took the first fairly major path on the left. It was a good path but petered out a couple of hundred yards down, so don't take that one! Quite a bit farther back there is another trail on your left; it is recognizable because it looks like it is heading out to an open viewpoint. (If you are lucky the red logging tape someone marked it with will still be there.) There really is no good view but there is a fair trail off to the right. This seems to end in a big patch of yucca, but if you stand at the edge of the yucca you can see the good trail just a few thousand razor-sharp prickles away on your right. Take a few steps back and find your way over. The trail after that is quite clear and the first part is marked here and there with red tape (this may be the only time I have been thankful for red tape).

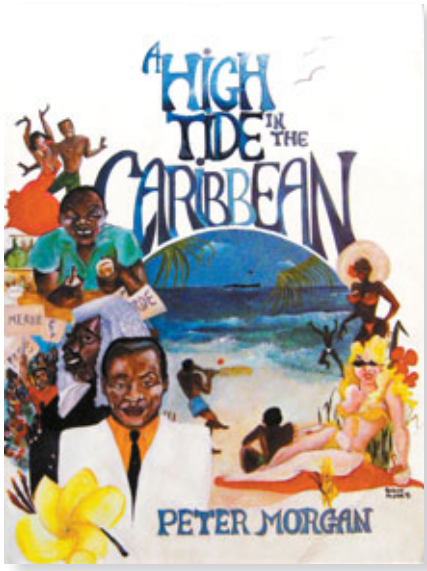
At first it is clearly a cut trail, then it turns into a dry streambed. It is very steep and full of slippery dead leaves, so take it slow. Down, down, down, slipping, scrambling, grabbing for trees (thinking all the time I was glad I did not try to come up this way) and eventually you come out on a road that will lead you to the beach in Lower Bay — a good place to stop for a long refreshing drink or a swim.

BOOK REVIEW BY J. WYNNER

ALL TOGETHER... WHEN?

A High Tide in the Caribbean *by Peter Morgan. Caribbean Communications, Barbados. Paperback, 280 pages. ISBN 976-8083024-7.*

A High Tide in the Caribbean was written by an English-born Barbados citizen, Peter Morgan, who attained a wealth of knowledge and experience of West Indian culture through his participation in both tourism and politics in Barbados, and extensive travel throughout the Caribbean archipelago.



The story depicts the political, social and cultural happenings during the period 1998 to 2004. It is set in the fictitious island of St. Cecilia and revolves around a seemingly never-ending Conference with the objective "to make one more try to foster Caribbean unity and integration".

Recall the saga of the West Indies Federation? Well, Mr. Morgan has broached the issue again, even expanding the Conference participants to include the Dutch dependencies, the French Departments, the American territories, the British colonies, and also Haiti, Cuba and the Dominican Republic. The Foreign and Commonwealth Office in London, the office of the Prime Minister of Canada and the State Department in Washington are featured in the story too.

What takes place during the unusually long conference is, in local parlance, "jokey". Mr. Morgan enlivens page after page of the book with characteristic West Indian flavour and British style, meshing a cast of northern participants and a colourful set of regional characters with memorable names such as Tin Tot, Fahda, Puddle, Gookie and Hardback, who will put smiles on your face. You may even find yourself laughing out loud. Those who appreciate British humour will especially enjoy reading this book.

The author's involvement in the political and social sphere of the Caribbean (in Barbados as a Senator, an elected member of the House of Assembly and Government Minister, as Barbados High Commissioner to Canada, and as founding Chairman of the Caribbean Tourism Research Centre) clearly helped provide the material for this book. Its strength lies in the many humorous sideshows that succeed in reflecting some of the cultural and social aspects of the Caribbean such as a wake in the country, a political street protest, picketing, a nightclub scene and a fishing excursion.

One chapter relates to a favourite Caribbean sport — a game so near and dear to both English and West Indian hearts — cricket. For West Indians, half the fun of attending a cricket match is taking in the animated "getting on" of the crowd, which Mr. Morgan skillfully weaves into his social commentary on gender relations:

In another part of the ground, where the crowd is noted for its enthusiasm and expertise in the finer points of the game, rather than for its elegance and sobriety, Puddle eased himself through a mass of pulsating humanity and tried to settle himself into a non-existent seat between Hardback and Gookie.

"Man, Hardback, ease up a dite, man, an gi' muh a scotch, nuh?"

"Man Puddle, you is too big an' ugly to fit yuh arse in there man. Me an' Gookie wuz here early, man, where yuh bin all mornin'?"

"Man, that woman I got did gi' me fit this mornin' man — she does humbug me too bad, I tell yuh — I like to throw she out the house. Any woman goin' to mek a man late fuh the game en' woth a damn," replied Puddle angrily but all the while gaining territory on the sitting area.

"Man Puddle, yuh is too foolish and easy 'pon she, man. I tol' yuh long since that creature wud gi' yuh trouble. She too don't-carish. Yuh shoulda buss she arse ever since, man. A few good licks is all a woman like that does unerstan'."

"So, wha' yuh bettin' on de game now, Gookie?" said Puddle, eager to take his mind off the offending female now that he had achieved his territorial objective. "Yuh still suh assified to think them Orstralians gunna beat we? eh?"... "Man, hush yuh mout', Puddle, yuh don't see dey 'bout to start the game? Man, I proud enuff to be here today. Cricket! Lovely cricket!"

Nonetheless, in tandem with the sideshows is a renewed call for Caribbean unity. Mr. Morgan's theme is telling us nothing new. However, he is saying something that needs reinforcing — that this search for Caribbean unity and integration will go on and on and on until we make it happen. For, as the quote from V. Schoelcher's *Les Colonies Françaises* (Paris, 1852) at the beginning of the book reminds, "...One cannot help but think that they may well come together some day to form a distinct social body in the modern world... They might well unite in confederation, joined by a common interest, and possess a merchant fleet, an industry, arts and a literature all their own. That will not come about in a year, nor in two, nor perhaps in three centuries, but come about it some day shall, for it is natural that it be so."

Although out of print, this book is available at www.swaptree.com, on e-Bay and at book swaps.

FREE CRUISING GUIDES

Dominican Republic Cruising Guide
DOMINICAN REPUBLIC CRUISING GUIDE
www.dominicanrepubliccruisingguide.com

Jamaica Cruising Guide
JAMAICA CRUISING GUIDE
www.jamaicacruisingguide.com

COMPLIMENTS OF
MARINA ZAR-PAR
Boca Chica, Dominican Republic
www.marinazarpar.com



DOMINICA MARINE CENTER
MERCURY Inflatable Boats



Transport has never been easier – with no floor boards
Air Deck boats can be stowed most anywhere.

FEATURES:
• Air filled floor makes kneeling or sitting extremely comfortable
• Easy to carry 25% lighter than wooden-floor inflatables

AVAILABLE:
6' 7" (200cm) 46lb(21kg)
7'10" (240cm) 75lb(34kg)
8'10" (270cm) 86lb(39kg)
10'2" (310cm) 92lb(42kg)
11'2" (340cm) 99lb(45kg)

ENGINES:
2.5-350hp (2-Stroke & 4-Stroke)
@ DUTY-FREE Prices

MERCURY Outboards
LUGGER
YANMAR

DOMINICA MARINE CENTER
18 Victoria Street, Roseau
Dominica, WI
767-448-2705 Ext Marine
Fax: 767-448-7701 VHF 16
info@dominicamarinecenter.com

Agent:
Budget Marine, Doyle Sailmaker, SeaChoice Products

Dealer:
Mercury Marine, Yanmar Marine



SEPTEMBER 2010

♈ **ARIES (21 Mar - 20 Apr)**
Business is still experiencing headwinds for you as Saturn is in Libra, which is your opposite. Romance will join it in the last week. Bear off a little and gather boat speed in other aspects of your life.

♉ **TAURUS (21 Apr - 21 May)**
Romance is in the doldrums for you this month and if you insist on hoisting the spinnaker of love things will get downright nasty. Fly your sense of humor instead and let the pain go.

♊ **GEMINI (22 May - 21 Jun)**
Creativity will be reluctant to get underway, but business will pick up a bit of a breeze during the first week — so make the most of that.

CANCER ♋ (22 Jun - 23 Jul)
Your love life will continue to enjoy a lee-bow effect, so take time off to optimize it and forget your worries.

♌ **LEO (24 Jul - 23 Aug)**
Shipboard romance will be a pain in the aft for you this month. Get off the boat for a while, go inland and give boat life a rest.

♍ **VIRGO (24 Aug - 23 Sep)**
Invest your time in the boat projects you should have started last month. Get as much as possible done before the 23rd when the working aspect moves out of your sign.

♎ **LIBRA (24 Sep - 23 Oct)**
Devote your energies to your business course before the 15th when work enthusiasm will wane.

♏ **SCORPIO (24 Oct - 22 Nov)**
It's love and lust galore for you this month, Sailor — you'll know what to do.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
Creativity will be a beat in choppy seas and could make you nuts if you don't just focus on other aspects of your life.

♑ **CAPRICORN (22 Dec - 20 Jan)**
Use the creative wind in your sails to finish any boat projects left over from last month before the 23rd. Don't let business or personal worries backwind your jib.

♒ **AQUARIUS (21 Jan - 19 Feb)**
Dedicate the first week to serious boat projects and don't let romantic squalls knock you off course. It will pay off later.

♓ **PISCES (20 Feb - 20 Mar)**
Ah, romance! You will be feeling lusty and will find a willing cohort, so drop the hook and enjoy it.





Island Poets

What makes us do it
I could never really say.
When we jump the fence
Are we just carried away?
The grass must seem greener
So we go have a look,
Then time usually shows
We have really been took.

So this is the sad story
Of my old friend Joe
And his First Mate,
Her name was Flo.
She was a fabulous mate
and could do it all:
Nothing was too much,
He had only to call.

I was never quite sure
What caused the day,
But he and Flo split
Then he sailed away.
Now Flo wasn't glitter,
And surely not glamour,
But a true, loving woman,
So why all the clamour?

It wasn't much time,
But was near the same date,
And back sailed Joe;
He'd found a new mate.
Curiosity got the best
And I went over to see
What new equipment
Joe was taking to sea.

When she extended her hand
To say "Hello,"
I noticed long nails
With paint all aglow.
I couldn't get close,
I had to stand back:
Ten pounds of chest
In a five-pound sack!

He said, "This is Kim,
She is my new mate,
And with Flo long gone
Now things are just great!"
But something then told me
It was not so fine,
That heartache and trouble
Were coming in time.

Now Joe was my friend,
So I wanted to say,
"Think this thing over;
You might rue the day."
But nothing I could do,
Surely nothing to be said
At that point in time
Was going to turn Joe's head.

There was work to do
Before they could depart,
And watching the scene
would break your heart.
Lounging in the cockpit
Or out sunning on deck,
As Joe did all the work,
She gave not a speck.

Then Joe set sail
With his new-found crew,
Not knowing that the Devil
Would soon collect his due.
The fun had been great
But soon became Hell:
Looking good was all
That Kim could do well.

Now "Twinkies" have value,
And I'm here to say
That what they do best
Is done in the hay.
Joe was soon overworked
And much underfed;
His Cupcake could do nothing
Outside of the bed.

Flo had stood that watch, too,
And was quite ideal,
Then into the galley
And out with a great meal.
We never miss the water
Till the well runs dry,
But Joe made his choice
And could now only cry.

Flo was now gone
And Joe was unsure
With his new Twinkie diet
How long he could endure.
He was tired and ragged,
It was the end of the day;
Then right before the boat
A reef was in the way.

He fired the flares
And he put out a call.
I answered quickly,
But then that was all.
The message was brief
That he had hit a reef;
Tired of his new fun
And now sick with grief.

He had no raft
But I knew his location.
A friend was in need
So I forgot my vacation.
But when I got to the spot
There was just no sign.
How could it all go
In such a short, short time?

I continued my search;
It seemed such a useless quest.
"Why aren't they here?
I know they had vests!"
Then there she was,
I could finally see,
Dancing like a cork
There upon the sea.

She seemed to be alright
But the sun was getting low;
I had to keep looking,
I had to find Joe!
It was the right spot
But I was beginning to know:
Somehow she had made it,
But not my friend Joe.

A puzzling problem
Seen from the rear,
Then up alongside
It all became clear.
With so much foam
Implanted within,
Who needs a vest
Or to know how to swim?!?

They wouldn't let her sink,
Although in the way to swim,
She gave thanks to the doc
Who had handcrafted them.
As I gathered her in
I knew Joe's mistake,
But too late to call Flo,
Joe's first First Mate.

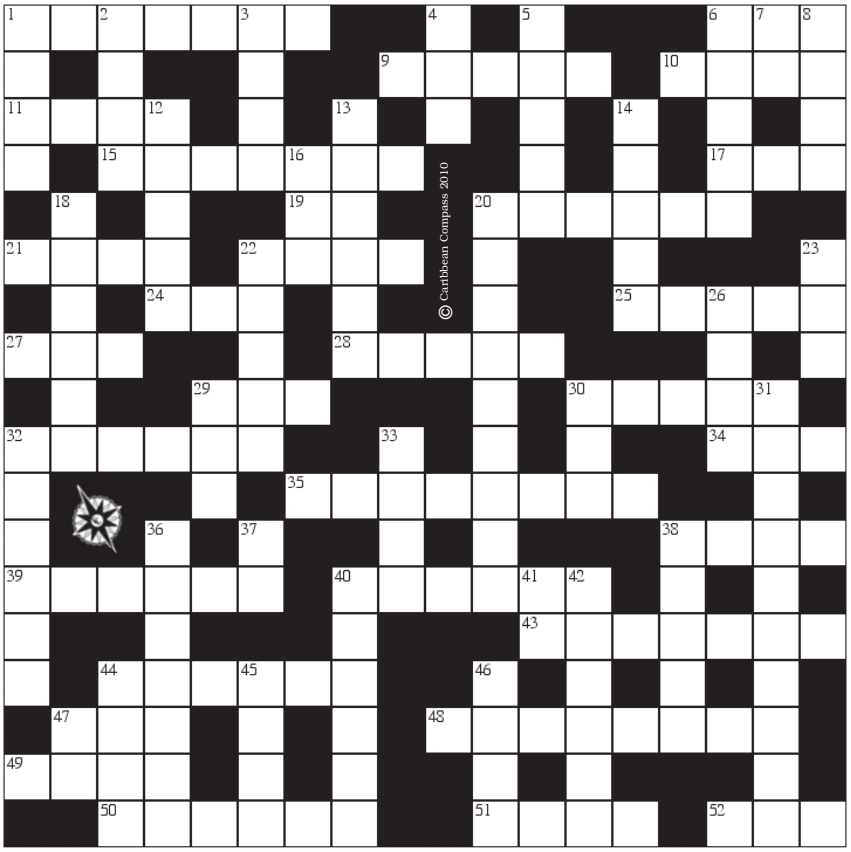
Now men are men
And I'm one, too,
But Joe made a mistake;
Don't let it happen to you.
These "Twinkies" and "Cupcakes"
Are there for the show,
But to keep a boat floating
You need a mate like Flo.

— Bob Burdick



ILLUSTRATIONS BY PATRICIA TOMASK

Compass Cruising Crossword



'And a Star to Steer Her By'

ACROSS
1) Major 22 Across in Leo
6) __placidus: a navigational 22 Across
9) Dark side of the third planet from the Sun
10) 'When you ____ upon a 22 Across...'
11) A solo vocal piece
15) Major 22 Across in Scorpio
17) Round object
19) Look this way to see the 22 Acrosses
20) Major 22 Across in Aquarius
21) Major 22 Across in Libra
22) Light in the sky that twinkles
24) Atlantic time zone (abbrev.)
25) Navigational star in the Big 32 Across
27) 'The sky was ___ with stars'
28) Major 22 Across in 40 Across
29) The Caribbean is one
30) Look this way to see18 Down
32) The Big _____ is also called 3 Down Major
34) Look for 22 Acrosses after sun___
35) 'This is the dawning of the Age of _____'
38) Vessel
39) _____ 22 Across: two stars orbiting around their common center of mass
40) Constellation also called The Swan
43) Small software application
44) 35 Across is The Water _____
47) Text-message speak for "laugh out loud"
48) Follow a course
49) The ____ Sack: an area of the sky with no stars
50) Constellation also called The Bull
51) '22 Across___': a popular song composed by Hoagy Carmichael (1927)
52) Fond term for a 38 Across

DOWN
1) In some cultures the Milky Way is seen as a ___
2) In Greek mythology, the mother of Uranus
3) Little Bear: ____ 6 Down
4) Not bright
5) Used to steer a 38 Across
6) Not major
7) Exists
8) Captain obsessed with the white whale
12) Navigational 22 Across in the Phoenix constellation
13) Effort in learning the constellations will be _____ many times over
14) 22 Across_____: opposite of port
16) Groove
18) Castor and Pollux are the two 22 Acrosses in _____
20) Major 22 Across in the constellation of 50 Across
22) 'And a 22 Across to ____ her 37 Down...' — John Masefield, *Sea Fever*
23) The color of Arcturus
26) Something else that comes out at night
29) Do this better with a telescope
30) Small French coin
31) Half of the Earth
32) A 39 Across 22 Across is also called a _____ 22 Across
33) Floating navigational aid
36) Brightest 22 Across of Auriga, The Charioteer
37) 'Dreamers steer __ the stars..." — Rush, *The Pass*
38) Bright 22 Across near 40 Down
40) Constellation The Crow
41) Murmur of indecision
42) The Dog Star
44) The constellation Argo depicts a ___
45) A type of Commodore
46) In China, 21 Across is called The Weaving ____

Crossword Solution on page 20

jerry-toon



"You packed so much supplies, there's not enough room for me. I hope it was just an innocent mistake."

We're on the Web!
Caribbean Compass
www.caribbeancompass.com
FREE On-line
CARIBBEAN COMPASS

The Sky in September

by Scott Welty

The Planets in September
MERCURY - A morning 'star' all month. Brightest later in the month.
VENUS - Setting around 1900 hours all month.
EARTH - Trying to take its own temperature.
MARS - Riding along just to the right of Venus all month.
JUPITER - At its brightest this month! Rising in the east at about 2100 early in the month and 1900 later.
SATURN - Sets about an hour before Venus/Mars.

Sky Events This Month
7th - If you are lucky, have a clear east view, and are able to get up early (about 0500 hours) there should be a nice combination of Mercury sitting just under the very thin sliver of a moon.
8th - New Moon
10th - Moon, Venus, Mars and the bright star Spica (in Virgo) setting together at about 1900 hours.
22nd - Autumnal Equinox (see below)
23rd - Full Moon

Autumnal Equinox
No, that's not a band name*. Equinox means equal night, or equal day and night. It happens on the 22nd and marks the beginning of Autumn. As the sun moves south in its yearly north-south motion, this is the day when it is half way in its southerly passage. On this day the sun will rise due east and set due west. If you stand up nice and straight at noon and happen to be on the equator you will cast no shadow (vampires can do this on any day). NOTHING else happens. Eggs do not balance on their small end, rabbits do not recite Shakespeare, there is no lessening of the Earth's magnetic field.

Just as the vernal equinox was a signal to start planting, so too was the autumnal equinox a signal to harvest and maybe buy a new coat, for winter is coming! In fact September 25th is called Harvest Home — an ancient pagan holiday celebrating the sacrificing of the barley, which is personified in the mythical being John Barleycorn, so that many may live. In song form:

There were three men came out of the West,
Their fortunes for to try,
And these three men made a solemn vow,
John Barleycorn must die...

John Barleycorn Must Die became a quite popular album title for Steve Winwood and Traffic in 1972. One of Jack London's autobiographical essays is titled John Barleycorn and explores his own bout with alcoholism. Interesting that the Anglo-Saxon pagan tradition was that John Barleycorn must die a horrible death, but then by eating his body (bread) or drinking his blood (wine or beer) many will be saved. Hey, that sounds vaguely familiar!

The Great Square of Pegasus
August is a great time to sort out the Great Square of Pegasus (see Figure 1). Look to the east-northeast. Look about halfway up to the zenith. You should see the bright stars that form the body of this mythical winged horse. Jupiter is very bright now and may help you locate the square. The two strings of stars lining up off of the upper left corner represent the forelegs while the stars coming up from the upper right star are the horse's head. I guess you're on your own for wings, tail and back legs. The lower left star is actually the first star in the Andromeda constellation. Right between the top two stars and up a little is 51 Pegasi. This star is somewhat famous for being the first star to conclusively have extra solar planets.

To Contemplate While Having a Glass of Wine on Deck
I've been writing this column for over a year now. Perhaps I keep missing something you'd really like to hear about, so instead of contemplating anything this month why not drop me a line and ask a question that's been bugging you about the universe. I'll incorporate what I can in future columns. As Professor Irwin Corey once said, "You ask why I am lecturing today about the universe. Well... what else IS THERE?"

Ask Captain Science: weltysail@gmail.com.

* Actually after writing this I did find a band on Facebook called Autumn Equinox: Fall. That's close!

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

FIGURE 1



Looking east-northeast on September 15th at 2100 hours

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Seagrass leaves do not always look green and clean. If you look closely at them, you will see that they are fuzzy instead of smooth. The 'fuzz' is made up of algae and tiny animals that have made a home attached to the smooth surface of the leaves. They are called **epiphytes**, which is the name for any organism that lives on a plant.

What kinds of organisms live there? Let's look at them in increasing order of size.

Algae are simple underwater organisms. More than 100 different types of algae live on seagrass leaves, including red and brown algae. Some algae look like little boxes with two curved sides that fit together like a pill box. These are called **diatoms**. Slightly larger but still microscopic are the **foraminifera** (forams). They are calcareous zooplankton. This means that they are very tiny animals that produce snail-shaped shells made of calcium carbonate. **Hydrozoans** are polyps with waving tentacles around a single body opening that takes in nutrients and also expels waste matter. **Bryozoans** look like hydrozoans with a hard covering. They grow in colonies. **Tunicates** start life as tadpole-shaped plankton with backbone and gills. They eventually settle and swap the backbone and gills for a covering like a tunic.

All of these organisms are unlikely to be knocked off the seagrass because wateraa currents are slowed down by the tangle of leaves. But they might be eaten by the small animals like sea urchins, crabs and shrimp, which find a home beneath the seagrass. Seagrass leaves absorb nutrients from the mud of the sea floor but they also leak nutrients that can nourish the epiphytes. The epiphytes are not parasites but they do create physical problems for the seagrass. They gather mostly at the top of the leaves where they can get more sunlight, but they prevent sunlight from reaching the leaves. The leaves then can't make food by photosynthesis so they die and break off. Dead seagrass may wash up on beaches. Manatee grass in particular floats well because its circular cross-section holds lots of air so the dead and broken leaves can travel great distances. The seagrass can be collected from the beach as it makes good mulch for gardens.

Excess nutrients which enter the sea from human activity on shore will promote the growth of algal seaweeds that smother the seagrass. Cleaner water will allow seagrass to grow as it can absorb nutrients from mud around its roots. The seagrass environment is important to the health of the oceans and its inhabitants so we must take care not to damage it.

Missing Word Puzzle
The letters of 11 words are shown in the chart below. Cross off the letters of each of the ten words given then unscramble the remaining letters to find the eleventh word.

1. BRYOZOANS
2. DIATOMS
3. EPIPHYTES
4. FORAMINIFERA
5. HYDROZOANS
6. MICROSCOPIC
7. NUTRIENTS
8. SEAGRASS
9. SUNLIGHT
10. TUNICATES

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

— *Answer on page 45*

SARAH'S SEARCH

Part 1

by Jim Hutchinson



ALL ILLUSTRATIONS: BELA ALMEIDA

WERE it not for Sarah, there would be no legend of Sailorman.

Sarah and Bill discovered him while vacationing on the tropical island of Quiaquia. Bill overheard a man out of sight behind a bush telling his friend a most remarkable adventure. The friend had called him "Sailorman". Sarah returned to the table in time to record the friend retelling the tale to another friend.

When they put Sailorman online he shot to stardom. Bill's Blog is an amazing and fanciful retelling of Sailorman, single-handed and unarmed, defeating three armed pirates on the high seas using an unbelievable trick sailing maneuver. It is one of those things you forward to everybody on your list — "Hey, check this out!" The blog links to Voices From the Bush (which has a factual account of the incident) and to Sarah's Search, which out-clicked them both.

The fruits of Sarah's Search are where the soul of Sailorman is found. Sarah's worldwide search of the web revealed Sailorman to be a serial hero, not just a one-timer. He has been thwarting evil in the world's ports and on the Seven Seas for many years. A signature trait is his secrecy — nobody knows who did the deed. Sometimes the deed itself is unknown. Sarah's long, tireless, dedicated, imaginative, and, in the end, passionate research presents a real-life superhero with qualities of character that compare with the best in the pantheon.

Sarah has returned to the small island of Quiaquia in search of her hero. Even now she is hard at work. At her table in the flowered grounds of the Old Frangi overlooking beautiful It We Bay, her eyes are fixed on her screen. Her finger occasionally slides and bounces the touch pad. She doesn't hear the tropical mockingbirds, is unaware of the grackles eating her banana bread, and is oblivious to the continuous roar of a voice out-shouting everyone at the Crab Pot, a hundred metres down the beach. Oblivious until the voice roars the words "SHEKIMA CREEK". That is the name of Sailorman's hideout! But neither Don Street nor Google can tell Sarah where it is.

Sarah packs, pays, and runs. The voice roars on.

There are four at a table in the Crab Pot when she comes in, and two at the bar. The four at the table fall silent, and notice her eyes are fixed on Tom, holding forth at the bar. Then Tom sees her.

"WELCOME TO QUIAQUIA!" he roars. "I'M TOM SWIFT, MASTER OF THE *ENTERPRISE*! YOU'LL HAVE HEARD OF ME! WHAT ARE WE DRINKING?!" Now that Tom is part of the story, I'll turn him down some. *"Where you from?! Where you staying?! You need to visit the* Enterprise*! What's your name?!"* And on.

The four at the table, Crab Pot regulars always hungry for anything new, quietly speculate Tom's odds of getting her aboard. They've got it wrong this time.

Aboard the *Enterprise*, Sarah states her case. She has heard the call of the sea and wants to learn all that she can and feel the freedom. As a first step, to confirm her vision, she must sail to a place that nobody has heard of.

Tom knows just such a place, Shekima Creek. He names a charter fee to which she readily agrees. So he adds half the cost of provisioning, as well. Since she wants to start right away, that will cost more, some kind of port fee. She winds up paying for all of the provisioning – apparently his half is already aboard. When she comments on the amount of beer and rum she is buying, Tom replies, *"Where we're going, money doesn't work!"* Then he "borrows" some money to settle his accounts well enough for him to leave and return.

Sarah can afford the cost. It is the *Enterprise* that tests her resolve. A survey would condemn her, to which Tom would reply, *"I ain't lost her yet!"* He knows how to sail her, which is good — the engine hasn't run for years. But Sarah, a total landlubber, has no eye for such details. It is the state of the *Enterprise* downstairs ("*Below*!") that is the test. Visions of Sailorman harden her will.

Great Iguana Island is over the horizon from everywhere, and a day-after-day passage from Quiaquia. The *Enterprise* becomes a world of its own, bounded by its horizon, full of sights, sounds, and sensations Sarah never imagined. She begins to learn the motions and sounds of a small ship under sail, begins to see the sky, the sea, and the set of the sails. Sarah is in Sailorman's world now, and enthusiastically receptive.

Such is one of her realities. Another is Tom Swift — Tom Swift III, actually, third in a line of seriously famous role-model heroes about whom books have been written, of which Sarah was previously unaware. Furthermore, the *Enterprise* is one of many distinguished vessels of that name. Tom and his *Enterprise* seem to have shared in the famous adventures of them all. Tom himself might be Sailorman except that neither he nor the *Enterprise* resembles the computer models. Also, Bill had actually heard Sailorman's voice — had it been Tom's, surely more would have been said.

Despite being in pretty good shape already (she belongs to a gym), the passage to Great Iguana begins hardening her body, particularly the long sessions at the bilge pump. *"A wooden boat has to leak! Otherwise she'd sink!"* Tom maintains that sailing aboard the *Enterprise* is an *"Authentic Experience!"* With a moment's reflection, one readily sees that it follows, *"A captain never does ship's work!"* Which seems confirmed by the state in which Sarah found the *Enterprise*, and the fact that all ship's work since then has been done by her. One might question this vacationing account executive's sanity, but once aboard, it was that or mutiny. And some of the work needed to be done. As for her recklessness in trusting Tom Swift in other matters, Sarah has a practical and determined competence when her mind is in control. Yet the driving force evoked by *"Shekima Creek!"* is spurred by her heart... which, of course, can explain anything.

They have good weather, a nice passage, and wait off the Creek for high tide. Shekima Creek lies in a blown-out volcano crater at the spectacularly rugged south end of Great Iguana.

Even for a shallower vessel with a working engine, the extensive shoals offlying the invisible entrance and the maze of mangrove creeks within require good light, local knowledge, and keen pilotage. Sailing in significantly increases the challenge.

—Continued on next page

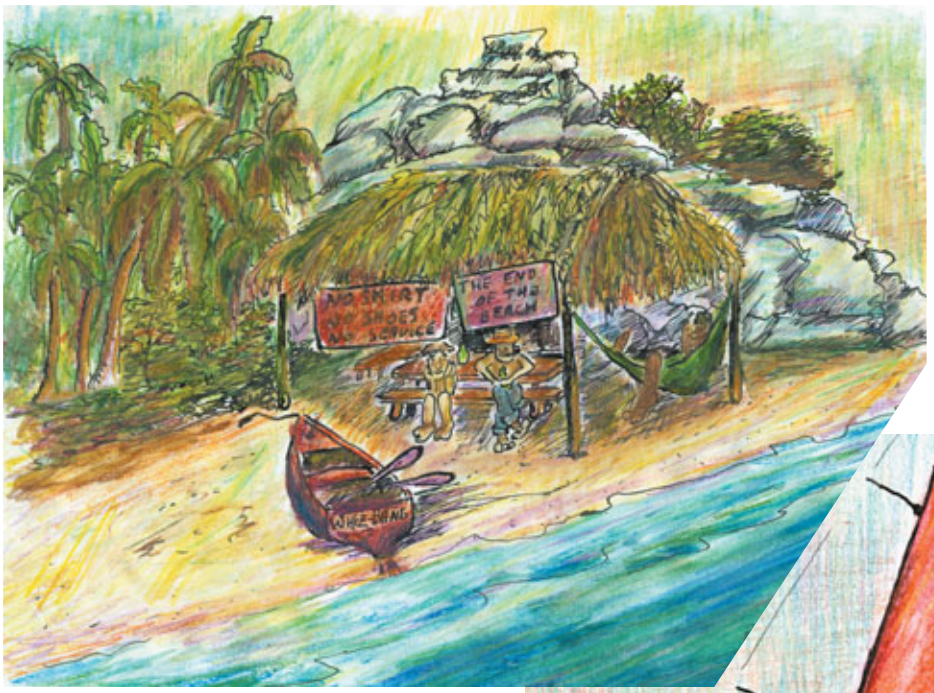


—Continued from previous page

...SAHRA'S SEARCH

So Tom's loud boasting to his crew as they sail into Reach Bay under Hog Island is well earned.

"Swift's back," says Bar, lying in his hammock at The End of the Beach. "End of quiet hour." Gizmo, who's come in for a cold one, groans in reply.



As at Quiaquia, Sarah rows, captain in the stern sheets. She's learning nicely, and with determination. When she finds Sailorman, she wants to prove worthy – there's the heart thing again. Her mind has already grasped the importance of dinghy competence now that she has been smuggled into the unknown harbor where Sailorman hides. Is he captain of those who are here or just one of them? Do they know of him or is he a secret here as well? Firmly fixed at the top of her strategy is that no hint of Sailorman can come from her until he is discovered, maybe not even then. And she must not seem inquisitive except in nautical matters, must be seen only as an eager newcomer.

They land at the other end of the beach from The End of the Beach. Tom loads her with a case of rum and one of beer, and takes a case himself — he'll send her back for the rest. "Making our deposit!" Tom says at a nearly normal volume. A subtle change has overcome him. In Quiaquia, he can get thrown out of bar after bar and still have someplace to go. Here, there is only Bar's place, The End of the Beach... which isn't really a bar. At a small pile of rocks a hundred metres from The End of the Beach, he mutters, "Hundred metres, Tom, hundred metres!"

Bar takes Sarah's story at face value. Tom gives updates on Quiaquia and a tale of the passage here while Sarah fetches the rest of the "deposit". Then Bar gives a rundown on who is in residence, in which Sarah is keenly interested.

Tamiko is here, of course, and Peggy and Samantha. Also *Trident* and *Jezebel*. Captain Tony is still alive. Ian's said to be here some place, maybe Smugglers Creek. Max and Minnie on *Rolling Stone* are still waiting for their "weather window"... been over a year now. *Gadget's* here. Sam sailed out several days ago — said north, but the wind favored south. Phil, *Madeira*, came and went. No mention of Sailorman.

Sam, who might have gone north or south, had been several months on the Creek recovering from an armed pirate attack on his little cutter, *Monad*. A combination of clever sailing, bad judgment, and amazing luck gave him the victory. None of that is mentioned. Bar is one of four who know the full story, all sworn to secrecy bound by friendship.

Well into the evening, Peggy and Samantha come in. Peggy is dressed as she will for the arduous hike to Hard Bargain tomorrow, except barefoot, and has come for the shopping list. Sarah had barely met them when Bar tells Tom to leave. So it is time for Sarah to row the captain home. Samantha invites her by in the morning — *Lotus*, anchored under the crater wall in the north basin, Maho Bay.

Next month: Part Two.

Author's note: It is an advantage when visiting exotic places such as Canouan, Mayreau, and Wallilabou to pronounce the name as the locals do. Quiaquia is pronounced "kway-kway" — rhymes with Bequia.



WALLILABOU ANCHORAGE
WALLILABOU BAY HOTEL
VHF Ch 16 & 68
(range limited by the hills)

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

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

Read in Next Month's *Compass*:

Bonaire's Sea-Leg Stretching Hike

Yacht Crime Reporting: Can We Believe All We Read?

Some Favorite Caribbean Anchorages

... and more!



Tide's Table

NICE, NICE, VERSATILE RICE!

by Ross Mavis

Rice is absolutely the perfect staple to have on board. It is both easy to store and cook and versatile in how it can be served.

It would be impossible to know how many people eat rice today, but it certainly would be more than three billion. Rice is one of the most important staples eaten by humans in all parts of the world. This grain can be traced back to at least 3,000 BC. It is thought that India was its original home from where it quickly spread to other places in Asia.

Rice was brought to North America in the late 1600s and quickly became a cash crop. It was introduced to the Caribbean and South America by European colonists as well as African slaves in both South America and the Caribbean.

Both warmth and moisture are necessary for this member of the grain family to flourish. It grows between two and six feet tall in wet lands and has a flower that produces the grain we enjoy today. The countries of India, Japan, China, Thailand, Burma, Indonesia and Bangladesh account for more than 90 percent of the world's rice production. Today you can get many dozens of types of rice and some of the more popular varieties fall into several main commercial categories: Long grain, medium grain, short grain, white and brown plus wild rice.

The long grain variety produces grains that separate easily when cooked. Some, such as East Indian Basmati rice, have a sweet perfumed flavour. The short grain variety tends to be stickier when cooked. One of these short grain varieties is the Italian Arborio rice used in wonderfully creamy risottos.

The primary difference between white and brown rice is the bran coating that is found naturally on all rice. Brown rice has had the coarser husk removed, leaving the bran in place giving the rice a light brown colour. Rice that is polished has had the high-fibre bran removed leaving a white polished product. One note of caution, brown rice has a shelf life of about six months and can become rancid if left longer than this.

Wild rice is not really a true rice but in fact is a grass seed. It provides a completely different texture and taste from that of its distant cousins. Originally harvested from lakeshores and shallow wetlands as a wild uncultivated crop, it is now grown commercially in parts of North America. This almost black grain is coarse and nutty, requiring washing beforehand to remove any floating chaff. Although it needs longer to cook (about 45 minutes), the results are worth the effort. The nut-like flavour of wild rice can be used to advantage in soups and some salads. It is more expensive than most other grades of commercially produced rice.

Varieties of quick-cooking rice, both white and brown, have already been pre-cooked and dehydrated. Like so many pre-cooked products, much of the vitamins and other benefits of the raw product are lost.

Rice is such a great staple to have ready for first course, entrée or dessert.

The truly nice thing about rice cooked and served as a starch entrée is the fact that often there is rice left over. Many cooks deliberately plan to make enough for leftovers.

A delicious rice salad can be made from cooked white rice tossed with a vinaigrette dressing, diced chicken or shrimp, and freshly minced red pepper, green pepper and celery. The joyful colours will also make your stomach laugh with delight.

My wife, Willa, and I love to take leftover rice and make delicious fried rice that varies with our imagination.

Any additional rice over and above the amount needed for fried rice or rice salad is turned into a creamy pudding with the addition of raisins, cream, egg and cinnamon.

Here's how we make fried rice from last night's left-over white rice:

Shrimp Fried Rice

2 Cups cooked rice per person
1 Tablespoon cooking oil
1 small onion, diced
1 stalk celery, diced
1 teaspoon sesame oil (optional)
Red, yellow or green pepper, diced
Cooked shrimp (or chicken)
Salt and pepper or soy sauce to taste

In a large frying pan over medium high heat, add oil, diced onion and celery. Fry until onion is lightly brown, stirring occasionally. Add diced peppers and wilt; then add the cooked rice and stir to incorporate well. Continue to heat, adding sesame oil or more regular cooking oil if necessary. Taste, and season with salt and pepper. Add cooked shrimp or cooked chicken at this point. Mix well and continue to heat until ready to serve with soy sauce as a condiment.

conviasa
VENEZUELA

Twice Weekly to Porlamar and connect to Caracas, Havana, Buenos Aires, Madrid

Coming soon, Intra-Caribbean flights between GRENADA and TRINIDAD - two flights in each direction.



We can also book Hotels for you in Margarita with a choice of 3 Star or 5 Star rated properties.

Conviasa Grenada Ticket Office
6 Le Marquis Complex, Grand Anse, St George's, GRENADA
Reservations: Tel: (473) 439 4422 • sales@caribjet.com

CREW VACANCIES!
email: crew@tradewindscruiseclub.com

TRADEWINDS CRUISE CLUB

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

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

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

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

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



The Food Fair

Stock Up

on the widest selection and the best prices in Grenada at our two conveniently located supermarkets. Whether it's canned goods, dairy products, meat, fresh vegetables or fruits, toiletries, household goods, or a fine selection of liquor and wine, The Food Fair has it all and a lot more.

Hubbard's

JONAS BROWNE & HUBBARD (G'da.) Ltd.

The Carenage:
Monday - Thursday
8 am to 5:30 pm
Friday until 8:45 pm
Saturday until
1:00 pm
Tel: (473) 440-2588
Grand Anse:
Monday - Thursday
9 am to 5:30 pm
Friday & Saturday
until 7:00 pm
Tel: (473) 444-4573

REMEMBER
to tell our advertisers you saw their ad in *Compass!*

GOOD GUIDES ARE TIMELESS

Rocks don't move — or if they do they are shown on up-to-date Imray charts. Regarding marine infrastructure, virtually every island puts out a free marine trade guide every year, which is much more up-to-date than any guide; similarly, the tourist departments put out a free annual guide for bars, restaurants and hotels.
With all these updates readily available, Street's guides are timeless.



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

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

- "Transatlantic with Street" documents a sailing passage from Ireland to Antigua via the Cape Verdes. 2 hours
- "Antigua Week '85" is the story of the engineless yawl Iolaire racing round the buoys to celebrate her 80th birthday. 1 hour
- "Street on Knots" demonstrates the essential knots and line-handling skills every sailor should know. 1 hour
- "Streetwise 1 and 2" give tips that appeared in the popular video Sailing Quarterly, plus cruises in the Grenadines, Venezuela and southwest coast of Ireland

DVDs available at Imray, Kelvin Hughes, Armchair Sailor/ Bluewater Books, and www.street-iolaire.com.
Full information on DVDs at www.street-iolaire.com
HURRICANE TIPS! Visit www.street-iolaire.com for a wealth of information on tracking and securing for a storm.

Street's Guides and DVDs are available at all Island Waterworld stores and at Johnson's Hardware, or from www.iUniverse.com and www.seabooks.com



Dear *Compass*,

I own a sailboat, which I keep at Carriacou, Grenada. Just before we left for the States in April we became aware through an article in your great publication that St. Vincent & the Grenadines was considering implementing a requirement that all boats entering the Tobago Cays must be equipped with, and using, holding tanks for black water sewage.

Can you enlighten us as to the status of this regulation? Also, if it is to be implemented, do you have any knowledge as to how it is to be enforced, how boaters at large are to be made aware of this regulation (such as boats just arriving in the Caribbean from distant countries), whether plans are in place to provide pump-out facilities for boats leaving the Cays and what penalties are to be imposed for non-compliance?

We are regular visitors to the Cays, usually spending two- or three-day visits six or seven times per season, and we are trying to determine whether we must now spend the large amounts of time and money to equip our 1977 boat (with two heads) with holding tanks and the additional plumbing.

If you do not have such information perhaps you could direct us to an appropriate source?

Thanks for your help.

Harry Rezzemini

Dear Harry,

We contacted Tobago Cays Marine Park manager Lesroy Noel, who says, "No regulations are in place as yet in regard to holding tanks. The matter is being looked at seriously. Boats without holding tanks are still allowed to enter the TCMP with the hope that they will not discharge their waste where it will affect other visitors."

CC

Dear *Compass*,

Regarding the new Marine Protected Area announced in the August issue of *Compass*, would anyone please be able to inform not only me, but all other yachtspeople, the exact proposed rates for the new moorings that have been put down off Sandy Island, Carriacou? At present I seem only to hear rumbling rumours.

Also how is the money to be paid? Will someone come out and collect?

And talking of rumours, if you take a mooring at Sandy Island are you allowed to stay the night? Or do you pay only for the day and leave in the evening?

Would be grateful if these points could be clarified for us all.

Thank you,
Sally O'Regan
Yacht Stillus

Dear *Compass*,

I spent all summer in Carriacou last year. I have seen so many turtle nets around Sandy Island, and I hope they will stop fishing turtles in this so special eco-region. I understand that the new Marine Protected Area is a nice and fair initiative. These areas need to be protected, and to charge the users is the only way to keep the park alive.

But the US$10 per night fee is far too much for cruisers. It is okay for charterers, who will spend only one or two nights in the park. But the situation is far different for cruisers, who like to spend weeks or months within the same area.

Cruisers take great care of environment; we clean the beaches anytime we could because our children are playing there, and because we find this a shame to have plastics or cans in nature.

Sandy Island was the most attractive place for cruisers in Carriacou. Tyrell Bay is overcrowded, noisy, and full of mosquitoes. Hillsborough is not a calm protected anchorage.

Before the collection of the fee, there were ten or 12 private boats with children, families, using the mooring buoys in Sandy Island. And now, only one or two boats can be seen in the park. Cruisers now cannot afford being in Sandy Island.

Summer is the season of cruisers in Carriacou. They stay here two or three months, spending money on food, repairs, scuba diving, taxis, tours, etcetera. Now, because of the fee in Sandy Island, some of them are gone, and others will not come to Carriacou, staying instead around Union and PSV — free and nice anchorages. Please understand that many cruising families have been very disappointed about this; some left for Martinique, others for Trinidad or Venezuela, only because they cannot afford Sandy Island anymore. Shops and tourist operators lose money because cruisers have left Carriacou.

Would the MPA authorities please try to amend the current fee for cruisers? A small "one time" fee, to be paid at the same time during the clearing in process? A lower (much lower!) package for two weeks or a month? Or charge only during the peak season, December to June?

During my in-clearing process at Customs, before the fee was implemented, I asked the Customs officer about it. He answered, "It is free!" I said I'd heard about a US$10 fee, and his answer was, "Oh, no! That would be a shame!"

I thank you for your attention.

Best regards,
Fred Dalle
Nemo

Dear Sally and Fred,

Don't panic yet; the US$10 fee is under review.

Under a co-management arrangement, the new Sandy Island/Oyster Bed Marine Protected Area (SIOBMPA) is now overseen by a board representing non-governmental organizations, community-based organizations, Government Ministries, para-statal and private associations.

Grenada's National MPA Coordinator advised that this board begin charging for use of the moorings at Sandy Island, using the fee of US$10 as currently stipulated by government. ***This, however, is an interim measure.*** *As this issue of* Compass *goes to press, members of the other MPAs in Grenada are in Carriacou discussing several things, including coming up with new fees to propose to the Cabinet. They will also consider the suggestion of having weekly/monthly/yearly rates, or even consider whether long-term moorage should be encouraged in MPAs. Yachts are allowed to stay overnight.*

To support the management of the protected area, the Government of Grenada has hired and trained two community members to serve as SIOBMPA wardens. The wardens, who come out to collect fees, have reported increased acceptance of the fee following the initial exodus of yachts from Sandy Island when the fee was first implemented.

The board also realizes that some of the moorings at Sandy Island were placed too close to each other and this will be corrected. Some boundary markers are also to be adjusted.

We'll announce when and if a new fee has been decided on for Sandy Island.

Meanwhile, for more information on SIOBMPA contact Roland Baldeo, MPA Coodinator, Fisheries Division, Grenada, at rolandbaldeo@hotmail.com or (473) 440-3814.

CC

Dear *Compass*,

One might hope that Zipporah Gichumbi's pleasant article on Trinidad's Scotland Bay in the August *Compass* might do something to encourage yachts to spend some time exploring Trinidad's anchorages.

Unfortunately, below the article is a note from *Compass* about Trinidad regulations. Once again, you have to take your papers to Customs and get stamped permission from them every time you want to move your boat in Trinidad waters.

While the Customs probably sincerely believe they need to enforce this law, I find no evidence to support it. The law, which has been on the books forever, was not applied for many years as the yachting industry developed. As far as I know this did not lead to any major problems, so why start again? Most yachts visiting Trinidad are slow and more than a little scared of going anywhere near Venezuela because of the threat of pirates, so the idea that T&T Customs needs special vigilance on foreign yachts because of the proximity to South America does not make sense. If they were really worried about smuggling they might put similar restrictions on Trinidadian boats, which include many fast pirogues far more capable of a fast trip to the mainland.

Furthermore, if Customs really needs to know the location of every foreign yacht at all times, it would be simple to allow yachts to call up and let them know every time they move. We are living in the 21st century, and all of us have phones or access to them; there is really no excuse for the burdensome red tape that has now been reintroduced.

The sad thing is this comes at a very bad time for the yachting industry in Trinidad. I know of several very good businesses, businesses that have served us well, that are currently struggling.

—Continued on next page

—Continued from previous page

It would be impossible to develop a land-based tourist industry if visitors were subject to the same kind of restrictions every time they wanted to move around the country. It is exactly the same with marine tourism. I have spent some wonderful times exploring most of Trinidad's anchorages. I almost certainly will not bother to do so again while these restrictions are in place, and I am sure there are many other cruisers who feel the same way. Foreign boat owners will still visit Trinidad to get work done; my boat is there now. But, with these regulations in place, visiting yachtspeople will not want to hang out and relax in Trinidad in the way they need to if Trinidad is going to fully benefit from the yachting industry.

Trinidad is one of the few countries that have not changed its Customs regulations in light of the modern yachting industry. It is high time these laws were reviewed and modernized and made yacht-friendly.

Sincerely,
Chris Doyle
Ti Kanot

Dear Compass,

In response to Chris Doyle's letter in the August issue regarding Trinidad, there are points of fact that cruisers need to be aware of. There have been six incidents of yachts threatened by pirogues or fishing vessels in the past two years in waters between Trinidad and Grenada (excluding numerous incidents in Venezuelan waters to the west). Four of these involved pirogues with numerous men aboard. In three instances arms were identified and in two instances shots were fired on the yacht. There was one successful boarding. Of the four, three incidents occurred in international waters between 35 and 42 nautical miles north of the Boca de Monos (near the location of the Hibiscus oil platform). The last incident was in December 2009 (after a seven month hiatus).

As Mr. Doyle notes, there are hundreds of yacht crossings annually and the fact of no reported incidents since December 2009 is good news. But to surmise that this is due to activity on the part of the Trinidad & Tobago Coast Guard (TTCG) is unfounded and speculative. The unnamed "different sources" that Mr. Doyle "believes" need to be challenged. The additional ships that the TTCG has received are berthed next to me in Hart's Cut Bay and sortie only very rarely (awaiting trained staff). The location of the incidents is well outside of Trinidad territorial waters and not subject to normal patrols.

It strikes me as irresponsible to claim, on the basis of hearsay, without even calling the TTCG to ask what their activities might be, to claim that there is "extra heat" applied. I would welcome confirmation that this is so — but absent some facts, Mr. Doyle's "confidence" is nothing more than unfounded hope.

As an addendum, we have advised cruisers to ensure that their VHF radio is DSC enabled, fitted with a MMSI number and linked to their GPS. With this set-up, a push of a button can send a distress signal with your position and yacht particulars to all commercial, military and DSC-enabled vessels in your vicinity. This is very cheap insurance in the event of any security incident.

Regards,
John DeLong
S/V Alouette

Editor's note: We passed John's letter on to Chris Doyle for comment, which follows.

Dear *Compass*,

It is true the new fast patrol boats are awaiting the finishing of training of personnel, but there are other boats, and one of my sources is a couple who were stopped and questioned by the T&T coast guard between Trinidad and Tobago, so they are out there. My other source is hearsay, stories that have been going around Trinidad, and I cannot be sure whether they are true or not. Trinidad does now have an agreement with Grenada so that the TTCG can cross over into Grenada waters.

Chris Doyle
Ti Kanot

Dear *Compass*,

In reference to Daniel Mead's letter in August's *Compass* questioning the ethics of boat boys claiming fees for helping yachts in distress, Mr. Mead glosses over one key fact, that boat boys are making their living assisting yachts, and thus they charge for their services in emergencies as well as non-emergencies. Think of it like Sea Tow, a US company which offers assistance to vessels in trouble for a fee. Sea Tow won't save you for free, and any country's coast guards aren't working for free either: the taxpayers pay them. We cruisers, on the other hand, are out here for fun, and we are free to volunteer our assistance anywhere, any time and to anyone we please, and that's a great thing. But boat boys are in the business of assistance for recompense, whether that assistance is delivering a loaf of bread or re-anchoring a drifting boat. I feel that if they help in an emergency, they should be compensated accordingly.

Sure, if it's a matter of life or death, everyone should assist and not count the cost. But if it's a choice between burning precious gas money and possibly risking yourself and your boat to help out some bozo who didn't tie up his boat properly, or keeping your means of livelihood and yourself safe and putting food on your family's table that night….

As travel writer Pico Iyer says, "If the First World is not invariably corrupting the Third, we are sometimes apt to leap to the opposite conclusion: that the Third World, in fact, is hustling the First. As tourists, moreover, we are so bombarded with importunities from a variety of locals… that we begin to regard ourselves as beleaguered innocents and those we meet as shameless predators.

"To do so, however, is to ignore the great asymmetry that governs every meeting between tourist and local: that we are there by choice and they largely by circumstance; that we are traveling in the spirit of pleasure, adventure and romance, while they are mired in the more urgent business of trying to survive; and that we, often courted by the government, enjoy a kind of unofficial diplomatic immunity, which gives us all the perks of authority and none of the perils of responsibility, while they must stake their hopes on every potential transaction."

Sid Goodyear
S/V Peripatetic

Dear Compass,

In response to Name Withheld's letter in the August issue regarding their experience with Portsmouth, Dominica boat vendors, I'd like to share our own experiences with these vendors.

Our first year in the Caribbean, three years ago, we bypassed Dominica due to the negative reputation of the local boat vendors which we'd read and heard about. By our second season, we'd learned that many of the problems of the past were being addressed, so we decided to stop in Portsmouth and check things out for ourselves.

As we approached the bay, sure enough, one of the vendors flew out to meet us in his pirogue. I thought, "Here we go; I wonder what this is going to be all about." We were warmly greeted and I called out, "We're working with Martin!" (as suggested in the guide book). He acknowledged with a wave and a smile and returned to the bay.

Prior to this, we'd not had any first-hand experience with assertive boat vendors and being a somewhat private individual, I was a bit outside my comfort zone when they approached us. Dave, however, readily engaged these men in conversation and we got to know them as individuals. That year we dealt with Martin, who always presented himself in a kindly and professional manner. He served as our guide on a couple of island tours and his knowledge and love for his island shone through. Speaking of love of island, I'd have to say that every Dominican we've gotten to know expresses a deep affection and appreciation for their homeland — for good reason, because Dominica is truly an exceptional gem.

As I mentioned, early on I felt out of my comfort zone interacting with boat vendors I did not know, primarily because I didn't know what to expect. However, as we got into the habit of quickly getting on a first-name basis with each vendor and expressing an interest in them as individuals, our experiences were enriched.

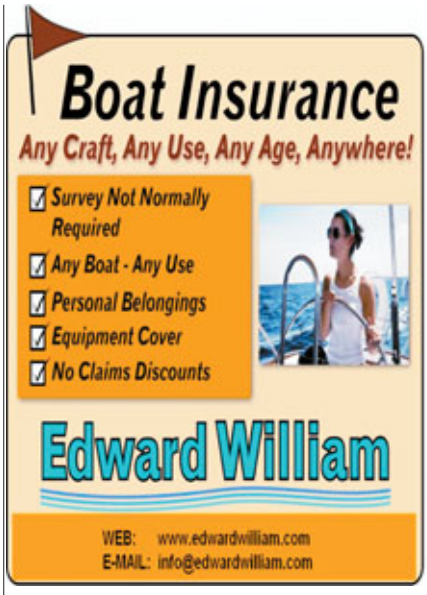
Most recently, this past April, we stopped in Dominica for a few days. As we approached the bay, Alexis came alongside in his pirogue, calling out to us, "Welcome to the most beautiful paradise in the Caribbean!" (the same kind of greeting one would expect to receive upon arriving at a tropical resort). We thanked him and invited him to stop by once we'd completed our anchoring. He gave us plenty of time and space to get settled in and then stopped by, telling us that he offered island tours.

Earlier, while we were in the process of anchoring, a few other boat vendors came near by and after saying hello, I invited them to stop by once we were settled in. Again, they gave us plenty of space and time. After we were settled, Antonio, the fruit guy, stopped by to show us his produce. As we sat and chatted, he glanced out at one of the local "vendors" on a surfboard who seemed to be having a problem with the outgoing current. Antonio excused himself, drove out to make sure the other guy was not in trouble, and then came back to continue our conversation. I made a few purchases of fresh fruit.

In our own experience, we've found that going to a new place with some negative preconceived expectations tends to taint our initial reactions, which for us have quickly proven unfounded. We've also found that in almost every case respect begets respect, hospitality begets hospitality. Most Caribbean boat vendors are honest and reputable entrepreneurs seeking to make a living providing services and information to visiting cruisers. But beyond that, they are respectable individuals with whom we've had the pleasure of engaging in many interesting and lively conversations for the sake of getting to know each other a bit more.

I hope that Name Withheld will give Portsmouth, Dominica another chance. On the other side of that coin, I hope that boat vendors of any island will continue to find the vast majority of cruisers coming to their islands do so with an appreciation for their services, information and hospitality.

—Continued on next page







—*Continued from previous page*

The cruising community is truly an international community representing countries from around the world. I like to think of the relationship between boat vendors and cruisers as one of bridge builders of a sort.

Michelle Daniels
S/V Daniell Storey

Dear *Compass*,

My wife and I have been cruising the Lesser Antilles for the past four years. We have visited each island at least three times, anchoring somewhere for periods ranging from overnight to four months. Sure, each island is different and sometimes you can only scratch your head, wondering what their officials are thinking (or are they?).

We enjoy reading the *Compass* each month, with peculiar interest in the Readers' Forum. After a while you can tell the difference between ranting and reality but it's still fun. I have often entertained the idea of submitting a letter in response to something outrageous or to reinforce a comment that rings true despite popular opinion.

But after the response from Mr. Donald Stollmeyer on behalf of the Yacht Services Association of Trinidad & Tobago to Ron Llewellyn's observations in the July issue, I felt the overwhelming need to point out the truth in his statement. Sometimes a politician actually says something one can understand.

Mr. Stollmeyer stated, "Perhaps it is because when I visit other islands my approach is cordial, I maintain a friendly disposition and I keep an open mind to the customs and the character of the island. I enjoy the good and avoid the not-so-good."

In boat-speak he is saying his island is the way it is and you, as a visitor, should maintain a cordial and friendly attitude towards their "customs" (e.g. treatment by the Customs and Immigration officers) and their "character" (pirates, pollution, local boats speeding through the anchorage, growing crime rate). It sounds like he is saying, "put your heart into it or get your boat out". I think we should take his advice and avoid the not-so-good.

By the way, the French Islands have figured it out. Make it easy and cheap to visit and cruisers will spend money ashore: win-win.

Tony Grim
S/V Neshuma

Dear *Compass*,

Most yachties visiting our waters are pleasant adventurers, who are interesting and usually not in the first bloom of youth. Then there are the others. These I put in the GY (Grotty Yachty) category. I suppose it takes all kinds….

However, I was incensed by Rob Minks' blistering, unwarranted and vicious attack in the August issue of *Compass* on my good friend Donald Stollmeyer, who is not "unprofessional" or "childish" in defense of his work and his country. Donald has worked steadily and devotedly over many years to improve our yacht-maintenance product.

Yachties have their radio net where they "exchange" goods and exercise their daily moans and, of course, there are some who feel that constantly complaining puts them a cut above their peers. Trinis are not stupid, nor do we think we are perfect, but we keep trying — and we refuse to grovel to visitors who are determined to find fault with everything.

Where else, by the way, can you take on free water and reasonably priced fuel and have free use of a club's maintenance workshop?

Our Coastguard is presently understaffed as 80 of their personnel are undergoing training in England. We have great hopes in Trinidad in our newly elected government's improved efficiency, but we also know that this won't happen overnight.

Nan Hatch
Trinidad

Dear *Compass*,

In late January of this year my husband and I relaxed in the cockpit, enjoying the sunset in Clarke's Court Bay, Grenada, and reveling in our recent near-perfect passage up from Trinidad. Only the fact that we made such good time and had to heave-to until sunrise kept it from being a perfect "10". But who could blame us for not slowing down when barreling along at more than seven knots on a beam reach under a full moon?

Anyway, as we enjoyed our sundowners we discussed plans for some major boat upgrades and how to manage the project while we were home in Ohio and the boat was in Trinidad. Eventually we came up with the idea to head back to the States in May 2011, find a good boatyard in North Carolina, and return to the Caribbean that fall. Sealing the deal was a friend's offer to use her house during the project. And so, with that plan in place, we settled back and enjoyed yet another wonderful season sailing the Windwards.

That plan lasted right up until we returned to Trinidad (for the fifth year in a row) in early May for hurricane season haul-out. The overnight trip was one of our best sails of the season and after a rather comical boarding by the T&T Coast Guard in Chaguaramas Bay, we headed to the Customs dock. At 6:30AM as we passed CrewsInn Marina, we noticed the dock master waving at us and welcoming us back "home". Right then and there we knew it would be very difficult to skip a season in Trinidad. The difficult became the impossible as we met up with the accommodating folks at Peake's boatyard and were warmly appreciated as returning customers. So, within a week, after interviewing several tradespeople, we had all of the boat projects lined up for the off-season. So far, work is progressing as expected and we receive updates and pictures as requested.

We offer our experience as a contrast to the unfortunately common negative opinions of Trinidad within the cruising community. Yes, Trinidad does have its challenges but so do many other islands. For us, the positives far outweigh the issues. The range of services offered in the Chaguaramas area is unmatched in the Windwards, and the Trinidadians are among the few people who "get" my husband's sense of humor. And don't get us started on the food! Suffice to say one of our first stops in January will be for either doubles or shark and bake.

Pat Ripple
S/V Mirus

Dear *Compass*,

In April my husband, son and I had planned to spend two weeks in St. Vincent. We had been buddy-boating with friends in the Grenadines for a while but said our farewells in Bequia. They were all skipping St. Vincent because of its bad reputation.

We had enjoyed some time in St. Vincent several years ago, but being sucked into today's negative hype I was not so sure what to expect this time round.

Due to unforeseen circumstances, we ended up being there two and a half months. Over the course of this time, we did a lot of hiking, unguided and by ourselves, within remote areas of St. Vincent. We hiked to waterfalls, the volcano and Vermont Nature trails and even walked through Mesopotamia Valley. We bused our way to the start of all of these trails (a ride that can most often be compared to that in a theme park); no taxis required. At no time did we ever feel threatened or hassled. The Vincentians we met in passing were all very friendly and welcoming.

We noticed a lot of effort being put into the island, which is very encouraging for travelers and tourists. National Parks has built little offices with toilets and information boards at the bigger sites and all the trails were well maintained. In Young Island Cut there is a new boardwalk under construction, which stretches all the way along the waterfront restaurants and then down to the beach.

We had an incident in Young Island Cut where my husband had dropped his wallet (with a substantial amount of money in it) without noticing, and it was delivered back to the boat — with everything inside — by a local man we didn't even know at the time.

On another occasion, I was in the dinghy with my son when the outboard started giving trouble. A local fisherman jumped into his boat and kindly towed us all the way back home.

Kingstown can seem a little rough — let's not forget that St. Vincent is a poor island. I spent plenty of time riding buses and walking the streets of Kingstown with my young son and never felt threatened or vulnerable. People were happy to answer questions, quick to give directions and dish out information about particular places. The vegetable market is a colourful experience with a variety hard to beat. This goes for the fish market too. Supermarket shopping is great, with low prices for stocking up. Some supermarkets even offer discounts for boats.

It does depend on your level of "home-comfort" required when traveling, so if you like things just the way they are back at home, give it a miss. For rugged beauty and a genuine Caribbean experience, I highly recommend paying St. Vincent a visit. People are too quick to jump on the bandwagon and harp on about any negative experience they've had or heard about. People so seldom take the time to mention the good stuff. When you look at the crime that's really done to VISITORS of these Caribbean Islands, I think you'll find a lot less going on in St. Vincent than some of the other much more visited islands.

Kate Rushby
S/V Free Spirit

Open letter to the Grenada Board of Tourism

My name is Marjut Valtanen and I have visited Grenada and especially Carriacou Island for four consecutive years now. I come every year during the summer and spend at least four weeks. In the past two years I have also brought other people with me (in fact well over a dozen visitors from my own country), as I wanted to share my great experience with them.

I come to Carriacou mainly because of nesting sea turtles, but also because Carriacou is still a great place to enjoy Caribbean lifestyle and people, nature and animals. Every time I enjoy new encounters with different animals like pelicans, frigate birds, boobies and terns near shore, feeding on tiny coastal fish; then iguanas, lizards and tree boas, manicou, morocoy (land tortoises); and of course the marine life, corals and fish. I have taken thousands of photographs during my visits and shared these with my friends and family, as well as publicly in on-line media. I believe in showing to many people good photographs of nature, because I feel that we appreciate and care less for what we do not know, or do not know of.

Unfortunately during my visit this time I saw some very disturbing things, which just proved this point.

I was very sad to see jewelry made out of critically endangered hawksbill sea turtles for sale on the street of Hillsborough. These can cause a lot of legal troubles for tourists, who do not understand what they are buying. In most of their countries it is illegal to bring any product made of endangered animals or plants.

And most importantly, sea turtles are globally endangered and we should protect them, help them survive their present dire straits, so that their stocks can recover and future generations could see them too. Barbados and Trinidad have long protected their turtles and tourism business flourishes.

Another case that really shocked me happened on my last day, in early July, when I was snorkeling near Anse La Roche in the north of Carriacou. I had been swimming around for a while and taking photos of marine life, when three guys came in by speedboat and started to spear fish close to where I was swimming. This is a very shallow area where many species come to mate and lay their eggs.

After a while, these guys came to fish too close to me, while I was taking photos of a beautiful filefish; therefore, concerned about my own safety and the fish, I decided to leave. While swimming back, I encountered one of the guys who had many non-edible reef fishes and two lobsters in his floating line.

I had to stop and ask him, why he is killing lobsters during the closed season, according to Grenada's law? He may have understood that I wanted to buy the lobster and handed one of them to me and there I saw the cluster of hundreds of eggs on her belly! He speared and killed a female lobster full of eggs ready to spawn! I could not help but feel very angry and sad.

I told him I had a camera and took some photos, which I attach here.



I was told that the very next day the same boat and guys were there in the same area, carrying on their "part-time fishing", as they themselves called it when I spoke to them while in the water.

I hope that Carriacou officials do more to educate local users about what is acceptable to take out of the coastal sea resources and about what is very negative for the state of the country's fisheries and the sustainability of the coastal ecosystem. I got the clear impression that these fishers hadn't a clue of what they were catching: all that mattered was that whatever moved could be speared.

Later on they were reportedly seen speeding away with their outboard at full throttle. One can assume that money was not their prime concern, given the gasoline cost. I guess we do not yet appreciate enough how precious and fragile the balance between habitat, nature, humans and animals is.

Most Caribbean islands have great beaches and certainly friendly people. But it is the natural character of this island and its rare wildlife that makes Carriacou special to me and those who came with me. When the beautiful nature is gone, also gone are the reasons for us to return and to promote Carriacou as an extraordinary travel destination to anyone.

Yours sincerely,
Marjut Valtanen
Finland

Dear *Compass*,

I write in response to an e-mail letter forwarded to me, 27th July 2010, citing illegal fishing activities in Carriacou. I believe the complainant to be the same person who came into my office on July 1st, and left with me copies of the photos.

—*Continued on page 45*



Letter of the Month

Dear *Compass*,

In the July issue of *Compass*, there was a letter regarding Chaguaramas, Trinidad as well as a poem. Both had negative commentary concerning the port.

There is no question that Chaguaramas is a commercial harbor. As such and with the presence of oil rigs and support craft, the harbor lacks what cruisers look for in the Caribbean, i.e. clean water and white sand beaches. However all things are not equal and thus should not be compared.

Chaguaramas, Trinidad

Chaguaramas, Trinidad is a support facility. In fact, it is unquestionably the largest support facility in the Caribbean.

Between Peake's Boat Yard, Power Boats and CrewsInn, the combined tonnage of the marine hoists is well over 400 tons. Nowhere in the Caribbean, and indeed in many places in the world, will you find such facilities. In addition there are numerous shops and technicians that have expertise in every aspect of marine repair and maintenance. They are all in one central location. Competition to get work is fierce and prices are moderate as industry rates go. The rates are certainly much less than in the States and markedly lower than in the northeastern Caribbean in areas such as Antigua and St. Maarten. There are large and well-stocked chandleries (Budget Marine, Peake's and others) and parts are easy to come by. Whatever is not in stock can be brought in easily as there is no duty on parts for "boats in transit". They are simply sent to Customs, located at the CrewsInn Marina, and can be retrieved there with little difficulty. One does not go to Chaguaramas, Trinidad to cruise. One goes there to store one's boat for hurricane season and perhaps to get work done.



Over the last few months, it has become very much the vogue to "Trinidad bash". The "bashers" now find everything wrong with Trinidad. Immigration and Customs are rude! The Coast Guard does not answer calls! The harbor is dirty! There is crime in Trinidad! The workmen are no good and the prices to do work on the boat are high! Moreover a boat has been attacked crossing from Grenada to Trinidad and the trip is dangerous, so why go? It is amazing to me how once we fall out of love, we quickly notice all of the shortcomings someone or someplace has that we did not notice before.

This will be my 15th consecutive year that I have brought my boat to Trinidad for hurricane season. I want to say hello to Jesse James who has organized so many wonderful trips for the cruising community. I want to visit with my expat American friend Billy Wray, delivery captain, rigger and surveyor. I want to say hello to Fabian at Budget Marine and the men that work at the yard at Peake's. I want to have lunch at Power Boats and eat dinner at Joe's Italian restaurant. I also want to speak to Ron from the yacht "Name Withheld by Request" to find out why he was so negative in his letter that was posted in the July *Compass* about his experience in Trinidad. He even complains that his wife is the victim of wolf whistles. Perhaps I am married to an ugly woman, for no one has ever whistled at her in Trinidad. However, like Chris Doyle asserts about St. George's, Grenada, I think she is the prettiest one in town. When Ron says that "many people now will not even bother reporting incidents (to the Coast Guard), as they know nothing will be done", I would like to know who the "many people" are and what type of "incidents" they endured. I do not know what type of medical problem keeps Ron "trapped" in Chaguaramas, but I agree with Don Stollmeyer of Power Boats when he says that he "read incredulously through the writer's plethora of exaggerations, blatant inaccuracies and half-truths". My experience does not match up to Ron's comments and I agree with Ruth Lund who wrote in the June *Compass*, "The good in Trinidad far outweighs the bad and I am happy to be here". I think she sums it up succinctly.

I will also have some work done on my boat from my never-ending "To Do" list of maintenance and repairs. I have no illusions about Chaguaramas and know what it is. I know that I may get a quirky Customs officer on entry who will speak tersely to me. I understand that the water will not be pristine in the harbor. And crossing from Grenada to Trinidad I will not forget that the Yacht *Triton* was boarded en route by Venezuelan pirates on December 21st, 2009. This is the "price" I will pay to be in Chaguaramas. There are some offsets however. There always are. I will not react to the terse Customs officer and he will get tired of being terse and I will go back to my boat with my entrance papers in hand. Last year I told him "I was sorry" for a mistake I made in not reporting to Customs at 4:00 in the morning when I arrived and he told me that "Surrey" was a town in England (actually it is a county). I smiled and waited for the verdict on my tardy reporting, after which he stamped my papers and I went on my way. Additionally I will not swim in the water in the harbor for I know that it is foul. I will go somewhere else to swim in the sea, or else swim in the pool.

Follow the oil rigs and your route is predictable

As to crossing from Grenada to Trinidad, I will take every precaution. The one that I never see mentioned is the most effective one and that is the method I will employ. Pirates are bullies but they are not particularly bright and they are, on the average, bad seamen. I will not take the "oil rig route" to get to Trinidad.

If the wagon trains going from the Eastern US to California had always taken the same route, California would never have been settled, as traveling through the same Native American territory each time would have resulted in a turkey shoot for the "Indians". I will not follow the rhumb line and this will reduce significantly the probability of being encountered by them. If they are there waiting at the oil rigs or close by, it is usually when the seas are reasonably calm. Eight men do not go out in a high-powered pirogue in six-foot seas when it is blowing 20 knots.



The pirates who attacked *Triton* were Venezuelan. If you spend time in Latino countries you will quickly come to realize that they have a great respect for, or in many cases, a tremendous fear of the sea. We are cruising sailors and the sea is our life. We can outsmart pirates because we can sail and understand wind and current, whereas they rely solely on guns and high-horsepower outboards. There has been one documented boarding on this crossing and it has shaken the cruising community deeply. However, where do you find complete safety today as a cruiser? There have been attacks against cruisers in Antigua, in St. Lucia, in Dominica, in Venezuela, in St. Vincent and most recently in Simpson Bay, St. Martin (see report in last month's *Compass*). Some of the attacks have resulted in death and in other cases injury. There have been cases of reported theft in virtually every location in the Caribbean. Crime against yachtsmen is not something new. Joshua Slocum, in his book, *Sailing Alone Around the World*, told of repelling boarders more than a hundred years ago.

For all of the above, I understand that this is the price I have to pay to be in Chaguaramas, Trinidad. For the price, what do I get in return? First and most importantly, I am out of the hurricane zone. Secondly, I can get the work I want done well and at a competitive price with the greatest number of choices to suit my whim and fancy. Some say that prices in Trinidad have risen and that the quality of work has gone down, but there is no proof for that statement and in fact it is highly subjective, if not suspect. Prices usually always rise and what cruiser among us is not sensitive to that? What keeps prices down is competition and nowhere is competition for work more fierce than in Chaguaramas. As to the quality of work, that always depends on who you choose, no matter where you are.

Grenada after Hurricane Ivan

There are alternatives to Trinidad. Grenada is an excellent one. We get to avoid making the trip to Trinidad. The water where I will be anchored will be clean and the beaches will be white sand. There will be many of my fellow sailors around to keep me company. The entry process and the officials have become in recent years very "user friendly". And there are facilities that I can use to work on my boat. They are not equal to those in Chaguaramas in sheer size or number, but they are excellent and there are sufficiently well-trained technicians available should I need help. That is a great deal of benefit and as a result everyone is high on Grenada.

The well-known cruising guide author Chris Doyle is quoted in July's *Compass* as saying that St. George's, Grenada "has always been the prettiest town in the Caribbean". I would agree that St. George's is one of the nicest looking girls at the dance, but I cannot agree that only she is the prettiest. Certainly English Harbour, Antigua and Gustavia, St. Barth's would be in the running. James Michener, the famous American author, called St. Lucia's Marigot Bay "The most beautiful in the Caribbean". It seems when we are in love, there is none other as pretty. But in Grenada, the price to be paid for all the beauty and lack of commercial work-harbor atmosphere is that the island is *not* out of the hurricane zone. In 2004 Hurricane Ivan brought enormous amounts of damage.

The poem in July's *Compass* says, "Grenada's growing sure and fast, for Ivan's blow is in the past". Ivan's blow is most assuredly in the past, but Hurricanes Bert or Harry are in the future and where they will make landfall, no one knows. What I know is that I want to be certain, or as certain as can be, that I will not be where it will strike.

No 'one size fits all'

Many cruisers now leave their boats in the British Virgin Islands for hurricane season. There are also boats left in St. Maarten and in St. Lucia. Some even choose Venezuela. There are in fact many good choices and all the good reasons that go with those choices as to where to pass hurricane season. No one place is right for everyone. I have no commercial interest of any kind in Trinidad and do not recommend it for everyone, for as any location that can be chosen, it has its own shortcomings. However, I can choose it, without having to invalidate the other choices that can be made. It can be the right choice for me, but I do not have to prove it to be sure I am right about the fact that I am right.

Chaguaramas, Trinidad is a fantastic and marvelous resource for all cruising sailors. For those who cruise the Caribbean, the Caribbean is "our sea" and the resources that exist support our lifestyle. I would not dismiss a resource as unique and excellent as Chaguaramas without careful thought and consideration, for while pirates are dangerous and commercial areas unpleasant, hurricanes are no less dangerous and unpleasant. In fact they impact many more lives and much more property in a single event, than any one isolated pirate attack. Many believe that another hurricane touching down on Grenada is unlikely. Perhaps they are right. But in the final analysis, one has to consider the cost-benefit ratio as it applies to our own personal tastes and preferences.

I think if we want Chaguaramas, Trinidad to improve, we need first to applaud their many years of commitment to the yachting industry and all of the investment that has been made. I have spoken to many of the people that work in the yachting industry in Trinidad and they feel as if they have been written off and condemned without sufficient cause. They are very aware of their shortcomings and the Yacht Services Association in Trinidad, YSATT, is working to implement the changes that the yachting community wants and needs. A public "stoning" is not what is needed to maintain and improve the resource that Chaguaramas is. What is needed is a clear understanding that pluses do not come without minuses, and that no one location is perfect, and that the invalidation of an entire industry in a given area is to throw out the "baby with the bathwater".

Frank Virgintino, Author
Free Cruising Guides

FOR SALE
96' UTILITY TUG
with luxurious interior



Current flagship of salvage company.
Twin screw working vessel,
12v71 Detroits 4.5:1 reductions,
fully fendered, 3 generators, full electronics.
Incredible interior, cork floors,
granite countertops, all stainless
appliances, whirlpool tub, hot tub.
Priced to sell $475,000 • Located BVI
becky@huskysalvage.com

Yacht Brokerage
Visit us at www.caribbean-yachts.com for complete list of boats for sale
For a fast sale to European buyers,
list your boat with us in US$
Caribbean YACHTS .com
Us and European Markets
SAINT-MARTIN
Marina Marigot
+ 590 590 294 845
MARTINIQUE
Port du Marin
+ 596 596 741 670
info@caribbean-yachts.com
www.caribbean-yachts.com

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

CRUISING IN A MAN'S WORLD

by Michelle Fleming

Men, men, and more macho men.... After two years of cruising along the Windward and Leeward Islands, this journey along the south coast of the Dominican Republic has me culture shocked. Sure, speaking Spanish is an issue, and yes, dealing with all the paperwork and fees is daunting at times. But in the Dominican Republic you don't send a woman to do the man's job and dealing with officials is strictly Man Territory. So, gals, if you are frustrated with all the forms to fill out in Antigua or are annoyed by the overtime charges for Saturday Immigration in Dominica, pull up a gin and tonic and read on.



It's March 2010. My husband, Roy, and I are in Barahona, an unexpected stop on our way out of the DR. Finding it impossible to get Immigration clearance out of the country in Las Salinas, we did the 40-mile, five-hour motor trek across the bay yesterday.

As we have come to expect, the Immigration official came out to the boat within minutes of our arrival. He picked up our passports and returned them with the requested international departure stamps within the hour. He said the *despachos* would be ready in the morning. Sounds good, we'll just go pick them up.

The next day I head over with Roy to the Marina de Guerra office. I'm doing pretty well with the Spanish phrases, so Roy waits in the dinghy while I walk up to the building. We have forgotten that this is Man Land.

Left: Tying up the dinghy at the wharf in Barahona. Maybe I should have stayed in it...

Below: Everything was fine once Captain Bill and Captain Roy joined the two Marina de Guerra officers and Fernando



Off I go into my folly where much hand-shaking and *holas* and saying *despacho* ensues. I'm told that the "head man" is just pulling up in a car. He walks up and we are introduced. I shake his hand and take in the full military dress. Clean, pressed and new, the uniform is a little tight in the midsection, but impressive enough. He gives a few orders and two young Marina de Guerra officers go inside to the offices. Someone finds me a plastic chair to sit on. I get the feeling that I'm going to be here for a while and I wonder about the somewhat quizzical looks cast in my direction.

The "head man" is a take-charge kind of guy and once he settles in under a shady tree beside the office, he indicates that I should go inside and talk to the Commandant. My Spanish is getting me nowhere and by now there are several young men of undeterminable rank following me. The Commandant is behind his desk and he asks me some questions in Spanish with a very cranky tone. I answer pleasantly with my four-year-old's vocabulary. Neither of us is happy with the results of this conversation. He leaves the room and I'm still standing there when the youngest Marina de Guerra motions me back outside. By now "head man's" girlfriend has arrived and she's sitting in my chair. I'm relegated to the bench along with the youngest officer. Finally it dawns on me: the folks here are expecting someone else! Someone a lot taller with a deeper voice, perhaps.

Soon, along comes one of the port workers. Fresh out of a spectacularly grimy engine room, his formerly white T-shirt and bluejeans look stiff enough to stand up all on their own. A big black smear of something highlights his one cheek. Fernando arrives at my bench and reveals that he is the translator. I am pleasantly and completely shocked as the best English I've heard all week flows out of this mouth. Fernando quickly explains that getting the despacho is no problem, but really, he wonders, where is the captain? It's only proper that both captains of the two Canadian boats — there's another in the harbour — should be present for this process. Fernando is somewhat incredulous that I don't know this.

Now I understand. The issue isn't a lack of communication; it's a lack of testosterone. No problem, I tell him. I can see Roy has abandoned the dinghy, climbed up on the cement pier and is walking towards us. Fernando tells Roy about the captain shortage, so Roy heads back over to find Bill from *Voyageur C.* I go back to my bench under the shade tree. The "head man" has called for the domino table to be brought out and his girlfriend nuzzles his big strong arms. Sheesh. At least I can chat with Fernando. Fluent in English and Greek, he reassures me that we'll be free to leave the DR tomorrow, but there will be a fee of $30 per boat.

Captain Roy and Captain Bill arrive and they are immediately ushered into the office by two Marina de Guerra officers, followed closely by Fernando. I wait for ten minutes under the tree then decide to go on inside as well. I find the men standing around in the office opposite to the Commandant's, watching the youngest officer fill out the forms. Fernando explains that this is the new guy and he's a bit slow. Who wouldn't be slow? The lad is carefully typing our information into a form on a manual typewriter. He is using carbon paper and you can bet he doesn't have any "white out" in case of mistakes. No wonder he is taking his time. I've already heard him get loudly reprimanded twice in the past hour. He bravely completes the forms striking each key slowly, but surely.

When he is finished we celebrate with a photo shoot. I feel like I'm on a movie set with that manual typewriter and ancient office furniture. Everyone has fun having their pictures taken. I give Fernando 50 pesos for helping with the translations. He seems very happy with that. Roy and Bill fork over the money to the Marina de Guerra officer who was supervising the young typist. With the coveted despachos in hand we head for the door. Outside, we all wave and thank the "head man" as we walk quickly past the dominos table. I notice that the girlfriend is very excited and appears to be winning the game.

No doubt about it, it's a man's world here in the DR. When it comes to dealing with officials, gals, be prepared to put on a pretty smile and let your man do the talking. Now when the officials come onboard I imagine myself traveling back in time to an idealized day in 1950. "Honey," I sing up from the galley, "Can I get you and the Customs gentlemen another Presidente beer?"

Michelle Fleming is cruising the Caribbean aboard S/V Bonanza.

Expensive, Slippery and Shiny: A DEADLY COMBINATION

by Keith Bowen



This is a story of how we yachtsmen can end up being the not-so-proud owners of equipment that is not only unfit for purpose, but has the potential for inflicting severe damage to our own and other vessels as well as being the source of physical harm to those aboard.

I refer to stainless steel ground tackle, anchors, swivels and chain.

In deference to the stated policies of the *Compass* magazine in this regard, I have omitted any inclusion of the names of the specific companies involved in this saga, but as the safety issues are so obviously of great import, I felt that this problem should be aired.

This tale of woe starts in the Eastern Caribbean, where, during 2006, I became aware of a particular anchor design that happened to be manufactured solely out of stainless steel, and after investigation decided to purchase one.

The local vendor/agent recommended that I purchase the complete system manufactured by the manufacturer, incorporating not only the stainless steel anchor, but also the stainless steel ball-and-socket type swivel and most importantly (in order to avoid electrolytic action between dissimilar materials) their 10mm stainless steel chain made from 316 TI (Tungsten enhanced) material.

After much soul searching, I decided that I would take his advice, and purchase the "system" including 75 metres of the chain, even though this meant divesting myself of my existing galvanized chain and paying a considerable premium for their chain. The vendor and I parted company with his assurance that I had made a wise decision that I would never regret.

Initially the system worked exactly as I was assured it would, that was until a few weeks ago when we were at anchor and a squall came through gusting 35 to 40 knots. Suddenly we were traveling through the fleet. We were forced to admit that we were in fact dragging. Fortunately it was 0900 hours, and both my wife and I were on board, and so we were able to start the engine and control the situation with no damage to either ourselves or any other yacht in the vicinity.

During this process, when attempting to weigh the anchor, you can imagine our amazement in finding that we had no anchor. We re-anchored using our backup system, after which we went diving to find our missing stainless steel anchor. I am pleased to report that we were able to locate and retrieve the anchor, together with 18 metres of chain still attached to it and the swivel. (At the time of anchoring we had approximately 50 metres of chain deployed.)

We were also able to retrieve most of the failed link, and we were again amazed to discover that the failure was caused by disintegration of the metal from the inside, and not due to any external damage or corrosion. Furthermore, it was evident that the nature of the material at the failure point was black and crystalline in texture and appearance, the failure point forming an annulus immediately adjacent to the weld point. (See photograph.)

Correspondence with the vendor has failed, despite my explicit requests, to elicit any direct contact with the gentleman with whom I held the original negotiations, all replies emanating from one of his assistants, who at the end of the day informed me that I have no recourse in this matter.

I have also written many times directly to the management of the European company that provided the equipment, in an attempt to allow them the opportunity to confirm or deny their agreement with the Caribbean vendor's standpoint — none of which even produced an acknowledgement of receipt, let alone a definitive response, until eventually in response to my fifth letter I received a letter totally denying any responsibility, and inferring that the chain was not of their manufacture. (This is despite the vendor having provided me with the contact details of their firm, and without them having seen the chain in question.)

Subsequently, due to the attitude of both these companies, I have been making my own enquiries in this regard, and have found that the nature of the failure is far from unique, with many other users of stainless steel ground tackle having experienced the same problem; my other finding being that the failure is due to the fact that during the fusing process forming the link, the high temperatures required to fuse the metal can, and frequently do, cause the carbon and chromium elements of the steel to combine to form chromium carbide crystals either directly on or immediately adjacent to the weld point.

This being the case, it has become evident that the chain is "not fit for use" and that the cause of the failure is in fact either a latent or even a patent defect.

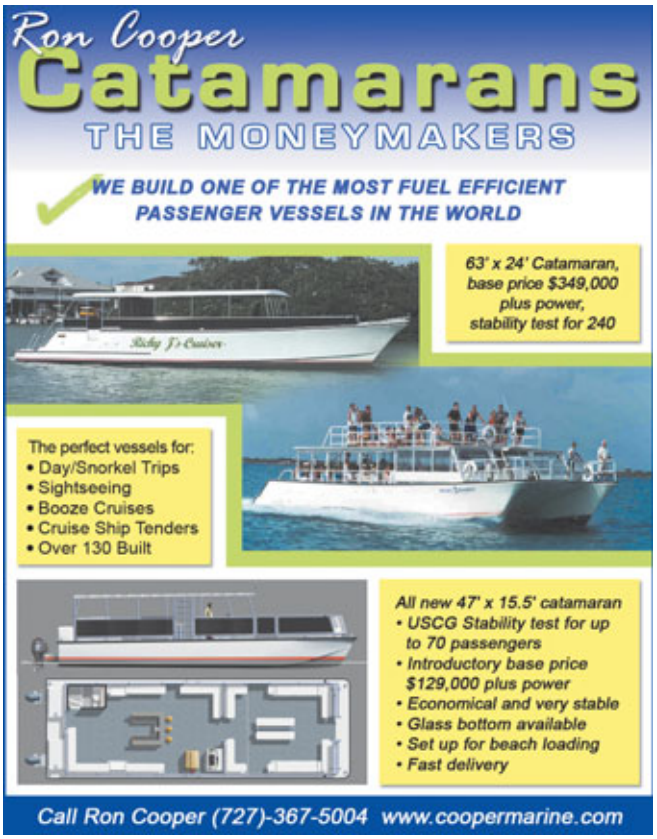
The huge concern, apart from the possibility of the failure of any link in the chain at any time, is the fact that as far as I can ascertain there is no visual means of identifying potential failure areas, which makes anchoring a definite contender for "Russian Roulette" status.

In conclusion, for those of you who may, despite the foregoing, still consider investing in this product, I copy below some of the comments made by the spokesperson of the supplying company. These were contained in the letter in which they denied all responsibility. It is important to realize that these conditions of treatment of the product, non-specific and vague though they may be, are only brought to light after the product has been purchased and suffered a failure.

"The reason of corrosion is mostly not the material, so not the fault from the producer or the dealer. Handling stainless steel chain isn't so easy, because you have really take care about it. For example: It is important to wash the chain periodically with fresh water. Also the winch has to be installed completely isolated from external electrical sources and so on."

Keith ("Taffy") and Shirley Bowen cruised the Caribbean aboard the South African sailing yacht The ROAD. *They are now in the Pacific. John Rowland profiled them in the December 2009 issue of* Compass.





ST. THOMAS YACHT SALES

Compass Point Marina, 6300 Est. Frydenhoj, Suite 28,
St. Thomas, U.S.V.I. 00802



42' 1971 Grand Banks
CG Cert. 42 passengers
Excellent condition $99,000

Tel: (340) 779-1660
Fax: (340) 779-2779
yachts@islands.vi



46' 2000 Jeanneau 45.2
Twin helms, 3 staterooms
Great Condition $124,900

Sail

34' 1983Hunter	Freshwater boat, well equipped	32,000.00
40' 2001Jeanneau Sun Odyssey, 3 strms, great condition		119,500.00
44' 1977 CSY	Excellent cruiser, great condition	115,000.00
60' 1982Nautical Ktch	4 staterooms, great charter vessel	219,000.00

Power

30' 2002 Hydrocat 300X	Exp. CC Obv. Twr, Diesel Ymrs 230 HP, exc. cond.	69,000.00
32' 2003 Sea Ray	350HP Mercruisers	95,000.00
34' 1989 Sea Ray Express	Twin Diesels, 465 hrs. Genset, A/C	55,000.00
48' 1999 Dyna Craft MY	Cruiser with, 435HP, 2 Strms, A/C, Low Hrs.	299,500.00

Call, fax or visit our website for a complete list of boats for sale
www.stthomasyachts.com

B.V.I. YACHT SALES

Est. 1981 Ltd

Visit our website for free advice on how to buy & sell yachts in & around the Caribbean! Visit us at Booth L10 in Annapolis!

MULTIHULLS:			
82' Dufour Nautitech '95, 10 cab/10 hd	795K	42' Beneteau First 42s7 '95, Fast	95K
58' Voyage 580 2005; Luxury Cat	990K	41' Bavaria 2003, Well Maintained	120K
56' Fountaine Pajot Marquises '99	750K	41' Formosa CT 41 '74; Many Updates	110K
44' Lagoon 440 2006 - 4 Avail. Start @	465K	40' Beneteau M-405 '94, Spacious	95K
41' Lagoon 410s2 '05/'06 3 Available	299K	40' Bavaria 2002; Great Price	99K
36' Jaguar Cat. 2004 4 cabin / 2 head	230K	38' (2) Freedom '86/'88; Great Layout	85K
SAIL:		36' Beneteau 361'00, Very Good Cond.	75K
57' Abeking + Rasmussen '62, Classic	399K	36' Cheoy Lee ketch, '71 Classic Lines	39K
54' (2) Hylas '99/'00; Luxury Ocean Crsr.	590K	36' Moody 36CC '97; Strong Cruiser	109K
52' Colvin Gaff Schooner. Major Refit	239K	36' Beneteau Oceanis 361 2000. Clean	75K
50' Beneteau Oceanis 50 '07; Nvr chrtd	299K	35' Camper Nicholson '78 Rebuilt Eng.	39K
49' Jeanneau 49DS '05/'06; 2 avail start:	369K	33' Nauticat '86, Spacious and Immac.	125K
46' Hunter 466 '02; Immaculate	217K	32' Beneteau 321 1998; Perfect Cruiser	39K
45' Downeaster '79, Rare Schooner	99K	32' (2) Bavaria '02/'03; Air Conditioning	45K
45' Columbia 45DS '73 Tripp Design	55K	POWER:	
44' Mason 1987. New Rig, Bristol	239K	63' Johnson Motor Yacht '91 Luxury	375K
44' CSY Walkover '79; 2 Available Start @	74K	52' Jefferson Trawler '89; 4 cab / 4 hd	144K
43' Gulfstar 43 MKII 1977; Spacious	69K	48' Sunseeker Manhattan '97, 3cb/2hd	325K
43' Beneteau Idylle '84; New Yanmar	89K	48' 1988 Hi Star Trawler; Total Refit	269K
43' Jeanneau 43DS 2002; Great Crsr.	134K	43' Marine Trading Intl. Tradewinds	29K
42' Endeavour '90; Great Liveaboard	99K	33' Pursuit 3070CC; Fast Center Console	99K
42' Albin Nimbus '81 Cutter	75K	29' Blackfin Flybridge Motoryacht 1996	95K
42' Island Packet 420, '01 Immaculate	289K		

www.bviyachtsales.com

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

CYOA YACHT CHARTERS

USVI based bareboat Charter Company is accepting applications from experienced team players for the following full and part-time positions:

CYOA YACHT CHARTERS

FULL TIME

- Boat Maintenance – you must be experienced, have your own tools, be knowledgeable about common systems found on sail and power boats up to 50ft in length and be able to operate these vessels as well. References required.
- Client Service - This is an entry level position - you must be personable, happy and ready to make our client's vacations special – boating knowledge is a plus.
- Parts Clerk – we need a detail oriented OCD person to help us keep track of all our loose screws – boating knowledge and computer skills are a big plus.

PART TIME

- Charter Briefer – This is an ideal job for the semi retired cruiser that wants to earn extra money. You will meet and greet charter clients, familiarize them with their charter boat and take them for a brief test sail. You must be able to demonstrate all of the mechanical systems on a charter boat conduct a chart briefing, answer client's questions, put them at ease and then, after a brief test sail send them off on a great vacation. You can work as much or as little as you desire.

All candidates must be legal to work in the US. Apply by email to kirsten@cyoacharters.com

CALENDAR

SEPTEMBER

4 – 5	Back to Schools Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
6	Labor Day. Public holiday in USVI
10	Date statistically most likely to host a hurricane
12	Barbados National Dinghy Championships, Day One. http://sailbarbados.com
19	Barbados National Dinghy Championships, Day Two. http://sailbarbados.com
23	FULL MOON
25	Open Sail to Norman Island, RBVIYC

OCTOBER

2 – 3	Pete Sheals Memorial Race (IC24 Match Racing), Tortola. RBVIYC
3 – 9	43rd Bonaire International Sailing Regatta. www.bonaireregatta.org
9	Willy T Virgins Cup Race, BVI. RBVIYC
9 – 16	Port Antonio International Marlin Tournament, Jamaica. rondq@mail.infochan.com
13	26th Annual Port Antonio Canoe Tournament, Jamaica. rondq@mail.infochan.com
16	Anegada Pursuit Race (Tentative), BVI. RBVIYC
16 – 17	J/24 Invitational Championship, Barbados.
23	FULL MOON
27	Independence Day, St. Vincent & the Grenadines. Public holiday
29 – 31	13th Annual Foxy's Cat Fight, Jost Van Dyke, BVI. WEYC
29 – 31	World Creole Music Festival, Dominica. www.wcmfdominica.com
30 – 1 Nov	Triskell Cup Regatta, Guadeloupe. www.triskellcup.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.

FREE Caribbean Compass On-line FREE
www.caribbeancompass.com

PICK UP!

Ahoy, *Compass* Readers! When in St. Lucia, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (this month's advertisers in bold):

RODNEY BAY AREA
Island Water World
Johnson Hardware
DSL Yacht Charters
Regis Electronics
Rodney Bay Sails
The Bread Basket
Rodney Bay Boatyard office
H2O Restaurant
Rodney Bay Marina Office
Rodney Bay Boatyard Bistro & Restaurant
Café Olé
St. Lucia Yacht Club

GROS ISLET
Theo's Wholesale Liquor Outlet

MARIGOT BAY
Chateau Mygo Restaurant
Marigot Dolittle's Restaurant
Moorings
Marigot Customs
Discovery at Marigot Bay

SOUFRIERE
SMMA office



Caribbean Compass Market Place

Antigua



Azores

MID ATLANTIC YACHT SERVICES
PT-9900-144 HORTA / FAIAL, AZORES
Providing all vital services to Trans-Atlantic Yachts!
Incl. Chandlery, Charts, Pilots, Rigging
EU-VAT (15%) importation
Duty free fuel (+10.000lt)
TEL +351 292 391616 FAX +351 292 391656
mays@mail.telepac.pt
www.midatlanticyachtservices.com

Bequia

• FILLERS • STAINLESS FASTENERS • ADHESIVES •
• CLEANING SUPPLIES •
BEQUIA VENTURE CO. LTD
appointed agents in
St. Vincent & the Grenadines for
JOTUN
Primer, Epoxy, Top Coat, Antifouling, Thinners
PORT ELIZABETH, BEQUIA
Tel: 784 458 3319 • Fax: 784 458 3000
Email: bequiaventure@vincysurf.com
• NAILS • HOSE CLAMPS •
• SPRAY PAINTS • ROLLERS • BRUSHES • TOOLS •

TEAK & HARDWOOD MARINE PLY FINISHING PRODUCTS
Caribbean Woods
Bequia, St. Vincent
Phone: 1 (784) 457-3000
caribwoods@vincysurf.com

PORTHOLE RESTAURANT & BAR
& Shoreline Mini-Market
We serve breakfast, lunch and dinner
VHF CH68
Phone (784) 458-3458
A friendly atmosphere where you can sit and meet people.
Admiralty Bay, Bequia
Noelina & Lennox Taylor welcome you!

Bequia

LULLEY'S TACKLE SHOP
 # 1 CHOICE IN FISHING & SNORKELING & SCUBA DIVING GEAR
FRONT ST, BEQUIA ISLAND
McCOY ST, KINGSTOWN, ST. VINCENT
UNION ISLAND
TEL: (784) 458-3420 / (784) 485-6255
FAX: (784) 458-3797
E-mail: lulley@vincysurf.com

KINGFISHER MARINE SERVICE

• FUEL
• WATER
• MOORINGS
• GARBAGE DISPOSAL
EMAIL: bequiaboy01@hotmail.com
PHONE: 1 (784) 532 8006
Quality Services & the Best Prices in the Caribbean

WALLACE & CO
Fishing - Diving - Yacht Equipment
Port Elizabeth, next to Porthole Restaurant
Electronics, marine electronics, 12 & 24 volts, inverters, lights, sockets, navigation, charts, guides, marine hardware, blocks, cleats, SS fasteners, rope, Spectra, pumps, hoses, complete diving, snorkeling and fishing gear.
Phone: 784 458 3360 wallco@vincysurf.com
Hablamos Español Nous parlons Français
Wir sprechen Deutsch
The ONLY Duty Free Chandlery in BEQUIA

Carriacou

CARRIACOU REAL ESTATE
Land and houses for sale
For full details see our website:
www.carriacou.net
or contact Carolyn Alexander at
Carriacou Real Estate Ltd
e-mail: islander@spiceisle.com
Tel: (473) 443 8187 Fax: (473) 443 8290
We also handle Villa Rentals & Property Management on Carriacou

Best price on Carriacou Island
Enthusiastic & professional team
Speak French and English
Teach Discover Scuba to Dive Master
PADI Master Instructor, MSDT Instructor, Asst-Instructor and 2 Dive Masters to serve you
Boat with 2 engines for more safety
LUMBADIVE PADI Resort
Tyrell Bay, Hillsborough, Carriacou, Grenada West Indies
Ph. (473) 443-8566 – Cel. (473) 457-4539
Skype: lumbadive – VHF: 16
Email: dive@lumbadive.com www.lumbadive.com

Carriacou



Grenada

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

SAILMAKING, RIGGING, ELECTRONICS
TURBULENCE LTD. GRENADA
Grenada Marine • Spice Island Marine
Tel/Fax (473) 439-4495
turbsail@spiceisle.com

TechNick Ltd.
Engineering, fabrication and welding. Fabrication and repair of stainless steel and aluminium items.
Nick Williams, Manager
Tel: (473) 536-1560/435-7887
S.I.M.S. Boatyard, True Blue, Grenada
technick@spiceisle.com

continued on next page →

Caribbean Compass Market Place

Martinique

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

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

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

LOOKING FOR FLAGS?
Specializing in flags
since 15 years in the Caribbean.
Any country, any size, customized
wide stock, fast delivery.
W.I.N.D.
+ (596) 596 682 128
www.wind-flag.com

CLIPPERS SHIP
Shipchandler, Artimer
Le Marin, Martinique
SICOMIN EPOXY SYSTEMS
Onan
clippers-ship@wanadoo.fr
Tel: (0) 596 71 41 61 Fax: (0) 596 71 77

Martinique

Sea Services
SHIPCHANDLER
Contact us at
seaservices972@orange.fr
We're glad to help
109 rue Ernest DEPROGE
97200 FORT-DE-FRANCE - MARTINIQUE
On the sea front
Tél +596 596 70 26 69 - Fax +596 596 71 60 53

A&C Yacht Brokers
USED AND NEW BOATS FOR SALE
DUFOUR YACHTS
Fountaine Pajot CATAMARANS
Dominique AMICE
Port de Plaisance, 97290 Le Marin, Martinique, F.W.I.
Tel: 05.96.74.94.02 • Fax: 05.96.74.79.19
Mobile: 06.96.28.70.26 • acyb@mediaserv.net
www.acyachtbrokers.com • www.bateaux-antilles.fr

St. Lucia

CHATEAU MYGO
HOUSE OF SEAFOOD
Steaks • Seafood • Pizzas
Marigot Bay, St. Lucia
Third Generation locally
owned & operated.
Happy Hour All Day & All Night
on our cocktails & beer!
Free docking for yachts dining with us!
Free Water Taxi Pick Up
from your yacht to our dock!
5 and more people & captain eats for free!
Phone: 758-451-4772 VHF 16

ARC DYNAMIC
Specialist in welding,
machining & fabrication
Managing Director
Lawrence Lim Chee Yung
aka 'Chinaman'.
Rebuild and repair all types of machinery
Fabrication of pulpits, stanchions, davits, chainplates,
anchor brackets, solar panel, arches & more
Rodney Bay Boatyard, Gros Islet, St. Lucia
Tel: (758) 485-0665 or (758) 384-0665
e-mail: limcheyung34@yahoo.com

REMEMBER
to tell our advertisers you
saw their ad in *Compass!*

St. Maarten

CIRExpress
COURIER SERVICES
St. Maarten/ St. Martin, collect
and deliver door to door
ST. MAARTEN
Packages Pick – up call:
Tel/Fax: + (599) 544-3276
Tel/Fax: +1(305) 515-8388
info@cirexpresslogistics.com
www.cirexpresslogistics.com

www.transcaraibes.com
Stéphane Legendre -Tél : +590 690 760 100
contact@transcaraibes.com

Trinidad

FAST | EFFICIENT | RELIABLE
GITTENS ENGINE
Sales & Services Ltd.
Specialist in
Marine Diesel Engine
Transmissions
Generators
Parts
Authorised Service Dealer for: YANMAR & FORD LANCING
Tardieu Marine, 110 Western Main Rd., Chaguaramas
Tel/Fax: 868.634.2304 | email adian_gre@hotmail.com

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

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

continued on next page →

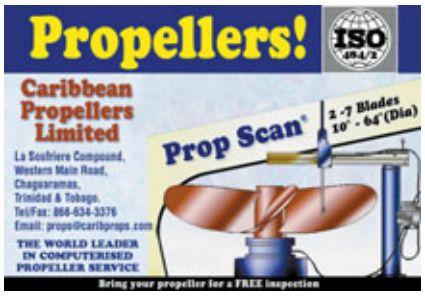
Caribbean Compass Market Place

Trinidad









Caribbean-wide





—Continued from page 38 *...Readers' Forum*

The information was immediately forwarded to the local police for investigation. On receipt of this e-mail, I also consulted with the local Fisheries Extension Officer on the exact regulations regarding spear fishing and trade in hawksbill turtle products.

The findings were that the boat pictured was not from Carriacou, but from a neighboring island. As such, it is hard to identify who the exact alleged culprits are. At the same time, however, the writer seems to be misinformed about a few details.



First of all, the hawksbill turtle (as well as the greenback) is not on the endangered list in Grenada. These can be harvested for local consumption during the open season. However, with Grenada being a signatory to the Convention on International Trade in Endangered Species (CITES), it is illegal to engage in the trade of turtle meat, shells, or even whole live creatures. The Leatherback, on the other hand, is endangered. Therefore, there should be absolutely no harvest, trade, or consumption of that species.

With regard to lobsters and other creatures, the Fisheries Regulations provide for the following:

The Minister responsible for Fisheries pursuant to the Fisheries (Amendment) Regulations 1996 hereby gives notice that he has declared the periods hereinafter mentioned as CLOSED SEASON for lobsters and turtles and a CLOSED FISHERY with regards to sea urchins (sea eggs).

LOBSTERS 1st May to 31st August
TURTLES 1st May to 31st August
SEA URCHINS (SEA EGGS) CLOSED FISHERY

Public notice of the same has been posted at several locations throughout the nation over the years. Additionally, the regulations also stipulate and notify the public (including visitors) of the following:

All fisher folks and the General Public are hereby WARNED that it is ILLEGAL to remove Turtle Eggs of any Specie of Turtle from nests at any time (Closed or Open Season).

— Fisheries (Amendment) Regulations SRO 2 of 2001.

It is therefore the responsibility of all persons within the state, including visitors, to be aware of existing rules and to adhere to them. While it may be true that there are local and regional persons who infringe on the rules, the market for these products are created primarily by non-locals who may not be aware of the regulations. These unsuspecting visitors, especially the yachties, are often targeted and approached by violators, who are generally the exception, and who would not take the illegal catch ashore to the islands, for fear of legal repercussions.

I think the writer suggested it herself, that this is not a very common practice in Carriacou. In four years, she has encountered only one infringement. This is testimony to the fact that the Fisheries Division has been educating local fisher folks on fishing regulations over the years. Many have gotten used to the rules and are mostly acting in accordance. Copies of the notices placed throughout the states are being attached.

Thank you very much, *Compass*, for bringing this to our attention. We anticipate that you would continue to assist us in educating your readers on what are acceptable practices in Carriacou, Petite Martinique and the rest of the Grenadines. Please continue to encourage them to visit and enjoy Carriacou, the gem of the Grenadines.

Sincerely,
Allison Caton
Carriacou & Petite Martinique Office
Grenada Board of Tourism

Dear *Compass*,

I write at the moment that the Curaçao Coastguard have just got off our boat with their size 12 hobnail boots on, and I am fuming. Curaçao has to be the least cruiser-friendly island we have visited in either Europe or the Caribbean where we have been cruising for seven months. We understand that Curaçao has a potential smuggling problem with their nearest neighbour, but the system for clearing in and clearing out of yachts is confusing at best, and it has very much tainted our visit here.

To explain. When you arrive in, say, Spanish Water, you trek into Willemstad by bus and visit Customs. Then cross the river and go to Immigration, then, if someone has told you that you need to do it, and neither Customs nor Immigration know what to do either, you visit the Harbour Office for an anchor permit. Here you are allowed to buy for US$10 a permit to anchor in any of the four anchorages in Spanish Water or one of four more anchorages in Curaçao — and you have to be specific. If you want to then move your boat to any other anchorage, you have to go back to the office and get another permit. If you don't have a permit, and you are boarded by the ever-present Coastguard, then they will either fine you or move you on. So to comply it means another bus ride and wasted half-day.

Anyway, we had played by the rules, and the time had come to leave for Aruba. We checked out of Customs and Immigration, and don't get me wrong — the individual experiences are perfectly pleasant. Then at the Harbour Office you tell them your route (and also, laughably, have to draw a sketch of your vessel, and I'm no artist). We wrote Willemstad - Santa Cruz - Aruba. This was not questioned, and I'm sure I was very clear in asking if I needed a permit to anchor at Santa Cruz, and the answer, just as clearly, was, "no".

Well, here we are in a lovely anchorage where we thought we would spend two nights, and have been told by the coastguard to be on our way at first light, because we do need a permit! You can imagine the annoyance at being moved on when we thought we'd done everything right. Our only choice is to return the 20 nautical miles upwind to Willemstad, or leave the island tomorrow morning. We're off, and won't be sorry to see the back of Curaçao bureaucracy.

I hope these experiences will help other cruisers get it right.

Kind regards,
Colin and Liz Price
S/V Pacific Bliss

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 VC0400
St. Vincent & the Grenadines

Dolly's Answer: The missing word is PLANKTON

CLASSIFIEDS

BOATS FOR SALE



1987 Irwin 44 119.500 US
1999 Jeanneau SO42.2. 80.000 US
1986 Oyster 435 135.000 GBP
E-mail Yachtsales@dsl-yachting.com
Tel (758) 452 8531



YOUNG SUN 46ft VENUS 1984 KETCH fiberglass, vgc, new engine 2007, excellent live aboard and cruiser. GPS, RADAR, VHF, Auto Pilot, EPIRB, SSB, Water Maker, Air-Con, Solar Panels, Wind Generator & more. Full specs at www.freewebs.com/venus46forsale US$159,000 (price reduced from US$199,000) or MAKE US AN OFFER!! Lying St Lucia. E-mail venus46@live.com or Tel (596) 696 90 74 29



FONTAINE PAJOT Lavezzi 40' catamaran 2003, 2x3GM30 Yanmar Diesels, this is a project catamaran which still needs some work. Lying Martinique 89,000Ð ono. For more info & photos www.lavezzi40forsale.webs.com or to make offer Tel: (596) 696 907 429 or E-mail venus46@live.com

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



40 FT FISHING TRAWLER. Fiberglass hull. 671GM Diesel. Based in Tyrell Bay, Carriacou. Good price, negotiable. Tel (473) 415-9323



KINGFISHER 1, 45' x 14' wood hull, 2x120hp Ford Lehmans, 7.5 knots. Bequia built US$60,000



25' YAMAHA HULL Yamaha 200hp US$11,000



35' BERTRAM HULL/DECK suitable for refurbish. As is, where is; US$11,000
Contact Clint or Orton King Tel (784) 458-3099/3831, 493-2573, 532-8007



36' MAHOGANY AUXILIARY SLOOP copper fastenings, good condition Tel (784) 458-4969 E-mail seabreeze-tours@vincysurf.com



46' PETERSON PERFORMANCE CRUISER 1988 Center cockpit, single owner, lovingly maintained. Sailed throughout the Caribbean and now located in Trinidad. Ready for you to start cruising tomorrow. USD 189,999 E-mail SailingOnFree@aol.com



32'SUPER SPORT CRUISER, full bath & cabin, 2-300hp Volvo, 40 + cruising speed, only 200 hrs, sacrifice asking $69K OBO, includes trailer, exec. cond. & maint., seldom used, see pics & specs at www.SunSeekerVI.com, Tel (941) 730-5036 Make Offers!



40' GOLDCOAST WAVE PIERCING CATAMARAN
Tel: (758) 721-7007

34' BOWEN MARINE PIROGUE, 2-150 Mercury engines, needs work, sitting in dry dock in St. Lucia, survey is $75,000 EC$, must sell, contact Janet at (758) 723-6509 or Christine E-mail christinewommack@hotmail.com



50FT WOODEN VESSEL anchored in Carriacou. Tel: (473) 443-8730/ 457-5088/ 459-3316



OPEN 45 BUILT 2000, wood/west system,Twin rudders, Hydro auto pilot, Profurl furlers, Dyform rigging, Kevlar code 0. Fast cruiser with accommodations, electric toilet, double bed, stove, fridge, computer. Tel (473) 415-8271 E-mail Richard.turbulence@spiceisle.com

www.caribbeancompass.com



Melges 24 READY TO RACE! Winner in class 2010 Heineken Regatta.Maintained annually, dry sailed, up-to-date hardware/rigging. Includes road trailer with new wheels. New North Sails Runner, sheets and lines, complete set of racing and delivery sails, rigging has only 2 seasons. Willing to assist buyer in showing how to the set up, tune and maintain the boat. US$16,500 open to all negotiation. E-mail: Christopher.marshall@budgetmarine.com.

54' 40 PASS. DAY CHARTER CATAMARAN S/V Loafer Tel: (868) 650-1914 E-mail jandutch@tstt.net.tt

MISC. FOR SALE

PURE BEQUIA HONEY available from Trinity Point Apiary, Bee Keeper Hodge Taylor, in 280ml Jars. Wholesale and retail FOB Bequia. E-mail bequiaboy@yahoo.com Bequia Sweet, Sweet, Sweet!

SAILBOAT PROPS used 3 blade from 13' to 22" diameter Selftailing winches, Barlow, Barient, Lewmar E-mail Yachtsales@dsl-yachting.com Tel (758) 452 8531

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

TACKTICK WIRELESS/SOLAR INSTRUMENTS, Discount prices: www.northernrockiesassociates.com

WANTED

TORTOLA Busy, bay side, BVI Arts and Craft center is looking for a live-aboard couple to help run the operation next season. Ideal applicants will be artistic, energetic, organized, multi-lingual, with excellent communication and sales skills. For more info please send CV to dreadeye@surfbvi.com

MARINE TECHNICIAN WANTED Respected Marine Engineering Co. in Grenada is seeking all round experienced technician for marine diesel engines, electrical, electronics, watermakers, wind generators, AC and refrigeration. Ideal for cruiser or independent tech. Please email CV to enzamarine@spiceisle.com

PROPERTY FOR SALE

CARRIACOU LAND, Lots and multi-acre tracts. Great views overlooking Southern Grenadines and Tyrrel Bay. www.caribtrace.com

RENTALS

CYOA YACHT CHARTERS in St Thomas has full and part time openings. Check our ad on page 42

RENTALS

EAST COAST FLORIDA, Waterway condo near Kennedy Space Center, all amenities, sailboat slips. www.caribtrace.com

LA POMPE, BEQUIA
Large 2 bedroom house and/or 1 bed studio apartment. Big verandah and patio, stunning view, cool breeze. Internet, cable TV. 2 weeks minimum, excellent long-term rates. Tel: (784) 495 1177 email: louisjan@vincysurf.com

SERVICES

MEDICAL INSURANCE US$5,000,000 worldwide "A" rated cover, 4700 US hospital direct billing network. Highest Deductible. Hospital option. Age 30-34: $35 monthly. www.protexplan.com E-mail info@protexplan.com, Tel (604) 724-7384

REMEMBER
to tell our advertisers you saw their ad in *Compass!*

BEQUIA, KMS MARINE SERVICES marine/land mechanical services, electrical/refrigeration/welding/diesel/outboard repair. Moorings available. VHF 68 "KMS" Tel (784) 530-8123/570-7612 E-mail vanessa_kerry_1@hotmail.com



MAKE MONEY AND LIVE IN PARADISE Own your own powerboat rental/tour company in beautiful St Thomas, owner ready to retire and willing to sell business for the price of the boats. Business is 10 yrs. old, very profitable, and web pages come up on first page of Google. US$75,000 Tel: (340) 690-6015 www.pocketyachtsvi.com

RYASAILINGANDPOWERBOAT training available now in Antigua by recognized company ONDECK. Competent Crew to Yachtmaster Ocean available. Please call (268) 562 6696 E mail eb@ondeck-oceanracing.com or visit us in Antigua Yacht Club Marina, Falmouth Harbour, Antigua.

HOMESTAYS GRENADA
Would you like to spend some time on shore? We offer rooms and apartments in local homes all over Grenada at affordable rates. US$30-120 per night. Come and be part of the family!
Tel: 473 444 5845, 473 456 9378, 473 533 4281
www.homestaysgrenada.com

CLASSIFIED ADS

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



ADVERTISERS INDEX

ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#	ADVERTISER	LOCATION	PG#
A&C Yacht Brokers	Martinique	MP	Chateau Mygo Restaurant	St. Lucia	MP	Island Water World	Sint Maarten	48	Spice Island Marine	Grenada	23
ABC Marine	Curaçao	25	CIRExpress	St. Maarten	MP	Johnson Hardware	St. Lucia	8	St. Thomas Yacht Sales	St. Thomas	42
Admiral Yacht Insurance	UK	37	Clippers Ship	Martinique	MP	Jones Maritime	St. Croix	37	SVG Air	St. Vincent	14
ARC Dynamic	St. Lucia	MP	Cooper Marine	USA	41	Kingfisher Marine Services	Bequia	MP	SVG Tourism	St. Vincent	7
Art & Design	Antigua	MP	Conviasa Airline	Venezuela	35	Le Phare Bleu	Grenada	18	Technick	Grenada	MP
B & C Fuel Dock	Petite Martinique	17	Curaçao Marine	Curaçao	25	Lulley's Tackle	Bequia	MP	The Lure	Trinidad	9
Barefoot Yacht Charters	St. Vincent	15	CYOA help want	St. Thomas	42	LumbaDive	Carriacou	MP	Tikal Arts & Crafts	Grenada	MP
Barrow Sails & Canvas	Trinidad	MP	Dominica Marine Center	Dominica	29	Marc One Marine	Trinidad	MP	Trade Winds Cruising	Bequia	35
Bequia Venture	Bequia	MP	Down Island Real Estate	Carriacou	MP	Marigot Beach Club	St. Lucia	16	Trans Caraibes Rallies	St. Maarten	MP
Blue Water Sailing	USA	28	Doyle Offshore Sails	Tortola	3/MP	McIntyre Bros. Ltd	Grenada	40	Turbulence Sails	Grenada	MP
Budget Marine	Sint Maarten	2	Doyle's Guides	USA	29	Mercury Marine	Caribbean Wide	23	Tyrrel Bay Yacht Haulout	Carriacou	17
Business Development Co.	Trinidad	6	Echo Marine - Jotun Special	Trinidad	24	Mid Atlantic Yacht Services	Azores	MP	Vemasca	Venezuela	26
BVI Yacht Sales	Tortola	42	Eduardoño Boats	Colombia	5	Mygo Princess 4 sale	St. Lucia	MP	Village Cay Marina	Tortola	11
Camper & Nicholsons	Grenada	12	Edward William Insurance	International	37	Navimca	Venezuela	20	Virgin Gorda Yacht Harbour	Virgin Gorda	19
Caraibe Greement	Martinique	10	Electropics	Trinidad	MP	Off Shore Risk Management	Tortola	41	Voiles Assistance	Martinique	MP
Caraibe Greement	Martinique	MP	Food Fair	Grenada	36	Perkins Engines	Tortola	13	Wallace & Co	Bequia	MP
Caraibe Yachts	Guadeloupe	40	Free Cruising Guides	DR/Jamacia	29	Petit St. Vincent	PSV	32	Wallilabou Anchorage	St. Vincent	34
Caribbean Marine Electrical	Trinidad	MP	Gittens Engines	Trinidad	MP	Porthole Restaurant	Bequia	MP	WIND	Martinique	MP
Caribbean Propellers Ltd.	Trinidad	MP	Grenada Marine	Grenada	24	Power Boats	Trinidad	MP	Xanadu Marine	Venezuela	26
Caribbean Woods	Bequia	MP	Grenadines Sails	Bequia	16	Renaissance Marina	Aruba	21			
Carriacou Silver Diving	Carriacou	MP	Iolaire Enterprises	UK	36	Sea Services	Martinique	MP			

CW = Caribbean wide
MP = Market Place pages 43 to 45

SPICE ISLAND
MARINE SERVICES



SERVICE.

For over 25 years, Spice Island Marine Services has been known for reliable customer service. The most secure, insurance approved storage in the Southern Caribbean ensures peace of mind with optional steel cradles, yacht tie-downs throughout, and welded stands. This full service boatyard can accommodate yachts up to 70 tons, 85 feet long, and 25 feet wide for your hauling, storage, and repair needs. Centrally located in Prickly Bay, Grenada, near amenities and with its on-site Budget Marine chandlery, Spice Island Marine Services will exceed your expectations.

simsco@spiceisle.com • www.spiceislandmarine.com • 473.444.4342

shop

great freight rates

islandwaterworld.com

what's new?

STARBRITE SEA SAFE CLEANERS & DEGREASERS

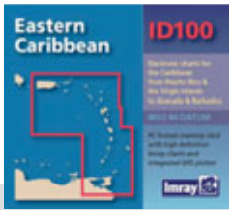
A great line of environmentally friendly all-purpose cleaners and degreasers: A Degreaser that harnesses the natural cleaning power of citrus to remove greasy marks, grime, fish blood, spilled sodas and dirt from virtually all-marine surfaces. A biodegradable Bilge Cleaner that dissolves oil, grease, sludge, and fuel and leaves bilges smelling fresh and clean, and a bio-degradable and concentrated formula Boat Wash that cleans dirt, stains and salt off any surface.



From as low as $12.99

IMRAY EASTERN CARIBBEAN ELECTRONIC CHART.

Covers the entire Eastern Caribbean from Puerto Rico, the Virgin, Leeward and Windward Islands, plus Barbados and Tobago. High resolution images of Imray charts. Full chart plotting software allows route planning using waypoints interfaced with GPS. Comes on a USB Stick.



Priced at $111.00



DYLAN 1500W 12V WINDLASS

For Boats up to 50 ft: Vertical windlass in Stainless Steel AISI 316 with drum; rope and chain on a single gypsy; manual Free-Fall system; emergency manual lift system. Supplied with pressure lever inspection lid; IP67 watertight motor and anodized aluminium gearbox. Includes Solenoids. 3 Year Warranty.

Priced at $2,699.95

Store prices good while stocks last and for the month of September only.

Prices in Curacao may be 10% higher.

what's on sale in store?

30% OFF

ALL DIVE BUDDY BOOTIES

Protect your feet from rocks, sea urchins and nasty scrapes or cuts while exploring. These Dive Buddy nature shoes are ideal for snorkeling or beach combing. 2 mm - Neoprene Lycra with toe cap & heel reinforcement and rubber soles.



Now Just $13.00

25% OFF



ALL RULE SUBMERSIBLE BILGE PUMPS

A great deal on our complete range of automatic and traditional non-automatic pumps: From the lowly 500 gph to the automatic computerized 3700 gph, Rule has a pump that will fit your needs!

Priced from as low as $28.35

20% OFF



ALL BURKE WET WEATHER GEAR

Burke Marine of Australia offer a great range of foul weather gear suited to the tropics. Designed for coastal and offshore sailing, jackets offer many extra features usually found on high-end Offshore gear to ensure increased safety, comfort and protection from the elements. The ¾ length comes highly recommended by Don Street, of Imray Chart fame.

Prices range from $72 to $157

what's on the web?

- 10% Discount online
- Free-Freight Deals
- Great Giveaways!



Island Water World

keeps you sailing!

St. Maarten, Cole Bay: + 599.544.5310 • Bobby's Marina: + 599.543.7119

St. Lucia: + 758.452.1222 • Grenada: + 473.435.2150 • Curacao: + 599.9.461.2144

Published by Compass Publishing Limited, St. Vincent & the Grenadines, and printed by Guardian Media Limited, Trinidad & Tobago