

C A R I B B E A N

On-line

# C MPASS

JULY 2008 NO. 154

The Caribbean's Monthly Look at Sea & Shore

## GRENADA LANDFALL

*See story on page 28*

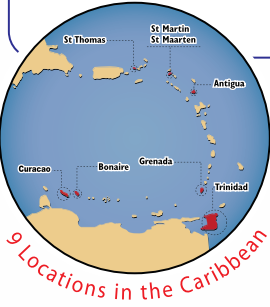




Catch of the day




Flambeau Outdoors Fishing Tackle has long been recognized as offering the highest quality tackle boxes, bait buckets, rod cases, and utility boxes sold to fishermen throughout the world. Flambeau's wide variety of tackle boxes are great for the occasional angler to the tournament fisherman.

For our selection of tackle boxes and tuff Tainers, see catalogue pages 339 - 340.

To most people the most important thing about a fish hook is its ability to catch fish, and this is of course also the most important thing for Mustad when designing and developing a hook pattern.

Mustad makes quality hooks, see our catalogue pages 333 - 334.




Boone Bait Company, is a leading manufacturer of salt water offshore trolling plugs, teasers, rigs, and related accessories. Boone holds the distinction of being the first lure company to produce soft plastic baits and Boone lures hold many fish record captures.

Boone lures are used all over the world. This success has come through the Boone Bait Company's philosophy of producing fish catching lures that combine innovative designs and exceptional value.

See our catalogue pages 335 - 337.



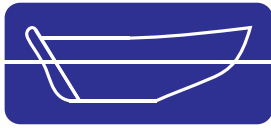

After 29 years, the Ugly Stik continues to be the Number One selling of all time.

Join the millions of loyal Ugly Stik fans if your rods require incredible strength, sensitivity and versatility. If it's Ugly, it's got to be Shakespeare!

The Ugly Stik is built Ugly tough featuring an "Ugly Back" 60-day/5-year limited warranty.

For Shakespeare rods, reels and combinations see our catalogue page 332.

**CARIBBEAN CHANDLERIES**  
**BUDGET MARINE**  
 ANTIGUA • BONAIRE • CURACAO • GRENADA • ST. MAARTEN • ST. MARTIN • ST. THOMAS • TRINIDAD





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

5 years -  
50,000 miles  
GUARANTEED

**"Serendipity"**  
Beneteau 50

\* Dacron Only



photo: www.yachtshopvir.com

**British Virgin Islands**

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

**Barbados**

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

**Antigua & Barbuda**

Star Marine  
Jolly Harbour

**Bequia**

Withfield Sails and Model Boats  
Port Elizabeth

**Curacao**

Kapiteinsweg #4  
Netherland Antilles

**Dominica**

Dominica Marine Center  
Roseau

**Grenada**

Turbulence Ltd.  
Spice Island Boatyard

**Panama**

Regency Marine  
Pedro Miguel Boat Club

**Puerto Rico**

Atlantic Sails and Canvas  
Fajardo

**St. Croix, USVI**

Wilson's Cruzan Canvas  
Christiansted

**St. Lucia**

The Sail Loft, St. Lucia  
Rodney Bay

**St. Martin**

Route De Sandy Ground  
Chantier JMC Marine

**St. Vincent**

Barefoot Yacht Charters  
Blue Lagoon

**Trinidad & Tobago**

Soca Sails, Ltd.  
Chaguaramas

# CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

JULY 2008 • NUMBER 154



**Perfectly Panama**  
It's best in the west ..... 20

**Vieques**  
The Quiet Virgin ..... 24



**Super Models**  
Puerto Rican Boat Art..... 26

**Carnival Time**  
St. Thomas en fête..... 27



**Summer Fun**  
Why stop cruising now?..... 50

## DEPARTMENTS

<b>Business Briefs</b> ..... 8	<b>Word Search Puzzle</b> ..... 37
<b>Eco-News</b> ..... 10	<b>Cruising Kids' Corner</b> ..... 38
<b>Regatta News</b> ..... 15	<b>Dolly's Deep Secrets</b> ..... 38
<b>Destinations</b> .....20 and 24	<b>Book Reviews</b> .....39 - 41
<b>All Ashore</b> ..... 27	<b>Cooking with Cruisers</b> .....44, 45
<b>Meridian Passage</b> ..... 34	<b>Readers' Forum</b> .....46
<b>Sailors' Horoscope</b> ..... 36	<b>What's On My Mind</b> .....49, 50
<b>Island Poets</b> ..... 36	<b>Caribbean Marketplace</b> ..... 51
<b>Cartoons</b> ..... 36	<b>Classified Ads</b> ..... 54
<b>Cruising Crossword</b> ..... 37	<b>Advertisers' Index</b> ..... 54

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

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

### Compass Agents by Island:

**Antigua:** Ad Sales & Distribution - Lucy Tulloch  
Tel: (268) 720-8868  
lucy@thelucy.com  
**Barbados:** Distribution - Doyle Sails  
Tel/Fax: (246) 423-4600  
**Caracas:** Distribution - Cees de Jong  
Tel: (5999) 767-9042, Fax: (5999) 767-9003,  
sbarba@attglobal.net  
**Dominica:** Distribution - Hubert J. Winston  
Dominica Marine Center, 24 Victoria Street, Roseau,  
Tel: (767) 448-2705, info@dominicanmarinecenter.com

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

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

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

**St. Lucia:** Distribution - Wayne Barthelmy  
Tel: (758) 584-1222,  
waynebarthelmy@hotmail.com

**St. Maarten/St. Barths/Guadeloupe:**  
Distribution - Eric Bendahan (599) 553 3850  
Ad Sales - Stéphane Legendre  
Tel/Fax: + 590 (0) 5 90 84 53 10 Mob: + 590 (0) 6 90 49 45 90  
contact@transcaribbes.com

**St. Thomas/USVI:** Distribution - Bryan Lezama  
Tel: (340) 774 7931, biezama1@earthlink.net

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

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

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

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

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

**We support free speech!** But the content of advertisements, columns, articles and letters to the editor are the sole responsibility of the advertiser, writer or correspondent, and Compass Publishing Ltd. accepts no responsibility for any statements made therein. Letters and submissions may be edited for length and clarity. Compass Publishing Ltd. accepts no liability for delayed distribution or printing quality as these services are supplied by other companies.

©2008 Compass Publishing Ltd. All rights reserved. No reproduction, copy or transmission of this publication, except short excerpts for review purposes, may be made without written permission of Compass Publishing Ltd.



ISSN 1605 - 1998

## CALENDAR

### JULY

- 1 Territory Day. Public holiday in BVI
- 2 Curaçao Flag Day. Public holiday in Curaçao
- 3 Emancipation Day. Public holiday in USVI
- 3 - 11 Regatta Time in Abaco, Bahamas, www.rfta.net
- 4 Independence Day (USA). Public holiday in Puerto Rico and USVI; Carnival in St. John, USVI
- 4 - 5 17th Annual Firecracker 500 Race, Tortola, BVI. West End Yacht Club (WEYC), tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
- 5 Independence Day. Public holiday in Venezuela
- 6 Bequia Fishermen's Day
- 7 CARICOM Day. Public holiday in CARICOM countries
- 7 - 8 SVG Carnival "Vincy Mas" www.carnivalsvg.com
- 8 - 22 St. Lucia Carnival. www.stlucia.org
- 11 - 14 Premier's Cup International Youth Regatta, Tortola, BVI. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
- 11 - 20 Dominica Dive Fest. www.discoverdominica.com/site/divefest.cfm
- 12 Clean-Up Dive, Bonaire. www.dive-friends-bonaire.com
- 12 - Aug 2 Tobago Heritage Festival
- 13 20th Bastille Kingfish Tourney, St. Thomas, USVI. (340) 774-5206
- 14 Bastille Day. Public holiday in French West Indies
- 15 Luís Muñoz Rivera's Birthday. Public holiday in Puerto Rico
- 16 - 19 3rd Freeland Fishing Festival, Marina Bas-du-Fort, Guadeloupe. www.guadeloupefishingclub.com/calendrier.html
- 18 FULL MOON
- 19 Lowell Wheatley Pursuit Race, Anegada, BVI
- 20 - 28 St. John's Carnival
- 21 Schoelcher Day. Public holiday in Martinique
- 24 Birth of Simón Bolívar. Public holiday in Venezuela
- 24 - 27 USVI Lifestyle Festival, St. Thomas. www.usvmf.com
- 25 Constitution Day. Public holiday in Puerto Rico
- 25 - 27 Rebellion Days. Public holiday in Cuba
- 25 - Aug 5 Nevis Culturama (Carnival). www.nevisculturama.net
- 25 - Aug 10 Emancipation Festival, BVI
- 26 José Celso Barbosa's Birthday. Public holiday in Puerto Rico
- 26 - Aug 5 Antigua Carnival. www.antiguacarnival.com
- 27 - Aug 3 Pro Kids Windsurf Event, Bonaire
- 27 - Aug 4 43rd Carriacou Regatta Festival. www.carriacouregatta.com.  
**See ad on page 14.**
- 30 Carriacou Children's Education Fund Potluck Barbecue, Carriacou Yacht Club. boatmillie@aol.com
- 30 - Aug 3 Saba Carnival. www.sabatourism.com

### AUGUST

- 1 Emancipation Day. Public holiday in Barbados, St. Vincent & the Grenadines, and Trinidad & Tobago
- 1 Carriacou Children's Education Fund Auction, Carriacou. boatmillie@aol.com
- 3 - 7 Crop Over Festival, Barbados
- 3 - 10 24th edition Tour des Yoles Rondes, Martinique. Traditional boats' round the island regatta. Société des Yoles Rondes, www.yoles-rondes.org
- 4 August Monday. Public holiday in some places.
- 4 Kadooment Day. Public holiday in Barbados
- 10 Constitution Day. Public holiday in Anguilla
- 11 - 12 Grenada Carnival. Public holiday in Grenada
- 11 - 17 55th San Juan International Billfish Tournament, Puerto Rico. www.sanjuaninternational.com
- 15 Feast of the Assumption. Public holiday in French West Indies
- 16 FULL MOON
- 23 Great Race (powerboats) Trinidad to Tobago
- 24 Festival of St. Barthelemy, boat races
- 25 St. Louis Festival, Corosol, St. Barts. Fishing contests, boat races
- 31 Local Fishing Tournament, Bonaire
- 31 Independence Day. Public holiday in Trinidad

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation.

If you would like a nautical or tourism event listed FREE in our calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to sally@caribbeancompass.com

Cover photo: Chris Doyle

Grenada makes a welcome landfall after non-stop sail from Bonaire

# Info & Updates

## New Yacht Fees for the BVI

The British Virgin Islands government has approved the British Virgin Islands Ports Authority (Amendment) Regulations, 2008 allowing the Ports Authority to enforce harbour charges effective July 1st.

Harbour charges are levied on vessels entering and remaining in BVI Territorial waters or using a BVI Ports Authority facility. Under the new fee structure, vessels will be charged US\$1.00 per foot, \$0.75 per foot and \$0.50 per foot of vessel length for the first, second, and third days respectively. Vessels using Ports Authority facilities will pay \$1.00 per foot of vessel length per day. Her Majesty's ships, vessels belonging to the Crown, vessels belonging to foreign governments, vessels under 15 feet overall length and vessels that are home-ported in the BVI are exempted from the payment of harbour charges.

One cruiser writes, "If I read it correctly, my 38-foot sailboat would incur a fee of almost US\$600 per month for simply being at anchor in the BVI. Rather steep, I'd say!"

Copies of the amended regulation detailing the harbour charges and exemptions can be accessed at [www.bvigazette.org/extrafile/G00139\\_S1%20NO%2025%20of%202008%20-%20British%20Virgin%20Islands%20Ports%20Authority%20\(Amendment\)%20Regulations.%20200897.pdf](http://www.bvigazette.org/extrafile/G00139_S1%20NO%2025%20of%202008%20-%20British%20Virgin%20Islands%20Ports%20Authority%20(Amendment)%20Regulations.%20200897.pdf).

## Hog Island, Grenada, Notice to Mariners

Edgill Associates Limited, working on behalf of Cinnamon 88 (Grenada) Ltd, developing the Four Seasons Resort & Private Residences, Grenada, would

like to advise the public of the temporary restrictions which will be in place in the water channel between Hog Island and Mount Hartman on Grenada's south coast. These restrictions came into effect from the week commencing June 30th.

The construction of the new bridge will necessitate

the full closure of the channel between the Grenada mainland and Hog Island while construction work is being carried out. This is only a temporary measure to ensure the safety of the public.

The construction of the bridge will be complete by October 2008 and the channel will then be reopened to allow access for small craft.

Edgill Associates apologize for the inconvenience caused while these works are being completed.

## St. Croix Celebrates Safe Boating Week

Ellen Sangere reports: In perfect weather, a celebration of Safe Boating Week was held at Frederiksted's Ann Abramson Marine Pier, Saturday, May 17th, with an opening ceremony and fair. The stakeholders in safe boating came out in force to raise awareness through information, education, and to feature the resources available for those who mess about in boats in the waters surrounding St. Croix, US Virgin Islands.

The theme for the week was "Boat smart from the start. Wear your life jacket."

—Continued on next page



A US Coast Guard rescue helicopter drew a crowd at St. Croix's Safe Boating Week

ELLEN SANGERE

Sail into the Spice of the Caribbean

# GRENADA

CARRIACOU • PETITE MARTINIQUE

**GRENADA**  
CARRIACOU • PETITE MARTINIQUE  
The Spice of the Caribbean  
[www.grenadagrenadines.com](http://www.grenadagrenadines.com)

Come visit the Wind for Grenada Sailing Festival



ELEEN SAMPERE

The week's 'wear your life jacket' theme was demonstrated by oil refinery workboat crew

—Continued from previous page  
 The USVI Department of Planning and Natural Resources, US Coast Guard, US Power Squadron, and the USCG Auxiliary offered safe boating quizzes, kids' games, vessel examinations, and radio and fire extinguisher demonstrations, and distributed free children's life jackets. Free hotdogs and hamburgers were given to the hungry crowd. Groups representing game fishing, jet-ski rentals, and HOVENSA refinery's marine unit also had booths at the fair, dispensing information and trinkets. Frederiksted Sailing offered rides on Sunfish sailboats, and a large HOVENSA tug and barge circled off shore in light air and flat seas.  
 More than 400 visitors were invited to tour the US Coast Guard's 110-foot cutter, *Chincoteague*, and the historic schooner *Roseway*, docked on the pier's north side, stern to stern. On the south side of the pier were a sportfishing boat and small working boats from HOVENSA (oil refinery) Security and the USVI

Department of Planning and Natural Resources. The East End Marine Park displayed their new runabout on a trailer.  
 To the crowd's delight and amazement, the USCG demonstrated rescuing a man in the water with their HH65C Dolphin helicopter at the start of the fair, and shot off outdated flares to finish the day's activities.  
 The North American Safe Boating Campaign started in 1957, in the US and Canada, to encourage boater education, boating safety and saving lives. The central focus of the North American Safe Boating Campaign is life jacket wear, and the simple and memorable campaign theme is "Wear It!" Since most recreational boating fatalities result from drowning, and since over 90 percent of those who drown were not wearing a life jacket, life jacket wear is considered the single most important behavior change that could prevent deaths on the water. Boaters need not worry that they are expected to wear a bulky orange

"horse collar" at all times. Life jackets are available in a wide variety of compact, lightweight, and attractive styles suitable for constant wear. Many are partially or wholly inflatable, and resemble a wide set of suspenders or even a belt pack.  
 The Campaign also promotes boater education, avoidance of Boating Under the Influence, regular vessel safety checks, awareness of the danger of carbon monoxide poisoning, and other important boating safety topics.  
 While Safe Boating Week has been an annual event for many years on St. Thomas, this was the first time the fair had been held on St. Croix. USCGA Capt. Duane Minton said they are hoping to hold the event in alternating years on each of the two islands in the future. Dates for next year are May 16th to 22nd, 2009.  
 For more information visit [www.safeboatingcouncil.org](http://www.safeboatingcouncil.org).

**Help Combat Aliens in Trinidad!**  
 The Yacht Services Association of Trinidad & Tobago (YSATT) and the University of the West Indies need cruisers' help.



Green mussels. University researchers want to know how they're arriving in Trinidad

Invasive alien species are an increasing threat to marine and coastal environments and their biodiversity. At the simplest level, indigenous species in a community may be threatened directly by the proliferation of predators or competitors. However, cumulative effects can result in complex changes in the availability of resources (nutrients, light, oxygen), the dynamics of competition for resources, and ecosystem structure and function.  
 —Continued on next page

**When safe delivery is a must,  
 choose a service you can trust.**

**SOREIDOM**  
 Transatlantic, Caribbean,  
 North America, South America

email : [soreidom@soreidom.com](mailto:soreidom@soreidom.com)  
 Tel. : 596 101596 38 05 59  
 Fax : 0033 10172 92 90 48

—Continued from previous page  
This can have a severe impact on the biodiversity of our islands. Additionally invasive species may outcompete local and commercially important species resulting in economic concerns, e.g. where a fishery is threatened.

One of these alien species, green mussels (*perna viridis*), has already invaded the west coast of Trinidad, possibly having been introduced via ballast water or attached to ships.

The Department of Life Sciences of the University of the West Indies will be assessing the introduction of non-native species to Trinidad and Tobago via recreational vessels at marinas in Chaguramas.

UWI Lecturer Dr. Judith Gobin and her group of students plan to study at least 30 recreational vessels. Divers will do photo-quadrat sampling from each vessel's hull and anchor and representative faunal samples from each vessel will also be collected. Samples will also be collected from nearby pilings, floating docks, jetties, etcetera. An analysis of photo-quadrats and examination of specimens will be carried out to identify invasive alien species.

If you wish to be part of this study and assist students, please contact YSATT before or upon your arrival in Trinidad, either via telephone (868) 634-4938 or via e-mail [info@ysatt.org](mailto:info@ysatt.org).

#### Is That Grass on Your Antifouling?

John Kessel reports: Bernuth Lines' *Caribbean Jade* suffered a temporary steering failure when leaving Port Castries, St. Lucia, at 2:00AM on June 14th and ran aground on a soft bottom in Bananes Bay, neatly missing two large work boats, and two mostly submerged wrecks. Both anchors had been dropped: the first broke its chain and the other dragged.

She was re-floated at noon the next day with the aid of the two harbour tugs in Castries and the two workboats she missed. Divers inspected the hull and she left at

7:00AM the next day. *Jade* is 4,000 tons, is 100 metres long and has a draft of 6.47 metres, which can be clearly seen in the photo!

#### Cruisers' Site-sings

Well-known cruising writers Kathy Parsons, Gwen Hamlin and Pam Wall have started a most interesting website called Women and Cruising. Kathy is author of the books *Spanish for Cruisers* and *French for Cruisers*. Gwen writes the monthly Admiral's Angle column for *Latitudes & Attitudes* magazine. Pam teaches sailing at Women on the Water Week in the British Virgin Islands.

Begun as a resource for women who attended Kathy, Gwen and Pam's Women and Cruising Seminars at boatshows around the USA, this site is growing and will present women's perspectives and concerns about cruising, showcase the many women cruisers who are out there writing books, websites and

blogs, and provide a voice for women cruisers.

A brand new feature on the site asks "What do women like most about cruising?" and currently includes the thoughts of cruising writers — and, inci-



What do women like most about sailing off into the sunset? Ellen Sanpere says, 'Being a member of the larger cruising community... If there is a better life, I'd like to see it'

dentally, past and present *Compass* contributors — Ellen Sanpere, Jody Lipkin, Gwen Cornfield, Eileen Quinn, Marcie Connelly-Lynn and editor Sally Erdle. Other prominent cruiser-writers sharing their thoughts are Heather Bansmer, Beth Leonard, Elaine Lembo, Nancy Bimbaum, Suzanne Giesemann, Debbie Leisure and, of course, the website's three originators. Kathy says, "You certainly don't have to be a famous author to contribute to this site — we just decided to feature several women cruising writers on this page. We plan to grow this site, adding more topics, giving us all the opportunity to share our thoughts and our experiences on cruising."

Check it out at [www.womenandcruising.com](http://www.womenandcruising.com).

#### Welcome Aboard!

In this issue of *Compass* we welcome new advertisers Beacon Insurance with offices throughout the Eastern Caribbean, page 55; Fortress Marine of St Kitts, page 29; the St. Lucia-Cuba Humanistic Solidarity Association, page 28; and Barrow Sails of Trinidad, Port Marine Supply of Venezuela and Venezuela Marine Supply in the Caribbean *Compass* Market Place, pages 51 to 53. Good to have you with us!



'Who's got the scrapers?' Just kidding... It's not a bad case of bottom growth — this freighter had a little steering hiccup in Castries Harbour

# Simplicity. Reliability. Long life.



Marine Generators | [www.northern-lights.com](http://www.northern-lights.com)

**Antigua**  
Marine Power Services  
English Harbour  
Ph: 268-460-1850  
Fx: 268-460-1851  
[mps@candw.ag](mailto:mps@candw.ag)

Seagull Yacht Services  
English Harbour  
Ph: 268-460-3050  
Fx: 268-460-1767  
[info@seagullyachtservices.com](mailto:info@seagullyachtservices.com)

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

**Grenada**  
Enza Marine  
Grand Anse  
Ph: 473-439-2049  
Fx: 473-439-2049  
[enzamarine@spicetisle.com](mailto:enzamarine@spicetisle.com)

Grenada Marine  
St. David's  
Ph: 473-443-1667  
Fx: 473-443-1668  
[info@grenadamarine.com](mailto:info@grenadamarine.com)

**Martinique**  
Inboard Diesel Service  
Port of Case Pilote  
Ph: 596-596-787-196  
Fx: 596-596-788-075  
[info@inboarddiesel.com](mailto:info@inboarddiesel.com)

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

**St. John**  
Coral Bay Marine  
Coral Bay  
Ph: 340-776-6665  
Fx: 340-776-6859  
[cbmarine@islands.vi](mailto:cbmarine@islands.vi)

**St Lucia**  
The Sail Loft  
Rodney Bay Marina  
Ph: 758-452-1222  
Fx: 758-452-4333  
[twasil.ltd@candw.lc](mailto:twasil.ltd@candw.lc)

**St Maarten**  
Electec  
Cole Bay  
Ph: 599-544-2051  
Fx: 599-544-3641  
[sales@electec.info](mailto:sales@electec.info)

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

**Trinidad**  
Diesel Technology Services  
Siparia  
Ph: 868-649-2487  
Fx: 868-649-9091  
[dieseltec@hotmail.com](mailto:dieseltec@hotmail.com)

Dockyard Electrics  
Chaguaramas  
Ph: 868-634-4272  
Fx: 868-634-4933  
[Richard@dockyardelectrics.com](mailto:Richard@dockyardelectrics.com)

**Tortola**  
Cay Electronics  
Road Town, Tortola  
Ph: 284-494-2400  
Fx: 284-494-5389  
[cayevi@candwbtvi.net](mailto:cayevi@candwbtvi.net)

Marine Maintenance Services  
Road Town, Tortola  
Ph: 284-494-3494  
Fx: 284-494-8491  
[timdabbs@surfbvti.com](mailto:timdabbs@surfbvti.com)

Parts & Power  
Road Town, Tortola  
Ph: 284-494-2830  
Fx: 284-494-1584  
[partspwr@surfbvti.com](mailto:partspwr@surfbvti.com)

# BUSINESS BRIEFS

## Stratis by Doyle is Tops for Superyachts

The all-black 120-foot *Bristolian*, designed by Philippe Briand, is the latest performance sloop to be wearing the Stratis, custom-laid black dyed fibre-aligned sailcloth. *Bristolian* took its first sail on the Auckland Harbour recently. The sleek black superyacht has 18,000 square feet of Stratis sailcloth designed and made in the Stratis loft by Doyle Sails New Zealand.

Simultaneously, the 130-foot Tripp-designed *Alithia* was in Croatia being fitted with her new Stratis sails.

And the Stratis onslaught doesn't stop there, with *InMoccean* being launched by Fitzroy Yachts and *P2* slipping in the water at Perini Navi. Both yachts will have a complete inventory of Stratis sails with *P2* carrying not only the cruising version (GPC) but also a full suit of racing sails (GPX).

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

## The Berth of a New Era?

Camper & Nicholson's Marinas has announced that berths at the exclusive Port Louis development on Grenada are now available for sale and annual rental.

When completed in spring 2009, the luxurious marina development will be a year-round location for those wishing to discover one of the best unspoiled yachting destinations in the Caribbean. Phase One of the development is nearing completion



Left: Maltese Falcon visited Port Louis Marina earlier this year

Right: Ribbon-cutting at Down Islands' new building



year's event and find out more about the Port Louis development featured on Boats on TV via Joost. Go to [www.joost.com](http://www.joost.com) 2197p20 for a ten-minute review of the best of the action.

For more information on Port Louis Marina see ad on page 22.

## New Premises for Art Fabrik, Grenada...

At the end of 2007 the sudden disappearance of Art Fabrik on Young Street (opposite Tikal) left the town of St. George's and the sailing community wondering, "Where did they go?"

You can now find Art Fabrik at their new premises just 50 steps up the road from their old place, on ground level. You can't miss the latest hot-spot — an airy boutique with a quirky ambiance where Art Fabrik's creative team produces hand-painted batik and wearable art all made locally.

For more information see ad on page 44.

## ...and Down Island Villa Rentals, Carriacou

The new premises for Down Island Villa Rentals, in Craigston, Carriacou was officially opened by The Hon. Elvin G. Nimrod, on May 9th.

In the words of founding directors Malcolm and Ros Cameron, who started the

company in 1992, their goals then were "to provide a first class management and rental service to the growing number of home owners... and to promote Carriacou as a holiday destination." New directors Gordon and Carolyn Alexander, who took over the company in 1998, have continued to work to ensure that they provide secure jobs for local people, offering them training and personal development with a view to handing more responsibility to those who wanted to grow with the company.

At the opening managing director Allison Caton thanked her staff, associates and the service providers such as restaurants, taxi drivers, water taxis and specialist shops declaring that "...because of the efforts of all of them I am able to provide the excellent services that the business was founded on."

For more information see ad on page 27.

## Electronics in Trinidad

Navtech Electronics of Trinidad focuses on navigational electronics repair, sales of VHF and SSB radios, antennas and is certified for GMDSS and Raymarine warranty sales/service located in the heart of Chaguaramas, Trinidad. Manager Aaron Hutchinson works hard to satisfy his customers' needs by working together to engineer a package to meet the yachtsmen's specifications and to keep to their budget.

For more information see ad in the Market Place section, pages 51 to 53.

—Continued on next page

## Yacht at Rest, Mind at Ease

SAFEST WAY TO SHIP • PREMIER SERVICE FOR ANY YACHT • RELIABLE FREQUENT SCHEDULES • UNIQUE DESTINATIONS • COMPETITIVE RATES

UNIQUE DESTINATIONS • COMPETITIVE RATES

RELIABLE FREQUENT SCHEDULES • SAFEST WAY TO SHIP • UNIQUE DESTINATIONS • COMPETITIVE RATES • PREMIER SERVICE FOR ANY YACHT



**BOOK NOW!**

MARTINIQUE → PALMA DE MALLORCA - LATE OCTOBER

MARTINIQUE → LA ROCHELLE - EARLY DECEMBER



WORLD CLASS YACHT LOGISTICS

[WWW.YACHT-TRANSPORT.COM](http://WWW.YACHT-TRANSPORT.COM)

**DYT USA**  
Telephone: +1 954-525-8707  
[dyt.usa@dockwise-yt.com](mailto:dyt.usa@dockwise-yt.com)

**DYT Newport R.I.**  
Telephone: +1 401 439 6377  
[ann@dockwise-yt.com](mailto:ann@dockwise-yt.com)

**DYT Martinique**  
Telephone: + 596 596 74 15 07  
[nadine@dockwise-yt.com](mailto:nadine@dockwise-yt.com)



—Continued from previous page

### Hurricane Season at Island Dreams, Grenada

As of press time, Island Dreams still has a few of their "strong moorings" available in Hog Island and Clarkes Court Bay on the south coast of Grenada. High specification



A yacht stored on one of Island Dreams' strong moorings in Grenada

design and construction combined with Island Dreams Guardanlage offers yachts and their owners a reliable option for Hurricane Season storage.

For more information see ad on page 27.

### Errol Flynn Marina — Back Door to Cuba

The proximity of Port Antonio, Jamaica, to the southern coast of Cuba (just 65 nautical miles) makes Errol Flynn Marina the ideal stopping off place before heading to the "forbidden pastures" on this pearl of the Caribbean. Many of the marina's yacht visitors are doing a round trip that includes the south coast of Cuba and Jamaica's delightful north coast. Cuban ports of call include Santiago de Cuba, Cienfuegos, Trinidad, Cayo Largo del Sur, Batabano and Isla de la Juventud, plus the Jamaican destinations of Montego Bay, Falmouth, Ocho Rios and Oracabessa on the return trip. The marina recommends stocking up on provisions in Port Antonio before leaving as many items are hard to come by in Cuba. Not hard to come by though are Cuban cigars, which, according to Errol Flynn, present no problems to Jamaican authorities on your return to the island.

Finally, if you are flying into Kingston and travelling from there to Port Antonio, the marina will be happy to book a responsible driver to meet your flight — and at a reduced price. Just call or e-mail in advance with your arrival details.

For more information see ad on page 21.

### Or Cuba... by Air!

If you've always wanted to go, but haven't been able to sail to Cuba, this might be your answer. The Saint Lucia-Cuba Humanistic Solidarity Association is organizing trips by air to Cuba from Barbados. A ten-day trip from September 28th to October 7th includes round-trip airfare, seven days in Havana and three days in Varadero, and visits to places of interest including Hemingway Marina.

For more information see ad on page 28.

### New Home for noonsite.com

World Cruising Club, organisers of the famous Atlantic Rally for Cruisers (ARC), announced last month that they have taken over noonsite.com — the global web-

site for cruising sailors — from its founder, the author and sailing "guru" Jimmy Cornell. Noonsite.com is the culmination of Jimmy Cornell's work on the global cruising scene for three decades and a distillation of his best-selling books *World Cruising Handbook* and *World Cruising Routes*.

The site provides a free, one-stop location featuring essential information on all matters of interest to sailors planning an offshore voyage anywhere in the world, whether already underway or still in the preparatory stages. All cruising destinations are covered (currently 193 countries and almost 1,800 ports) with information on clearance formalities, visa requirements, fees, weather, special events and other facts needed by visiting sailors. Also featured are details of repair facilities as well as marine and shore services for every major port visited by cruising boats.

Sailors from the international cruising community use noonsite.com as a hub for news and information, making regular contributions and helping to ensure the continuing accuracy of the information. In addition, a team of editors, all of whom are keen sailors, regularly update and monitor the published information, with input and feedback also invited from the cruising community for corrections and other news.

Commenting on the announcement, Jimmy Cornell said, "As the best source of information for the global cruising community on the internet, noonsite.com will fit logically into the wide range of activities of World Cruising Club. As in the case of the ARC and other rallies, I have absolute confidence that in the able hands of Jeremy Wyatt, Andrew Bishop and their talented team, the future of noonsite.com is assured."

World Cruising Club Director Jeremy Wyatt said, "We are delighted that under our auspices, noonsite.com will continue as a free service for cruising sailors. Jimmy and his team have built an excellent reputation for the site

and we aim to enhance and develop noonsite.com, maintaining it as THE one-stop information website for the worldwide community of cruising enthusiasts as well as adding some exciting new features. We are also keen to hear the views of our site users, who are a key part of the unique noonsite.com community."

### Antigua Charter Yacht Show

Registration is now open for the 47th Annual Antigua Charter Yacht Show, to be held December 4th through 9th. The popular Welcome Cocktail Party and Buffet dinner will be featured once again this year, as will the End of Show Crew Bash and Party, which this year will also incorporate a Captains VIP Lounge area.

The annual Chef's Competition will once again be on the programme, although changes to the format are in the works! Check out the website for updates on this and all other aspects of the 2008 show.

For more information visit [www.antigua-charter-yacht-meeting.com](http://www.antigua-charter-yacht-meeting.com).

### Big Yacht Registry for St. Maarten?

The Netherlands is willing to assist St. Maarten in setting up a registry for big yachts. "If St. Maarten wants to, the Netherlands will assist in building up the capability for the island to register big yachts. That would be an economically interesting activity. It's in line with the tourism activities on the island," said Dutch Minister of Transport and Waterways Camiel Eurlings.

Eurlings met with the Executive Council when he visited St. Maarten during his recent five-day tour of the Netherlands Antilles. He also visited the harbour facilities and received a tour of Princess Juliana International Airport before leaving for Saba. In his talks on all islands, Eurlings was promoting the establishment of a maritime consultative body with the participation of all partners in the kingdom. This body would give his Ministry a tool to keep the cooperation with the islands "practical" after the dismantling of the Netherlands Antilles. Speaking of his Caribbean visit, Eurlings said: "What we tried to do is to prepare ourselves for the new situation of two new countries St. Maarten and Curaçao, the BES islands Bonaire, St. Eustatius and Saba for which I will be directly responsible, and Aruba."

—Continued on page 53

**Carabe Réement**  
MARTINIQUE

SHIP CHANDLER

**SPECIALISTS IN CHANDLERY RIGGING MARINE ELECTRICAL**

**SALES INSTALLATION AFTER-SALES SERVICES**

Tel : + (596) 596 74 80 33  
Fax : + (596) 596 74 66 98  
Cell : + (596) 696 27 66 05  
cgmar@wanadoo.fr  
www.carabe-greement.fr

MARTINIQUE LE MARIN HARBOUR

Logos: w/wichard, spinlock, Lefrane, Leatherman, Tylaska, LEWMAR, PROFURL, nke, Glestein Ropes, WOLFF, LVMOL, ACMO, AQUA-BASE, factnor, Antal, Onon, xantrex, AMIOT, Sea Recovery, HARKEN, PLASTIMO, SHELL SOLAR

# CARIBBEAN ECO-NEWS

## New Marine Protected Areas to Be Created

Caribbean islands will create new protected areas for fish and coral reefs under a US\$70 million plan announced on May 27th that will help safeguard tourism-backed economies. Nine Caribbean nations agreed to extend protected areas to ten percent of their marine and coastal habitats by 2012.

The Bahamas, the Dominican Republic, Jamaica, Antigua & Barbuda, St. Kitts & Nevis, Dominica, Saint Lucia, Grenada, and St. Vincent & the Grenadines aim to set aside about 12,500 square miles (32,000 square kilometres). That area is roughly the size of Belgium or the state of Maryland. The Bahamas will be the largest contributor of protected areas under the "Caribbean Challenge" and aims to set aside 20 percent of marine habitats by 2020.

At the invitation of Caribbean nations, The Nature Conservancy (TNC) is coordinating with participating countries to execute the Caribbean Challenge, which represents the largest coordinated, multi-nation conservation campaign in the region. "In many Caribbean nations at least fifty percent of gross domestic product is derived from tourism," said Rob Weary of TNC. "Countries are realizing the need to invest in protected areas so tourism can remain the economic engine."

TNC said that about seven percent of the Caribbean's marine resources now have protected status but only a tenth of these were considered properly conserved. Countries that sign on to the Challenge will gain access to millions of dollars in new funding to meet their conservation goals, leading to more rangers, patrol boats, scientific expertise and education programs that will help to ensure effective protection of marine and coastal resources.

The US\$70 million cost would comprise \$40 million in a trust fund and \$30 million for expanding protected areas, Weary said. Among major donors, the Conservancy would provide \$20 million and Germany was considering \$8.6 million.

The project illustrates a widening belief that natural systems provide free services that are undervalued by conventional economic theory. Protected corals, for instance, can raise overall fish catches by acting as nurseries for fish that later swim to other waters. Intact reefs also draw tourists and can shield beaches from storm surges or tsunamis.

In Grenada, for example, TNC, the Fisheries Department, local partners and community members completed a conservation action plan for Carriacou's Sandy Island/Oyster Bed Marine Protected Area. The plan, when implemented, will conserve coral reef habitat, turtle nesting beaches, mangroves and oyster beds. The plan includes no-take zones and areas that provide for community use and support traditional livelihoods. Funding from the Caribbean Challenge will ensure that the management plan becomes a reality for the park.

For more information visit [www.nature.org](http://www.nature.org).

## Venezuela's Coastal Development Scrutinized

"We do not support any plans that will irreversibly destroy the unique and representative natural spaces of the Venezuelan nation," declared Alberto Boscari, president of Venezuela's environmental watchdog group, Fundación La Tortuga (FLT) in a recent press statement.

Boscari clarified that the NGO is not against the development of tourism, as long as it is done with adequate consideration for the natural environment. "Our intention is to avoid the repeated cases of development being done without the endorsement of studies that analyze its total impact," indicated Boscari. "The handling of visitors must be rigorously planned

mitigating and corrective measures to diminish the negative environmental impacts.

An Environmental Impact Assessment must consider that the construction and earthworks done during the first stage of the tourist development proposed by the Ministry of Tourism "have generated impacts by the use of machines which have destroyed the coral, turning it into dust that is soon raised by the wind, affecting the vegetation. This action contributes to the desertification of the island, and when the rains begin, that dust is going to be dragged towards the south, affecting the clarity of the waters and therefore, the existing marine life. In addition, there is much archaeological evidence on the island that, possibly, has been



Protection of unique and delicate natural environments, such as this shoreline on Isla La Tortuga, must be part of tourism planning

before formulating any project development. Integral protection measures should be created that ensure development will interfere as little as possible with the delicate environment and, simultaneously, afford visitors a quality experience that will satisfy their expectations. That is why it is important to establish the maximum visitor capacity that the sites destined for public use can support."

The island of Tortuga is considered to have scientific value of major magnitude in terms of flora and fauna. However, earthworks that started there for tourism development last year, specifically in the south-central zone of the island at Cerro Gato, one of the distinguishing geological formations of the island, "can ruin all the scientific value that the island has for Venezuela and the world, in addition to reducing its attractiveness for the visitors," explained Alfredo Morales, attorney for the Inter-Institutional Relations Department of the Foundation. As a result of indiscriminate heavy machinery work that began in early 2007 on the environmentally richest and most vulnerable sector of the island, it has been made high-priority to immediately initiate a plan of Environmental Restoration in the affected areas, and implement

devastated by the machines," said Andrés Osorio, Oceanographer and Scientific Adviser of the FLT.

The FLT endorses the declaration made by Deputy Earle Herrera, Natural Resources President of the Atmosphere Commission, Resources and Arrangement of the Territory of the Venezuelan National Assembly, who recently stated that the tourism plans for that nation's Federal Dependencies, especially Isla La Tortuga, will be the object of inspection and control by the National Assembly.

For more information contact [alberto.boscari@fundacionlafortuga.org](mailto:alberto.boscari@fundacionlafortuga.org).

## Causes of Reef Fish Depletion in Barbados

Norman Faria reports: There's a need to increase the mesh size of fish pots in Barbados. If not, says a University of the West Indies professor, the reef fish population around Barbados could be further depleted.

Already, said Dr. Robin Mahon at a news conference in May, it has reached "dangerously low levels". The UWI academic also pointed to over-fishing and pollution factors.

—Continued on next page

- Arawak
- Culture Classic
- Hucksters
- Smith Arneborg Architects
- Blue Water Divers
- Day Sails
- Ice Cream Store
- Bay View Inn
- Bon Marche
- D' Best Cup
- Latitude 18°
- VOYAGE Charters
- BVI Apparel
- First Caribbean ATM
- Pusser's Landing
- Zenaida
- Caribbean Jewellers
- Harbour Market
- Serenity Spa

A Full Service Marina, Shopping, Dining and Fun!

## Soper's Hole Wharf & Marina

Frenchman's Cay, West End, Tortola, BVI

Hotel rooms  
50 slips w/electric, Cable tv & water  
Vessels up to 180 ft.  
Fuel, water & ice  
Phone, fax & internet facilities  
Restrooms & showers  
Night security  
Garbage drop-off

T: 284-495-4589 · F: 284-494-0741 · vhf channel 16  
E: [bvi@voyagecharters.com](mailto:bvi@voyagecharters.com) · W: [www.sopershole.com](http://www.sopershole.com) · [www.multihullmarina.com](http://www.multihullmarina.com)

More power - less noise  
Stand alone and failsafe due to the automatic pitch control  
Heavy duty - made to last  
A real professional

# ZERO CO2

[www.superwind.com](http://www.superwind.com)  
Budget Marine - Diginav, Martinique - China Clipper, Cartagena

—Continued from previous page

"Anybody who has been anywhere where reef fish are in good condition can just stick their head in the water and tell that our reef fish (here in Barbados) are very low in abundance and very depleted," said Dr. Mahon who is Director of the Centre for Resource Management and Environmental Studies (CERMES) at the regional educational institution. He added, "You can tell by the very small size of them, the low numbers of them, the kinds that there are [that] it is a very heavily depleted fish stock."

Saying that the problem with fish traps is a regional one, he argued: "The way fish traps are commonly used, the mesh size is too small. In the late 1990s, the Government Fisheries Department (in Barbados) agreed to increase fish trap mesh size by, I think, a quarter inch every year or two years until it reached the right size." Unfortunately, this was never done.

Two fish potters, who regularly set their traps in Carlisle Bay on the island's south coast, told this writer in recent weeks their catches were "way less" than, say, ten years ago. Both, who wished to remain anonymous, said part of the reason was that tourist divers from several scuba diving operations are "letting out the fish", further cutting into their earnings.

The "pot fish" are eagerly sought out by ordinary Barbadians on Sunday mornings. The fish are mainly chubs, barbers and grunts. They sell for Bds\$4 (US\$2) per pound. Occasionally, lobsters and "sea cats" (octopus) are also trapped.

For more information on CERMES visit [www.cavehill.uwi.edu/cermes](http://www.cavehill.uwi.edu/cermes).

#### Dominica Supports Ban on Commercial Whaling

The Prime Minister of Dominica, Roosevelt Skerrit, recently announced his government's reversal of eight years of support for Japan's pro-commercial whaling position, just prior to the IWC (International Whaling Commission) annual meeting held in Santiago, Chile from June 23rd to 28th as this issue of *Compass* went to press. The Prime Minister stated, "Our stringent environmental practices and philosophies have earned us the label 'The Nature Island' and, upon careful review and deliberation of the issue, it has been determined that voting for an overturn of the existing worldwide ban on commercial whaling would be inconsistent with the standards and principles of sustainability that we so fervently advocate."

According to Caribbean Net News ([www.caribbean-netnews.com](http://www.caribbean-netnews.com)), Dominica itself is not a whaling nation, nor is whaling permitted in its territorial waters. The island's tourism industry is nature-based and relies heavily on niche market "responsible tourists" who seek out environmentally friendly leisure travel destinations. It is renowned for its pristine natural environment and outstanding eco-adventure options including scuba diving, hiking, kayaking and whale-watching. In fact, Dominica is known as the "Whale Watching Capital of the Caribbean" with 22 species sighted in its waters and a 95-percent success record on whale-watching tours.

In recent years, Japan and other pro-whaling nations have failed to obtain the 75 percent of votes needed to overturn the IWC moratorium. The moratorium became effective in 1986 following the vote by IWC members four years earlier to ban all commercial whaling beginning in the 1985-86 season in order to protect endan-

gered species of whales and preserve the delicate balance of the global marine environment.

#### Bequia Students Fight Litter with Art

Under the theme "What You Do on Land Affects the Sea", all seven schools on the Grenadine island of Bequia recently participated in a poster contest aimed at visibly raising awareness of the importance of not littering. The poster design and choice of colors and materials was open to each student. The main idea was for the children to be able to express on paper, in



In addition to the successful 'What You Do On Land Affects the Sea' poster contest, youngsters in Bequia are making a nautical-themed mural from discarded bottle caps

a creative way, how they see litter and how what they do on land affects the sea.

At the awards ceremony, appropriately held outdoors on the bayside under the Almond Tree in Port Elizabeth, each student received an "I LOVE THE ENVIRONMENT" T-shirt and a certificate from the Bequia Tourism Association (BTA) for participating. The poster contest was stage one of the BTA's Environmental Awareness Campaign.

The students' posters will be on display at numerous locations in Bequia, including the Post Office, the BTA office, shops, restaurants and schools.

The prizewinners were:

- 1) Akeem Ollivierre, age 12, Bequia Anglican Primary School
  - 2) Kelton Hazell, age 16, Bequia Community High School
  - 3) Ondine Mitchell Sutton, age 11, Paradise Primary School
- Runners-up were:  
Kodi Williams, age 6, Paget Farm Government School  
Ackelia James, age 7, Bequia Sunshine School  
Laurin Schaedle, age 12, Bequia Seventh Day Adventist Primary School  
Keithon Grant, age 18, Bequia Seventh Day Adventist Secondary School

Special awards were given to:

McKish Compton, age 11, Paget Farm Government School

Lina Dornieden, age 9, Paradise Primary School

Loulanna Bynoe, age 10, Paget Farm Government School (see Loulanna's poem on page 36).

Also as part of the anti-litter awareness campaign for Bequia, the RIPPLES group and children from the villages of La Pompe and Paget Farm began creating a mural with bottle caps and paint on a large piece of plywood. The mural is intended for display outdoors in a public area of the island. On April 26th, the children collected bottle caps from the ground in Paget Farm and Lower Bay for their art project. On May 1st, the group drew the design and began sticking on the bottle caps. Look for the finished mural in Port Elizabeth this summer. Many thanks to the Eastern Caribbean Cetacean Network and the Bequia Tourism Association for sponsoring this environmental activity!

For more information on the Bequia Tourism Association's Environmental Awareness Campaign contact [alexandra.paolino@gmail.com](mailto:alexandra.paolino@gmail.com).

#### Jost Van Dyke to Launch Environmental Initiative

The Jost Van Dyke's Preservation Society (JVDPS), a nascent not-for-profit organisation working to promote environmental, cultural and historical projects on Jost Van Dyke in the British Virgin Islands, will launch a new island-wide environmental programme this summer.

Recently, JVDPS won a competitive grant from the UK's Overseas Territory Environmental Programme (OTEP) to fund its "community-based programme advancing environmental protection and sustainable development". This programme will include several educational elements for island residents and youth based upon scientific field research and the subsequent publication of an island-wide environmental profile that will be distributed to each island resident.

During Phase I of the Project, an environmental profile (EP) detailing the terrestrial, coastal and marine environment of Jost Van Dyke and its surrounding out-islands (Little Jost, Sandy Cay, Sandy Spit, Green Cay and Sandy Cay) will be developed. The EP, guided by an Island Advisory Committee comprised of island residents and members of relevant government agencies (National Parks Trust, Conservation and Fisheries), will identify major issues, conflicts and problems in the islands' natural resource management, helping to drive an island-specific conservation agenda on Jost Van Dyke. The EP will be completed by Island Resources Foundation, an environmental NGO with a 35-year history of environmental work in the Caribbean.

In Phase II, the project will draw upon EP findings to disseminate information in several formats to island residents, stakeholders, visitors, and BVI government agencies and initiate a long-term programme of education, outreach and environmental monitoring to be supported by the JVDPS. During Phase II, the Society will also hire a local resident to act as an "Environmental Monitor" to help continually evaluate the environmental health of the community. The Society hopes to encourage other island communities to initiate similar projects.

For more information on JVDPS and this programme, contact Susan at [Susan@jvdp.org](mailto:Susan@jvdp.org).

# QUIET CLEAN POWER

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

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

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

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

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



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

M65 M92B M115T M135 M225Ti M265Ti M300Ti



Perkins  
POWERING A BETTER FUTURE

Sabre M135



PARTS & POWER

**HOW** time does fly! Easter was just yesterday an' here we are, de 11th May, standin' on Canouan Whitsuntide Regatta. Yo' see, Easter come early dis year an' so is Whitsuntide. Yes, we ready fo' go to battle again. Nineteen boat line de beach, sails flappin' in de little breeze, about eight to 12 knots, enough fo' sail. Is 10 o'clock an' de sun hot fo' so but everybody ready. Ready fo' tek revenge. Some ain't satisfy wid de licks dem get at Easter so dem change dis an' dat, lengthen dis an' shorten dat. Dem even change crew. One t'ing though, ah ain't callin' no name, ah don't want no bad blood.

we comin'. Ah holdin' me own, ah say we go' get ah good fight today. But ah say wrong. As *Tornado* mek she first tack, she sprit come down, somet'ing break or bust. As ah pass she, ah ain't see no repair work goin' on so ah say dis go' be ah easy one. She retire hurt, not de way ah like fo' win. *More Worries* an' *Progress* way back so ah have time fo' watch *Bluff*, *Confusion* an' *Cloudy Bay*. De last race at Easter was ah very close one between dem t'ree but not today. Dem too far apart now fo' ah punchin' wid each other. *Bluff* in de lead, *Confusion* second an' *Cloudy Bay* third. Well, as ah say, is de first time in ah long time ah skipperin' ah 18-footer an' after dis Regatta, it might be de last because as ah jump out on de sand, ah feel like ah 80.

de tale. We start at 11 again. It look like de time t'ing improve, dem watch workin' good. Off we go. *Nerissa J* tek de lead around de first mark an' so did *Bluff*. But somet'ing wrong, *Confusion* goin' in de other direction, back to shore, out ah dat. Ah hold me lead on de first lap an' so is *Bluff*; *Cloudy Bay* ah good way back. But de wind droppin' an' *Tornado* inchin' up, we go' fight to de finish! But ah watchin' *Cloudy Bay* down by de airport. She stand up an' she sails flappin'. Ah say to me self, de airport open yesterday an' ah could bet Nick an' Arnold want to be de first boat fo' ride up 'pon it, but dem only touch up fo' see how it feel an' shove off because now dem on de other tack. Well, dem say may de best boat win an' so *Bluff* win an' *Tornado* win. *Tornado* get two firsts an' ah DNF an' *Nerissa J* get ah first an' two seconds. *Bluff* get three firsts. *Limbo* sail independent. Ah could only tell yo' what ah know so ah will get de rest results from de Commodore!  
*Orbin Ollivierre is a boatbuilder, fisherman and Commodore of the Bequia Sailing Club.*

## Seeking Revenge at Whitsuntide

by Orbin Ollivierre



ERANE OLLIVIERRE (2)

In de big class, we got *Bluff*, *Confusion*, *Cloudy Bay*, no *Perseverance*, she still rig fo' whale, no *Spank*. We got *Limbo* but no *Trouble*, no *Iron Duke* — she ha' fo' sail alone: dat bad. In de 18-footers, we got *Tornado*, *Nerissa J*, *Progress*, *More Worries* an' we got ten smaller ones from Canouan an' Mayreau. Not true: *My Love* in dey, ah can't say if she from Bequia or St. Vincent. Dem Canouan an' Mayreau boat got name like *Bad Feelings*, *Hard Target*, *De Robin*, *Scope*, ah can't remember all so ah ha' fo' stop dey.

Eleven o'clock, race start. Class 2 gone first, den 3 den 4. Dem doin' ah shorter course. Den Class 5 but is only *Limbo*. Den off wid de big boys. Dem doin' de long route down to Catholic Rock, south ah Mayreau, Baleine Rock up to ah mark at Friendship an' back to de first mark at start an' finish. Well as ah say, de wind light an' ah ha' fo' tell yo', is de first time in ah long time ah sailin' in ah 18-footer, yes, ah skipper in *Nerissa J*, de new *Nerissa J*. Is only four boat in de class so ah ha' fo' keep me wits up an' me eyes peeled because *Tornado* ain't no easy boat fo' beat an' she in de lead not by much. We turn de lee mark an' upwind

All over me body achin'. Time fo' get some greenies down an kill de aches. Ah know one t'ing fo' sure. Ah ain't goin' in no jump-up tonight! Yes, tonight is "wet fête" an' t'ing over at de fisheries complex: could be ah gettin' old.

'Sunday mornin' is here, nice an' fresh, church bell ringin'. But sorry, no church fo' me. Heaven will help us all out dey today because de sun hot like Hell. We start at 11 o'clock, reverse course to yesterday, wind good, so we go' finish early. It got trips comin' down from St. Vincent an' is de official openin' ah de jet airport so all de bigwigs on de rock, includin' de Prime Minister. Ah can't tell yo' much about de race, t'ings go nice fo' some. Dem also got *Queen Show* tonight, party fo' so in de hard court but not fo' me. Ah few cold beers, ah big plate ah chicken an' chips, an' wrap up in ah soft coat. Good night, Lucy, see yo' tomorrow.

Monday is ah short sail, triangle in de bay, good breeze an' smooth water. Some ah dem boat mek little changes wid dem jib an' t'ing but fo' me, ah ain't changin' not'in', whatever come, ah go' tek. *Tornado* beat me yesterday so we even de score. Today will tell



### SERVICES

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

### GOODS

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

### FOR RENT

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

## FRED MARINE

Guadeloupe F.W.I.

MARINE MECHANICS (ALL MAKES) - HAUL OUT

24h BREAKDOWN SERVICE • SALES • REPAIRS • MAINTENANCE

Marina Pointe-à-Pitre 97110

Phone: +590 590 907 137

Fax: +590 590 908 651

E-mail: [fredmarine@wanadoo.fr](mailto:fredmarine@wanadoo.fr)



TOHATSU

LEAVE YOUR BOAT IN SKILLED HANDS

# IT'S SAILING TO THE MAX WHEN AMERICA'S CUP WINNER JOINS IN

by Stéphane Legendre

Wind, sun, huge crowds of spectators, fun on the beach and on the water — all this took place at the Karibea Beach Resort at Gosier, Guadeloupe, during the week-end of May 31st to June 1st at the fourth edition of the now famous Zoo Regatta.

## Holmberg's Highlights

Born in St. Thomas, US Virgin Islands in 1960, Peter Holmberg has become an international yacht-racing star. Just a few highlights of his career include:

- CARIBBEAN
  - International Rolex Regatta, St. Thomas, 1st place (seven times)
  - Antigua Sailing Week, 1st place (three times)
  - St. Maarten Heineken Regatta, 1st place (twice)
  - BVI Spring Regatta, 1st place (five times)
  - Caribbean Big Boat Series, 1st place
- INTERNATIONAL
  - 1988 Olympic Games, Finn Class, Silver Medal
  - 1990 Maxi World Championships, 1st place
  - 2002 Match Racing World Tour, 1st place
  - 2007 America's Cup, 1st place



SIMAX (2)

Renowned international skippers from all over the Caribbean and Europe came, including Peter Holmberg (USVI), Marc Fitzgerald (UK), Gildas Morvan (France), Claude Thélier (Guadeloupe), Eric Baray (Martinique) and Yvan Bourgnon (France). Peter Holmberg, who was aboard America's Cup winner *Allight* in 2007, and his professional crew from the USVI came clearly to win the regatta. His America's Cup match racing experience was a lesson for everyone present.

On the Saturday, six qualifying Silver Races preceded the Sunday's final four Gold Races. Races were extremely stressful for both crews and boats due to the high level of competition. The poor Sun Fast 37s suffered and repair crews had a lot to do on Saturday evening to get things straight for Sunday's final, but everything was ready on time.

Holmberg dominated the Gold round on Sunday, winning all four races. Second was Marc Fitzgerald from the UK, who sailed the 2008 St. Maarten Heineken Regatta aboard the winner, *Sojana*. Fitzgerald scored three second places and a sixth. Gildas Morvan, last year's Zoo Regatta winner, came third (3, 3, 6, 2). Claude Thélier (5, 5, 3, 4) and Eric Baray (4, 4, 4, 5) tied for fourth place. After coming last in the first two races, and then fifth, Yvan Bourgnon's valiant third in the last race couldn't lift him out of the basement.

After the notorious Zoo Regatta Bikini Contest, the day ended with the prizegiving in front of a crowd of racing fans who thoroughly enjoyed their weekend. Receiving his trophy, Holmberg said that it was the first time he had participated in an event exactly like the Zoo Regatta, and that he and his crew would be back next year. Victory for the USVI, victory for the organization of this fourth edition of the Zoo Regatta. A success story!

For full results visit [www.zoo-regatta.com](http://www.zoo-regatta.com).

Some top names in Caribbean and international yacht racing raced head-to-head at Guadeloupe's Zoo Regatta



Advice,  
solutions,  
choice...



# Sea Services

## SHIPCHANDLER

Jacques BARDYN - Ciarla DECKER

Martinique F.W.I.

109 rue Ernest DEPROGE (on the seafront) 97200 FORT-DE-FRANCE - Tél +596 596 70 26 69 - Fax +596 596 71 60 53



GRENADA  
The Spice of the Caribbean



CABLE & WIRELESS



43rd Annual

# Carriacou Regatta Festival

JULY 27TH - AUG 4TH 2008

## REGATTA ACTIVITIES

- Boat Racing
- Miss Aquaval
- Tug-O War
- Netball & Football Competition
- Donkey Race
- Greasy Pole



## FOR MORE INFOR.

Regatta Jupa  
 Tel - (473) 443-7930 / 7948  
 Fax - (473) 443-8900  
 Vhf - ch. 16 'Regatta Jupa'  
 Email - ccouregatta@spiceisle.com



log on to [www.carriacouregatta.com](http://www.carriacouregatta.com)

# REGATTA NEWS

## Melges Dominate Anguilla Sailing Festival

After five races over three days (May 9th through 11th), the three Melges 24s swept a seven-boat spinnaker fleet at Anguilla's annual regatta. They were *Budget Marine*, skippered by Robbie Ferron; *Pelican Marine Residences*, skippered by Frits Bus; and *French Connection*, skippered by Rouault Didier. For more information visit [www.anguillaregatta.com](http://www.anguillaregatta.com).

## 26th Tobago Sail Week

The spirit of sailing was alive and well in Tobago during the week of May 11th through 16th at Angostura Tobago Sail Week 2008. On the first day of racing, May 12th, Racing Class was topped by the venerable Bajan Beneteau First 10M



STÉPHANE LEGENDRE

Start of another leg at the five-part, 150-mile Round Guadeloupe Race



TIM WRIGHT / WWW.PHOTOACTION.COM

Perennial competitor *Bruggadung II*, above, tried hard for a hat-trick, but *Drunken Monkey* ended up first overall in Racing Class. Other overall class winners at Tobago 2008 were *Wayward*, *Business Machine* and *Hemo*

*Bruggadung II*, with Dick Stoute at the helm. Cruiser/Racer Class was won by Jerome McQuilkin's *Wayward*, a Trinidad-based Beneteau Oceanis 430. In Cruising Class, the famous sailing Farfan family's *Business Machine*, a Heritage 36, got the upper hand, and Charter Class laurels were captured by *Chequeamegone*, a Moorings 443.

The next day's competition, sponsored by YSATT, as were the previous day's races, duplicated Day One's winners in every class except Charter, where *Hemo*, a Bavaria 44, was victorious.

The third and final day of racing, May 15th, sponsored by Gulf Insurance, featured a couple of upsets.

*Bruggadung II* was toppled from first place by *Drunken Monkey*, a Trinidadian Melges 24 skippered by Paul Amon. And in Cruising Class, *Nirvana*, a San

Juan 34, grabbed the top spot from *Business Machine*. In Cruiser/Racer Class, *Wayward* held her position, as did *Hemo* in Charter Class.

For more information visit [www.sailweek.com](http://www.sailweek.com).

## 150-Mile Round Guadeloupe Race

Stéphane Legendre reports: For its 30th anniversary, the Round Guadeloupe regatta gathered 47 boats in four classes: 14 Racing/Cruising, 8 Racing, 7 Multi-hulls and 18 Beach Cats participated in this edition, organized by Triskell Association. Participants came from Saint Martin, Martinique, Antigua, and all the way from mainland France. Local knowledge was important: in the end, all podium places were won by competitors from Guadeloupe, with the notable exception of Sven Harder from Antigua who was first in Racing Class.

This year's event followed the now traditional five-legged route of more than 150 nautical miles in total, racing around the Guadeloupe archipelago: The 25-mile Leg 1 goes from Gosier to Marie Galante; Leg 2, 55 miles, is from Marie Galante to Port Louis; Leg 3, Port Louis to Deshaies is 20 miles; Leg 4, 25 miles, is from Deshaies-Vieux Fort to Les Saintes, with a lap around the Saintes before the finish line; and Leg 5 from Les Saintes to Pointe-à-Pitre is 30 miles. The weather, as usual at this time of the year, was perfect: sunshine, 15 knots of wind and slight seas. Multihulls didn't have quite enough wind this year to reach their full potential, and lighter monohulls had an advantage. Evening parties were as expected by participants: friendly, very exciting and sometimes sleepless! The beach cats were the best represented this year and fights between competitors from Saint Martin, Guadeloupe and Martinique were fierce. There were seven Hobie Cat Tigers and 11 Hobie Cat 16s in the class. Looking at the overall results, only a few minutes separated the winner from his immediate opponents. This class is well organized and most of the leaders travel to Saint Martin for the Heineken Regatta, to Martinique for the Round Martinique Regatta, and to other Caribbean events. Guadeloupe is a wonderful training ground for young champions — this year Pascal Marchais again won the "tour" in the Tiger class but his son won the Hobie Cat 16 race — watch out, Daddy! Racing/Cruising Class was, as usual, keenly contested, especially between the Archambault 40 and the J/120, which finished with under five minutes difference overall — good boats with good well-trained crews! The Racing Class confirmed the progress accomplished by Sven Harder's Flying Tiger, manufactured in China, which led the competition this year. We can only hope more of those interesting and affordable boats come to the Caribbean in the future; a one-design class throughout the Caribbean would be interesting to replace the old Sun Fast 37 feet we have in Guadeloupe.

—Continued on next page



## Le Phare Bleu Marina

VHF CH 16  
phone 473 444 2400  
contact@lepharebleu.com  
[www.lepharebleu.com](http://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

Again this year the Round Guadeloupe Race offered the participants a wonderful five days sailing around the "Butterfly" archipelago.

Hope to see you join the party next year!

**OVERALL WINNERS**

**Beach Cats**

- 1) *Dell Snickers Quicksilver*, Tiger Cat, Pascal Marchais
- 2) *Goyave Tiger One*, Tiger Cat, Thierry Matias & Rodolphe Sepho
- 3) *Tip Top*, Tiger Cat, Thomas Bohl

**Multihulls**

- 1) *Coco Kafé*, one-off trimaran, Alexandre Bonvoisin
- 2) *Super U*, CDK 28 catamaran, Fabrice Enaux
- 3) *Eo*, KL 28 catamaran, Vincent Trancart

**Racing Cruising**

- 1) *Soguanet*, Archambault 40, Didier Coffre
- 2) *Paulista*, J/120, Philippe Champlon
- 3) *Sofala Parapharmacie*, Gib-sea 414, Patrick Charité

**Racing**

- 1) *Forty-Two*, Flying Tiger, Sven Harder
  - 2) *Americano Café*, Speed Feet 18, Christophe Wilzius
  - 3) *Bati+Bagghi*, First Class 8, Luc Dupontell
- For more information visit [www.friskellcup.com](http://www.friskellcup.com)

**CROOD Means Family Fun**

Ellen Sanpere reports: Family fun was the back story as 16 boats in four classes competed on May 24th and 25th, in Teague Bay, during St. Croix Yacht Club's Cruzan Open One-Design (CROOD) regatta. Jae Tonachel took an easy first in the Laser Radials;



ELLEN SANPERE

Adolescent skipper Challis Diaz and her adult CROOD crew Mike Weber took second place in the 420 Class

his worst finish was a third in a fleet of six. Three Schreiber family members composed half of the Laser Radial class with father, Chris, and son, Christopher, finishing second and third, respectively, and mom, Debbie, giving Felice Quigley and Beecher Higby a run for their money.

Felice's son, Mack Bryan, took top honors in the Optimist class, with Eric Perez in second and Harry Hoffman in third place. Eric's brother, Hector, bested Shane Ryan-Battler and Vincenzo Ambrosi in Sunfish. In the 420 class, Rian Bareuther and crew Kyle Davis sailed to an easy first, with Challis Diaz and crew Mike Weber in second and Sydney Jones (daughter of SCYC Fleet Captain Kim Jones) and various crew in third.

Challis's mom is SCYC caterer Kate Diaz, who, with club manager Kiomi Pedrini, created a fun pirate-themed party to open the regatta Friday night. CJ Walker, a newcomer, earned the most improved sailor award, finishing first in two of the weekend's 20 Opti races.

Wind conditions were puffy and shifty, resulting in frequent capsize and righting maneuvers in the small craft. PRO Paul Lordi ran 16 to 20 windward/leeward races in the two-day regatta, allowing a throw-out for those who may have missed a wind shift. The regatta's Sportsmanship award went to Bareuther and Davis for abandoning a race to help a competitor who had capsized.

**Sailing Highlights 12th Island Games**

Stéphane Legendre reports: The 12th Island Games were held in Guadeloupe from May 25th to 30th. This was the first time the Caribbean hosted those games, which take place every year on a different island worldwide.

and 25 boys participated, some of whom have had previous international regatta experience.

Competition was fierce between the Canaries, France and Italy. Young sailors from the Canaries performed extremely well, finishing first and second overall in both the girls' and boys' divisions.

This competition shows an increasing interest among young sailors on islands that sometimes lack high-level competitions, and it is an excellent opportunity for them to show their talent. It is also a perfect way for them to discover new islands. Above all, it is a pleasant and interesting way of mixing all those cultures at a very young age, making new friends and, in some cases, having the opportunity to compete again at a high level on the water.

**OVERALL RESULTS**

**Opti Girls**

- 1) Sonia Arana-Curbelo, Canaries (Spain)
- 2) Pilar Caba-Hernandez, Canaries (Spain)
- 3) Ana-Rita Pinto, Madeira (Portugal)

**Opti Boys**

- 1) Luis Benítez-Ingloff, Canaries (Spain)
- 2) Mario Suarez-Ramirez, Canaries (Spain)
- 3) Antoine Lefort, Guadeloupe (France)

For more information (in French) visit [www.lgvoile.com](http://www.lgvoile.com) or [www.croj2008.com](http://www.croj2008.com).

**Caymans Head for Premier's Cup Regatta**

The first-ever youth sailing team from the Cayman Islands is now fully trained and ready to compete at the international level against the cream of the Caribbean. Between July 11th and 14th, a team of youngsters will be participating in the former Chief Minister's Cup, now the Premier's Cup, in the British Virgin Islands.

Teams from 12 Caribbean islands are expected to compete in this prestigious regatta, which is the only

STEPHANE LEGENDRE



Optimist dinghy races were a highlight at this year's international Island Games, held in the Caribbean for the first time

Thirteen islands or island groups sent competitors: the Azores, the Canaries, Cyprus, Corsica, Elba, Guadeloupe, Jersey, Madeira, Mayotte, Saint Martin, Sardinia, Sicily and the Isle of Wight. These islands represented six countries: Cyprus, France, Italy, Portugal, Spain and the UK. Many disciplines were represented, including tennis, swimming, athletics, and, of course, sailing on Optimists.

The five-day sailing competition took place at Datcha Beach next to Gosier Islet. Twenty-four girls

youth team sailing event in the Caribbean. Each team has a crew of six members between the ages of 12 and 18, along with a coach and a chaperone. Over the weekend, there will be 18 races in 24-foot sailing boats called IC24s.

The event is organized and hosted by the Rotary Club and The Royal BVI Yacht Club is responsible for the racing programme. All the teams will be staying in a tented village at beautiful Nanny Cay.

—Continued on next page

Since 1984 **Barefoot Yacht Charters & Marine Centre**

**BAREBOAT CHARTERS - FULLY CREWED CHARTERS - ASA SAILING SCHOOL**

<ul style="list-style-type: none"> <li>• Doyle Sail Loft &amp; Canvas Shop</li> <li>• Mechanical &amp; Electrical Repairs</li> <li>• Vehicle Rentals</li> <li>• Ice &amp; Water</li> <li>• Island Tours</li> <li>• Quiksilver Surf wear</li> <li>• On-site Accommodation</li> </ul>	<ul style="list-style-type: none"> <li>• Raymarine Electronics</li> <li>• Fibreglass Repairs</li> <li>• Showers</li> <li>• Diesel &amp; Propane</li> <li>• Surftech Surf Shop</li> <li>• Restaurant &amp; Bar</li> <li>• Wi-Fi / Internet Café</li> </ul>	<ul style="list-style-type: none"> <li>• Refrigeration Work</li> <li>• Laundry</li> <li>• Air Travel</li> <li>• Moorings</li> <li>• Hotel Reservations</li> <li>• Boutique</li> <li>• Book Exchange</li> </ul>
---	---	--

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

[barebum@caribsurf.com](mailto:barebum@caribsurf.com) [www.barefootyachts.com](http://www.barefootyachts.com)



—Continued from previous page

Five members of the Cayman team have been selected from the Cadets Corps who started sailing just two years ago at the Cayman Islands Sailing Club (CISC). The team comprises Jeremy Hill, Joshua Hill, Romane Blake, Willie Cruz, Craig Ebanks and Stuart Jennings. The team has been training for this event since May using the Fortis-sponsored J/22 boat and being coached by Mike Farrington of Compass Marine Ltd.

The fact that the sailing team is able to compete at this event is all due to the generous support of the main sponsors: the Rotary Club of Grand Cayman, who contributed C\$4,000, and the Cayman Islands Olympic Committee. Additional support has come from Conyers Dill & Pearman, Stuarts Walker Hersant, Butterfield Bank, Scotiabank and Fortis.

"This sponsorship will enable a team of young enthusiastic Caymanians to compete against their peers on the international stage, which will help to pave the way towards future Caribbean and perhaps Olympic success," said CISC Sailing Director, Michael Weber.

"The event will be an excellent way for our talented young sailors to gain experience and meet other young sailors in our region."

For more information on Team Cayman contact Michael Weber at [admin@sailing.ky](mailto:admin@sailing.ky).

For more information on the Premier's Cup regatta contact Tom Gerker at [tom@partsandpower.com](mailto:tom@partsandpower.com).

#### Carriacou Regatta Festival 2008

Hot fun in the summertime! Carriacou Regatta is coming July 27th through August 4th, and it's got something for everyone — yacht races, races for the renowned Carriacou sloops, open-boat races, and all kinds of shoreside games, cultural activities and entertainment. It's the 43rd running of this unique event. How can one little island offer so much fun? Come and find out!

For more information see ad on page 14.

#### St. Maarten Youth Invited to Sail in Norway

The Maritime School of the West Indies, in cooperation with the St. Maarten-St. Martin Classic Yacht Regatta Foundation, is offering a once in a lifetime adventure on board a tall ship to local St. Maarten youth. The initiative is sponsored by Sail Training International and Canadian Sailing Expeditions.

Two native St. Maarten youngsters, one girl and one boy, between the ages of 15 and 25 will be given a chance to sail as crew on the 190-foot (62-meter) sail-training ship *Christian Radich* during the upcoming Tall Ships Races and sail from Bergen in Norway to Den Helder in Holland, August 11th to 20th. No costs are involved for the participants. Qualified candidates will



Two young sailors from St. Maarten will sail as crew aboard the *Christian Radich* in the Tall Ships Races next month. The principal of the maritime School of the West Indies says, "This is a chance we want to give to local youth!"



The famous Carriacou sloops, along with yachts, open boats, dinghies — and even donkeys — race annually at the Carriacou Regatta Festival

DANON BAKER

be selected by a jury.

The Tall Ships Races are held every summer in European waters. Each year between 70 and 100 vessels from 15 to 20 countries, crewed by up to 6,000 young people from more than 30 countries worldwide, take part in this unique event that combines four days of activities in each port with racing or cruising-in-company between ports.

During the race series, the young crews gain experience by sailing with their contemporaries from other countries while facing the physical and emotional challenges that only the ocean can provide.

A "Tall Ship" is not necessarily one of the glamorous square-riggers. Entry is open to any monohull sailing vessel of more than 9.14m waterline length, provided that at least 50 percent of the crew are aged between 15 and 25 years and that the vessel meets Sail Training International's safety equipment requirements.

*Christian Radich* is one of Norway's well-known sailing ambassadors. The ship functioned as a sail training ship from the start in 1937 to 1998. Now the ship acts as a training ship for the Norwegian Navy during the winter season. During the summer period, the ship offers voyages for school classes, arrangements for companies and private parties. She is a regular participant in The Tall Ships Races and has been first on corrected time on several occasions.

Veerle Rolus, principal of the Maritime School explained: "This is a chance we want to give to local St. Maarten youth."

—Continued on next page

# Johnson Hardware Ltd.

## FOR YOUR MARINE HARDWARE, AND MORE

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

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

—Continued from previous page

We work a lot with the visiting mega-yachts but more and more local people are also seeing that there is a future in the marine sector and this is an excellent opportunity that we are now able to offer the local kids."

Jan Roosens from the Classic Yacht Regatta organization ads: "We've been in contact with the Sail Training Organization for years and have tried to bring those magnificent vessels to St. Maarten a long time before we started with the Classic Regatta here. We will have, for the first time, a special Tall Ship Day during the next St. Maarten-St. Martin Classic Yacht Regatta in January 2009." (See related news below.)

For more information contact [info@MaritimeSchool.net](mailto:info@MaritimeSchool.net)

**Martinicans to Tempest World Champions**  
 Ciarla Decker reports: Who can forget the



December 2006 cover of *Caribbean Compass* when Martinique hosted the 2006 World Championship Tempest Series? Since then, Martinican sailors Albert Jean Charles and Alain Lotaut of Reha Team have been active on the local, national and international racing scenes. They recently returned from Maubuisson, France, where, during May, they pocketed first place in the Challenge de France for the second consecutive year. They have participated in the Championnat du Monde in Austria in 2005, Martinique 2006 and Germany 2007.

Alain and Albert are now preparing for the 2008 World Championship to be held in Weymouth, England, from August 16th to 22nd. Look closely at the poster announcing this international meeting; it's a photo of Reha Team taken during the 2006 Martinique! Good luck to our Tempest sailors.

**45th Annual Marlin Tourney in Jamaica**

The registrations are already coming in for the Sir Henry Morgan Angling Association's 45th Marlin Tournament at Port Antonio, Jamaica, October 4th through 11th. Twenty-percent discount applies to registration fees received before July 31.

For registration details contact [randq@mail.infochan.com](mailto:randq@mail.infochan.com).

Coincident with the Marlin Tournament will be the 24th Annual Canoe Tournament scheduled for October 8th. Brochures and registration forms are available at the Erol Flynn Marina office.

**Spice Race: England to Grenada**

A new transatlantic race ending in the Caribbean aims to raise the profile of Class 40 racing yachts. The Spice Race will start on the 15th of November in the Solent and finish in Grenada in December. The event's organizer, British businessman Tony Lawson, started his first business in Grenada in the late 1960s, at the age of 19, and retains strong connections with the "Spice Island". His 44-foot *Supercilious* has won at Antigua Race Week, he crewed on a winning Transpac yacht and has completed several transatlantics. In recent years, Lawson became involved with the Class 40 and purchased *Concise*, an Aklaria 40. He expects about ten Class 40s to compete in the Spice Race, either fully crewed or two-handed, and is also inviting boats to take part in an IRC division. The 4,300-nautical-mile route is far more tactical than a straight tradewind run.

For more information contact [louayhabib@gmail.com](mailto:louayhabib@gmail.com).

**New Match Race Set for USVI**

Carol Bareuther reports: The Inaugural Carlos Aguilar Memorial Match Race Championship is set for December 5th through 7th in St. Thomas, US Virgin Islands, to be hosted out of the St. Thomas Yacht Club. It will offer a high-caliber format that includes international umpires, IC24s, and clinics leading up to the event led by America's Cup sailor and native Virgin Islander, Peter Holmberg.

"Carlos was a great sailor and had a deep love of match racing," says Holmberg. "Match racing is dear to me too, and I would love to see it grow in the Caribbean. This event is a great start for a great cause and I'll be making every effort on my part for it to be successful."

Bill Canfield, co-organizer of the event along with Aguilar's widow Verian, herself a keen match racer, adds, "Carlos was fascinated by match racing, both as a spectator and as a competitor. He was heavily involved in helping our women's team and junior sailors to hone their match racing skills in the absence of Henry Menin and Peter Holmberg, when these two men were away participating in the last America's Cup campaign."

Match racing teams from both within and outside of the Caribbean are invited to submit their résumés. Slots are available for up to eight teams in the Open Division and up to six teams in the Woman's Division. IC24s, equipped with competitive sails, will be available.

For more information contact Bill Canfield at [styc@vipowernet.net](mailto:styc@vipowernet.net). The Notice of Race is available on the St. Thomas Yacht Club's website [www.styc.net](http://www.styc.net).

**St. Maarten-St. Martin Classic to Host Tall Ships**

West Indies Events and the St. Maarten-St. Martin Classic Yacht Regatta Foundation announced that a Tall Ship Day has been implemented in the fourth classic regatta, which will be held during the third week of January in 2009.

The first Tall Ship has already registered for the event. It is the 245-foot (75.5 m) Canadian passenger-carrying barquentine *Caledonia*. She carries 1,579 square meters of sail and 20 crew.

The St. Maarten-St. Martin Classic Yacht Regatta 2009 kicks off on January 22nd with a skippers' briefing and official opening ceremony.

Sailing starts the next day, from Simpson Bay to Marigot, where the yachts will be hosted at Fort Louis Marina.

—Continued on next page

# Curaçao Marine



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



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



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

[www.curacaomarine.com](http://www.curacaomarine.com)

—Continued from previous page

Saturday will be the special Tall Ships Day when all classics and the Tall Ships will start out of the bay in Marigot and sail towards the finish line in Great Bay.

Organizers are planning to ask permission to dock the Tall Ships at the Pointe Blanche cruise ship pier so that passengers can disembark and an on-board reception can be held after the regatta that day. The

idea is to keep the tall ships at the pier to offer the general public a chance to visit the ships on the Sunday morning. New passengers will board the ship in the afternoon to go on a cruise that evening. The regular classic yachts will set sail that Sunday morning for the last regatta day to Simpson Bay and finish there.

Over 30 classic yachts are expected to participate

in the 2009 regatta.

For more information visit [www.ClassicRegatta.com](http://www.ClassicRegatta.com). Information about the Tall Ship Cruise can be obtained at [www.ClassicYachtForCharter.com](http://www.ClassicYachtForCharter.com).

#### Entry List Open for World ARC 2010

World ARC, the flagship event in the global portfolio of World Cruising Club (WCC) rallies, is building on the success of the 2008 Rally with the announcement that the entry list has opened for a second edition, the 2010 World ARC Rally. This event will leave the Caribbean in January 2010, on a circumnavigation of the globe, returning to the Caribbean 14 months later.

Ever since the concept for the inaugural World ARC Rally was first announced by World Cruising in 2006, there has been a continual stream of international enquiries. World Cruising has created an adventure of a lifetime, with careful planning and using up-to-date routing information and the skills acquired over 20 years of running ocean sailing events.

Forty-one yachts from 13 nations are participating in the 2008 Rally, which set off from St. Lucia in January.

World ARC is open to monohulls with a minimum overall length of 40 feet (12.19 metres), and multihulls between 40 feet (12.19 metres) and 60 feet (18.29 metres). Minimum crew requirement is two people onboard each yacht.

A range of safety and communications equipment must be carried. The main requirements include, but are not limited to, a liferaft; EPIRB; offshore flare pack; two lifebuoys; two manual bilge pumps; emergency steering and emergency grab bag. The requirements are detailed in the Entry Pack available from World Cruising Club.

For more information visit [www.worldcruising.com/worldarc/itinerary.aspx](http://www.worldcruising.com/worldarc/itinerary.aspx).



The passenger-carrying Caledonia has already signed up for the 2009 St. Maarten – St. Martin Classic Yacht Regatta's Tall Ship Day



## CLEAR SKIES FORECASTED FOR THIS SAFE HARBOR



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

- The most advanced design on Curaçao.
- Floating docks engineered in Holland.
- Accommodation for 68 yachts up to 150 ft. / 15 ft. draft.
- Electrical power (127 and 220).
- Cable T.V. and potable water available.
- Marina staff monitors VHF radio channel 67 and are available

to assist boaters in docking and leaving the Marina, as well as to assist in locating appropriate services as needed.

- Seru Boca Marina is a safe harbor that offers 24 hours security.

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

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





# DESTINATIONS



**LIKE** a lot of cruisers bumping around the Caribbean, I ran across my hero, Jimmy Buffett, one day. I have always wanted to ask him, among other things, "Where in the world were you when you wrote 'Cheeseburger in Paradise'?" I can name six restaurant owners in five countries who will swear he was in their establishment at the time. And why is the Flying Dutchman a prisoner of its fears? Etcetera, etcetera. But, of course, I came down with an immediate case of buck fever and could only manage to stammer out, "Where have you been in your boat lately?" Jimmy, who has probably never been at a loss for words, jumped right in to say he'd just returned from Panama and thought it was the best-kept secret in the Caribbean.

I think he's right and I think I know why. It's *way* over there, no matter where you're coming from.

Coming south from Florida, I spent my first Caribbean hurricane season in Loopy Land (or Luperon, Dominican Republic). There were 80 boats in the anchorage that year. By the time I got to Trinidad, I could only count 20 that I knew. Then Venezuela — eight, Colombia — two, and Boca del Toro, Panama — zero. Jimmy, however, had just left again.

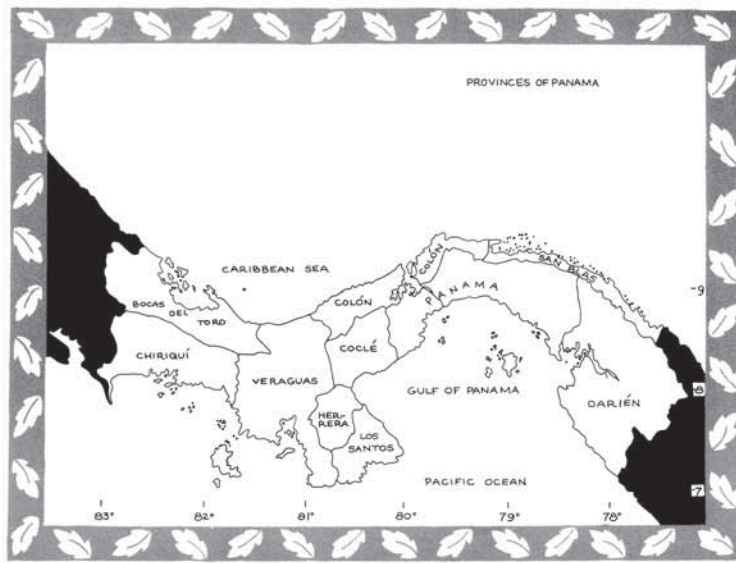
Well, I'm going to blab the secret right out. If you sail the route I did, it just gets better and better as you go from east to west — and then there's Panama, like the pot of gold at the end of the rainbow. Obviously, there is no finish line in cruising, but if there were one it might be in Panama. Let me tell you a little about that pot, then, we'll take a little adventure.

Arriving from the east, the first part of Panama you come to is Kuna Yala, or the San Blas islands. More than 100 miles with more than 200 islands just off the coast of Panama, this is as ideal a cruising ground as I can imagine. There are beautiful islands, large and small pristine beaches, live coral reefs, and abundant fish, birds and other wildlife. There are secluded areas and there are anchorages with 20 or more boats and a radio net; you can tuck in completely alone or join in the potluck dinners. You can trade rice and oil with the indigenous Kuna islanders for fish, lobster and crabs the size of Chicago, or you can catch them yourself and invite an islander for dinner. You can visit the indigenous villages to seek out basic supplies or take part in their festivities.

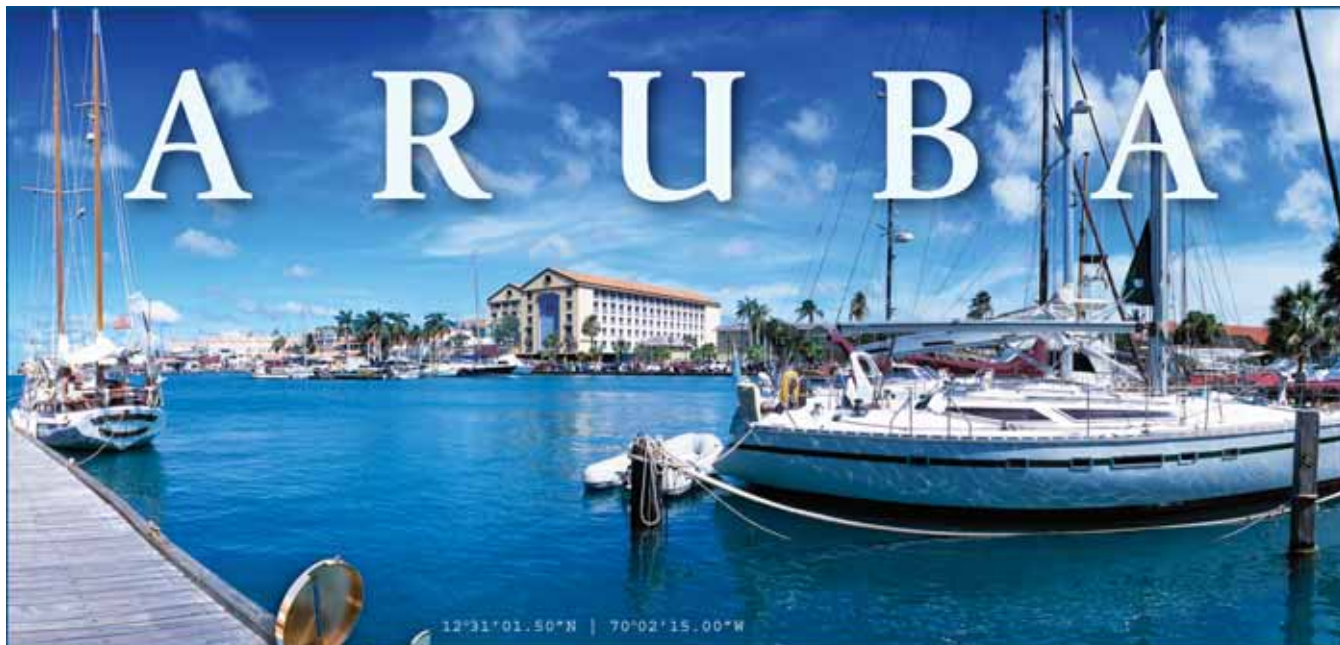
—Continued on next page

## A LITTLE OFF THE RHUMB LINE IN PANAMA

by Chuck Cherry



ZOLA'S PANAMA GUIDE



# ARUBA

12°31'01.50"N | 70°02'15.00"W



The Renaissance Marina, located in the heart of Oranjestad is part of the Renaissance Aruba Resort and Casino and can accommodate more than 50 yachts. Located at 12°31' N and 70°02' W, Renaissance Marina is the island's most beautiful marina, part of the Renaissance Aruba Resort & Casino, it stretches over much of this picturesque waterfront community combining the largest

entertainment and shopping facility in Aruba with the natural beauty of the Marina. Renaissance Marina can accommodate yachts up to 200'. The marina supplies fresh running water and 110/220/360V 60Hz electricity, satellite TV with security guards on duty 24 hours a day.

Tel: (+297) 588-0260 - Fax: (+297) 588-0261 | www.renaissancemarina.com | Channel 16 | Renaissance Marketplace, Oranjestad Aruba

—Continued from previous page

You can check in at either end of the San Blas chain, the west end being the better choice. But there is no hurry. The island chain is owned and governed jointly by the Kuna people and the Panamanian government. You will pay a fee (which is fairly reasonable and somewhat negotiable) to both upon signing in. You can actually check in and out of San Blas without going to Panama proper, but if you do go on to Panama you must check in again at Colón or Panama City. The cruising permit from either of those ports of entry will allow you to go anywhere in Panama.

If you anchor near a Kuna village, they will probably charge you a five-dollar anchoring fee, which is good for 30 days. Considered by some a nuisance and by others as an interesting interaction with a centuries-old civilization, the fees are minimal compared to the priceless bucolic beauty of the region. Generally, but not always, the villagers have a "don't bother the tourists" rule and, occasionally, you'll have to wave over the fresh fruit, fish or bread boat. In any case, if you like cruising you will feel at home in the San Blas. By the way, the whole stretch is navigable between the islands and mainland in calm waters. You do, of course, have to pay attention.

Porvenir is the western end's check-in and check-out settlement. From there you can jump off for Colón. There are some interesting stops along the way, especially the historic Portobello. Then you arrive at the entrance to the eighth wonder of the world: the Panama Canal. There are two marinas here to choose from, one on either side of the canal: the Panama Canal Yacht Club and Shelter Bay Marina. Each offers a front-row seat to the 24/7 pageantry of multinational ships the size of football fields passing in and out of the canal with the regularity of Swiss trains. If you prefer, a large anchorage nearby has good holding and the same view.

The town of Colón is lacking in socially redeeming qualities and deserves to be skipped unless you need supplies. Nearby, however, is a very nice resort hotel, the Gamboa Rainforest Resort, which makes for a pleasant day visit or a somewhat expensive land base for exploration. Also the tourist train to Panama City departs daily at 5:15PM from the station near the marina. It follows along the canal and the ride is rather enjoyable, especially with a group. (If you are alone, you'll find a group in the ever popular bar car.) You could easily spend a couple of weeks exploring the environs of the 80-mile canal as it cuts through the con-



JEANIE MILLER

Cruisers Jeanie and Dan Miller took this portrait of a Kuna matron in traditional dress during their sail through the San Blas Islands in 2002. They liked Panama so much they bought property and settled in Boquete

tinental divide separating North from South America. There are four national parks along the way, each a rainforest and each preserving a little historical something.

For starters, on a day trip from Colón or Panama City you could visit the Miraflores locks, the Summit Botanical Gardens and zoo, and the Sendero del Charro nature trail in Soberania National Park, a preserved portion of the original gold trail used by the Spaniards over 400 years ago. This is a setting of serious jungle only 25 kilometers from downtown Panama City. Across the canal from Colón, behind the Shelter Bay Marina, an hour's walk through the overgrown ruins of the US fortifications will impress you with the enormity of that effort. One of the terminally bored firemen at the lonely outpost stations there might gladly offer guide service for the price of a soda or beer. I could continue on and on but the canal itself is the main attraction here.

Around 14,000 ships pass through the canal each year. Ships worldwide are built with the dimensions of the canal locks in mind: 305 meters long and 33.5 meters wide. There are three sets of double locks and the large man-made Gatun Lake in the middle. When created it was the largest man-made lake in the world, with the largest dam. Fifty-two million gallons of fresh water are released into the ocean with each passing ship. The more you learn about the monumental construction project (and the associated political intrigue), the more interesting it becomes.

If you're not doing a transit on your own boat, or acting as a line-handler on someone else's, the easiest way to visit the canal is to go to the free, built-in museum at the Miraflores locks. Here you can watch and learn at the same time. Or, on Saturday mornings you can climb aboard the tour boat and travel from Panama City to the Miraflores locks and back, followed by a bay tour, for around US\$150. Couch potatoes can log onto the web cams at each set of locks and watch their friends wave as they go through each lock. Once a boat receives its starting time you can accurately predict the time of passage through each lock. The three or four self-contained mountain lodge resorts, and half the hotels in Panama City, exist to accommodate the thousands of visitors from all over the world who have come each year solely to see and explore the canal.

Next stop on the westward cruise is Boca del Toro. Totally off the beaten path and out of the way to anywhere, this is the epitome of a quaint, historical "sort of" tourist town.

—Continued on next page



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

## Introducing the NEW Errol Flynn Marina & Boatyard PORT ANTONIO, JAMAICA

### PROTECT YOUR INVESTMENT ON THE WATER THIS HURRICANE SEASON

∩ Out of the Water Storage Up to 95 Feet ∪

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



Errol Flynn  
MARINA



Navigating the good life

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



—Continued from previous page

It's a laid-back destination for backpackers, Panamanian tourists, cruisers and the occasional Jimmy Buffett types. By "sort of", I mean it has several amenities over and above the usual small beach town, without losing its charm. For example, there are a movie and sports bar, a makeshift disco on the water, an authentic delicatessen, and a multitude of casual fine-dining establishments for special occasions. All this, plus the usual street vendors, open-air markets, festivals and sea turtles laying eggs. The

marina is lovely, with a quaint restaurant and gazebo bar. It is located beside the town and requires a five-minute dinghy or dollar water-taxi ride. From there you can dinghy to a dozen different neat places like reefs, points, bays, mangrove swamps, indigenous villages and little resorts. Or you can hop by boat or taxi to the nearby park islands — it's a great place to leave your boat for a little inland adventure.

One plan is to climb the Volcano Baru and watch the sunrise while viewing two oceans at the same time. This is, of course, the only place in the world where

you can do this (okay, in the western hemisphere), so you gotta go! And, as they say in the cruising world, getting there is half the fun. First, you take the water taxi to the city of Changuinola. This is an exciting opportunity to ride through the defunct banana plantations and spot crocodiles, monkeys and parrots. Then you take a short bus ride to David, a Pacific coast town, followed by another bus up to Boquete.

Boquete, nestled in a craggy mountain valley at 1060 meters, is cool, pristine and loaded with flowers, sweet oranges (originally from California), coffee (the best in Panama) and refined gringos. If you are over 60, you too can pay the thousand-dollar nationalization fee and buy a small condo in the Boquete 'burbs and live large on a small pension in paradise. It's an absolutely fine mountain village of about eight to nine blocks with all the necessities, plus Mary's strawberry pie store. The head of the trail begins at the high side of town.

Trail is a relative term. At one point it was a road of sorts used to construct the large communication center of towers, etcetera, on top. Today it would be better described as a steep riverbed, complete with loose wet rocks and muddy ruts fit only for very big tractors. On the way down it was amusing to watch the *mucho macho* hombres trying to upright their four-wheel drive jeeps and trucks (twice). It was moderate to difficult hiking with frequent stops for water and breathing. And, naturally, it began just before midnight to catch the 7:00AM sunrise. I suggest bringing a flashlight.

We elected to take a guide, not an absolute necessity but a good idea, as there are numerous forks in the road leading off to pasture lands and farms. Taking the wrong turn would cost precious time in doubling back. Also, the guide acts as a coach, pushing, and pulling and prodding you to stay on schedule. By the second half of the climb, my partner needed a couch. By the fourth quarter so did I. Near the top, the trail turned cruelly steep and it was a big effort to get one foot in front of the other at a snail's pace. Our guide's name was impossible to pronounce but sounded like Geraldine. This guy was anything but girly as he pushed us over the top at 3,475 metres five minutes before sunrise.

—Continued on next page



This old banana plantation is now overgrown — but Monica thinks it's great for dinghy exploration

## Phase one of Camper & Nicholson's Port Louis Marina is now open. Find us in the Lagoon, St. George's, Grenada.

During the course of this year we will be adding nine superyacht berths and 200 berths from 10 to 40 metres. The Creole Village includes shops, a restaurant/bar, and the Capitainerie, which can provide full marine support services. Details of the entire Port Louis project are available at the Port Louis Sales Office, including information on property and long-term berth sales. Due to ongoing development, present berthing availability is limited so please contact us in advance of your business.



Grenada's answer to St Barts, St Tropez, Costa Smeralda, Portofino...

### Visiting Yachts & Berth Rental:

Email: [reservations@cnportlouismarina.com](mailto:reservations@cnportlouismarina.com)  
Tel: +1 473 435 7431 or +1 473 415 0820  
VHF channel 14 C&N Port Louis Marina

### Long Term Berth Sales:

International Sales Manager Anna Tabone  
Email: [annatabone@cnmarinas.com](mailto:annatabone@cnmarinas.com)  
Tel: +356 2248 0000



—Continued from previous page

It was indeed one of those once-in-a-lifetime experiences that make you tingle. Then again, the wind was howling and the temperature dropping. It wasn't until well after the sunrise that we noticed there was one more tip-top left, about 100 metres of straight-up rock with a cross on top. Well, you know you've come this far so you gotta go. Monica volunteered to stay behind and take the picture of me on top, hugging the cross. The guide and I crawled on our hands and knees to the top, kissed the cross, got the picture and scampered down to breakfast and more pictures of the absolutely beautiful panoramic view of both shores, then the descent of only six hours. The other reason to go up at night is to beat the daily clouds that roll in around 10 to 10:30AM every day, reducing visibility to zero. On the way down we met four or five hapless hikers going up (not counting the macho four-wheelers that would never make it). We didn't have the heart to tell them about the clouds.

We got back to the village about 2:00PM. Cocktail hour came early that day, as did bedtime. Tired muscles and sore feet were a cheap price to pay for a near-religious experience.

Obviously there is more to Panama than there is room here to discuss. Taking your boat through the canal, visiting the Pacific side with Panama City, the marinas, beaches and offshore islands, the remainder of the canal environs, the Darien wilderness and the whole banana republic thing to name a few, would make the transit worthwhile.

*Chuck and Monica live aboard their 55-foot trawler. They enjoy cruising around the Caribbean and talking about it.*



Shelter Bay Marina is one of two marinas at the Caribbean end of the Panama Canal; it's on the west side, and the Panama Canal Yacht Club is on the east. When visiting this area, be sure to have a copy of Nancy and Tom Zydler's The Panama Guide.

# LE MARIN - MARTINIQUE F.W.I

## MARIN YACHT HARBOUR

Capitainerie Bassin tortue - 97290 Le Marin  
Phone : (+596)596 74 83 83 - Fax : (+596) 596 74 92 20  
port.marin@wanadoo.fr VHF 9  
www.portmarin.com

**BOAT YARD**  
**Carenantilles**

Boat Repair Management  
Long term storage - Paint shed  
Storage system for hurricane season  
All facilities on the yard

Zone de carenage - 97290 Le Marin  
Phone : (+596)596 74 77 70 - Fax : (+596) 596 74 78 22  
carenantilles.marin@wanadoo.fr www.carenantilles.com

Travelift  
55 tons out

640 berths draft up to 15' or 4,5 m  
Electricity 110/220/380 3 phases 125 amps

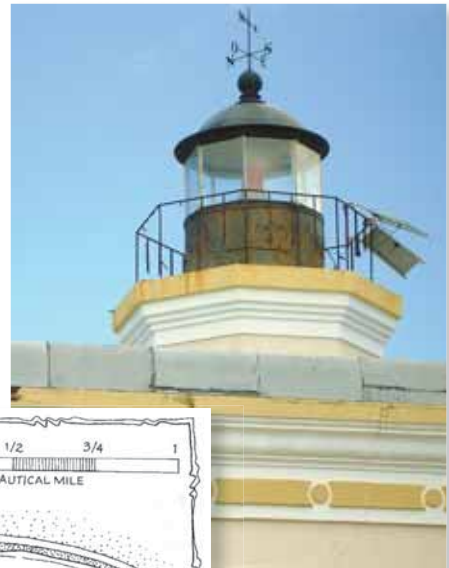
Trailer for cats up to 60 feet  
20 tons weight - unlimited width



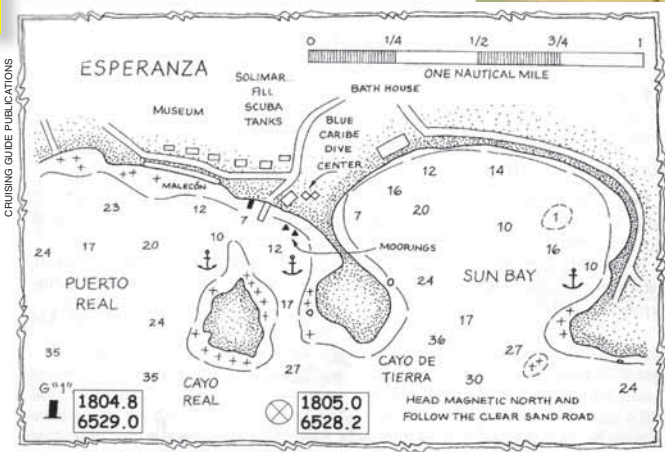
# VIEQUES — THE FORGOTTEN VIRGIN

“IT’S pretty far south of the rhumb line between Fajardo and St. Thomas.”  
 “The island pales in comparison to Culebra for cruising, dining, beaches, services, good holding, etcetera. We wouldn’t stop there unless we needed to on the upwind passage from Fajardo to St. Croix.”  
 “Isabel Segunda is an exposed anchorage.”  
 “Esperanza is protected, but too grassy for reliable good holding, and the anchorages east of there were in the ‘forbidden zone’ for so many years, it would never occur to us to go there.”  
 These are some comments made by seasoned Caribbean cruisers. But as cruisers increasingly complain about crowded anchorages in the Eastern Caribbean islands, it might be time to give Vieques — only a day’s sail west of bustling St. Thomas — another look. Thanks to the efforts of dedicated activists and a series of protests that began in 1999, the US military, which had expropriated a large part of the island during World War II to use for bombing target practice, finally ceased these activities and pulled out in 2003.  
 In his *Cruising Guide to the Eastern Caribbean: Puerto Rico, the Spanish, US and British Virgin Islands*,

Don Street writes: “Vieques is one of the undiscovered islands of the Eastern Caribbean, with many fine anchorages... there is enough cruising to keep a yachtsman busy for weeks.” Street gives details of numerous anchorages on the island, and it’s well worth getting a copy of this book (available at iUniverse.com) to plan your visit.  
 Bruce Van Sant, in his *The Gentleman’s Guide to Passages South: The Thornless Path to Windward*, also give Vieques praise: “Many consider these bays, coves and beaches the best of all Virgin Island anchorages. Untouched by developers, they have stayed off limits most of the last hundred years.... A good plan would launch a cruise of Vieques from Culebra. While enjoying superb *Culebrense* cruising, you can watch for a window of favorable weather....” This is another book (available from [www.cruisingguides.com](http://www.cruisingguides.com)) that will be a most useful reference for a Vieques’ cruise. Up-to-date charts are also a good idea for navigating the reefs and rocks of this beautiful, uncrowded cruising ground.  
 —Continued on next page



Above: The lighthouse at Punta Mula, Isabel Segunda



Left: Just a mile from semi-touristy Esperanza, you can usually find a quiet anchorage at Sun Bay

**Ron Cooper**  
**Catamarans**  
 THE MONEYMAKERS  
 NOW TAKING ORDERS FOR THE NEW 53' CAT  
 (stability test for 70 passengers)

**FAST, Low Maintenance, and very Fuel-Efficient**

The perfect vessel for:  
 • Day/Snorkel Trips  
 • Sightseeing  
 • Booze Cruises  
 • Cruise Ship Tenders

Available as single or double decks  
 2008 Twin Diesel 63' x 24' Power Cat  
 USCG Stability Test for 149 Passengers in U.S waters/ 250 in foreign waters  
 Fast Delivery! Base Price \$299,000  
 Call Ron Cooper (727)-367-5004 [www.coopermarine.com](http://www.coopermarine.com)

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

**Simpson Bay Marina**

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

**WE OFFER:**

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

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



—Continued from previous page

Van Sant predicts, "After munitions cleanup, perhaps years, you can look forward to rampant development to spoil these beautiful coves more than bombs could." But that hasn't happened yet. The largest resort on the island was closed, and had been for some time, as of this writing. Commerce is low key, driven mainly by small guesthouses catering to beach lovers. Small herds of Paso Fino horses, owned by humans but unfenced and unfettered, wander the beaches and roadsides. Long stretches of magnificent sandy beach are backed by trees and shrubs, not high-rises, and dotted with people only at long intervals, even in high season. We recently saw just two yachts anchored at Sun Bay, three on moorings off Green Beach, and four at Esperanza. On the weekends, sportfishing boats from Puerto Rico visit, but during the week peace and quiet reign.

Cruiser Betty Karl named Ensenada Honda in Vieques (there is also an Ensenada Honda in Culebra) as one of her favorite anchorages: "Ensenada Honda in Vieques is wonderfully wide open, sheltered and almost uninhabited. Such quiet! We saw only one other boat in the week we stayed there. It is totally lined in mangroves, so the water isn't clear, but it's very calm. When we were there, the bombing range was still practicing and we had to let them know we were nearby.

—Continued on page 33



ROXANNE THOBEN



SALLY ERDLE

Above: Glorious Sun Bay beach, enjoyed on this day by more wandering horses than humans

Left: A roadside memorial protesting the US military's use of much of the island for bombing target practice and testing of weapons. Marina in this case means Navy

## VIRGIN GORDA YACHT HARBOUR



Full Service Marina Facility

LEAVE YOUR BOAT  
IN OUR CARE THIS SUMMER



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

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

Tel: 284 495-5500  
284 495-5318

Fax: 284 495-5706  
284 495-5685

Web: [www.vgmarina.biz](http://www.vgmarina.biz)  
VHF Ch: 16



FOR THE BEST IN VESSEL PROTECTION  
ABOVE AND BELOW WATER

### HIGH PERFORMANCE ANTIFOULINGS FOR TROPICAL WATERS:

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

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

Technical Information and Dealer Inquiries:  
**ECHO-MARINE - QUALITY COATINGS,  
TRINIDAD**

Tel.: +1 868 634 4144 or 1072  
email: [jotun@echo-marine.com](mailto:jotun@echo-marine.com)

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



ROXANNE THIERRY

# VIEQUES' MODEL BOAT ARTISANS



Life on the islands of Vieques and Culebra has always been tied to the sea, through fishing, commerce and transportation. Boatbuilding was also important, and the making of model boats has been a popular activity on both islands.

Model boat building starts with the selection of the wood. In Vieques, as on many other Caribbean islands, these hand-made replicas are made from *almácigo* (gum tree), *roble blanco* (West Indian White Cedar) and *caoba* (mahogany).

Don José Miguel Rosado Robledo, known fondly as "Negrito", learned the carpenter's trade from his father. From the time he was a small boy he had a passion for sailing. As a young man, he worked aboard schooners trading between Vieques and San Juan, Culebra, St. Thomas and St. Croix. Later he worked in the merchant marine in New York. After his retirement in 1982, he dedicated himself to making replicas of many types of typical vessels including open boats, sailboats, fishing boats, whale boats, schooners, barquentines and powerboats.

Today, his son José M. Rosado carries on the family tradition. Models made by the Rosados were exhibited at the Fuerte Conde de Mirasol Museum in Vieques in April this year.



*Carrying on his father's tradition, José M. Rosado (right) sets up a display of model boats at Vieques' Fuerte Conde de Mirasol Museum (and yes, the masts got straightened)*



## Lagoon Marina, St Vincent. More than a marina.

At Lagoon Marina, first-class berthing is just part of the story. Naturally we provide full marina services including: shore power, water, fuel, shower and toilet facilities, garbage removal, ice, mechanical repairs and advice. We also offer: a 19-room hotel with bar and restaurant, two pools, a supermarket, laundry, currency exchange, internet and fax bureau plus local excursions. Add a professional, welcoming team, and you've a true yachting haven in a heavenly setting.

**TO RESERVE YOUR BERTH,  
CALL 784 458-4308  
OR VHF CHANNEL 68**

**FCMmarinas**



## Alive again! ANCHORAGE in Union TAPAS & SUSHI



**DOCKAGE**



**10 AC NEW ROOMS**

**FREE WIRELESS, GARBAGE DISPOSAL  
WATER - ICE - LAUNDRY - BOUTIQUE**

**LIVE MUSIC**

**TV, POOL, GAMES, CRAFT VILLAGE  
SHARK POND**

**ANCHORAGE YACHT CLUB**

Union Island - St Vincent and the Grenadines  
www.anchorage-union.com Tel: (784) 458 8221

## ALL ASHORE...

**B**illed as the biggest party of the year on St. Thomas in the US Virgin Islands, the events surrounding Carnival covered the entire month of April — and we weren't going to miss it!

A multitude of events took place, beginning on April 6th with the selection of a Prince and Princess in which children between the ages of 6 and 12 competed. The selection of the Carnival Queen on the 12th contained all the pageantry of a Miss America contest. Women between 17 and 21 years of age were trained, groomed, rehearsed and staged. They competed in the categories of an Introduction Speech, Cultural Costume, Swim Wear, Evening Wear, Talent and Question-and-Answer.

Nor were the toddlers overlooked. A Toddler's Derby was held the next day, where scores of ten-month-old toddlers crawled to see who would cross the finish line first. This was a must-see event. The parents were the real show as they placed themselves at the finish line and enticed their offspring with funny faces, treats, and chants.

makeshift costumes or T-shirts representing the community group or band of their choice and pranced along the waterfront to Carnival Village.

In the last days of Carnival, the parades take place. The first is the Children's Parade. The Princes and Princesses and a variety of troupes jump and sway along the parade route. The adult parade takes place the last Saturday of Carnival. What an extravaganza! There are spectacular costumes, double-decker buses containing steel bands, and mocko jumbies (costumed stilt walkers). Scheduled for 10:00am, it actually started about 11:00 and was still going at 4:15 when we left! There were several showers and one hard rain — the musicians had to tip their steel drums to empty the water! Various floats throw goodies — candy in small, red Chinese-takeout-style boxes and Chinese yoyos, hand towels, even neckties — an unusual assortment, we thought! The costumes, the music, the dancing celebrate the multitude of cultures in the islands.

And finally, on the last night, there were wonderful, magical fireworks. Following the fireworks was a

# Carnival Time on St. Thomas

by Jacqueline Milman

Traditional games of marbles, spinning tops, jacks, and "steal the bacon" were also to take place the evening of the 13th. Intrigued, we went to Lionel Roberts stadium where older people were playing as though they were still the kids they had been 60 or 70 years ago. The whoops and hollers of the lucky winners accompanied oaths spat by the losers.

Being boaters, we also made sure to attend Water Sports Day on April 20th. Engineless IC24 class sailboats raced as many times as conditions permitted, each crewed by three to five persons. We joined the spectators lining the historic Charlotte Amalie waterfront, cheering on the racers. At the completion of the competition, the boats paraded along the waterfront throwing Mardi Gras-style beads to the crowd. Then the powerboats raced.

Every year at carnival, pre-teens and seniors participate in "tramps." Student groups wearing school T-shirts dance in the street to a steel drum orchestra and march ("tramp") from Market Square to Emancipation Garden. A prize is awarded to the school with the most participants. Seniors in colorful costumes tramp to a scratchband playing the traditional *quelbe* music of the Virgin Islands. *Quelbe* is a form of the quadrille.

Music is a very important aspect of any carnival celebration. On St. Thomas, a Junior Calypso Competition is held in which students from various schools perform original songs dealing with social issues or carnival themes. Some use props, backup singers, or unique costumes to convey their message to the audience. Cultural Night on April 16th was highlighted by the Junior and Senior King and Queen of the Bands Competition. This was the first time that spectators got a peek at the elaborate character costumes that the troupes would enter in the final Carnival parade ten days later. A Steel Band Jamboree on the 20th made for an evening of wonderful music — popular, reggae, calypso, classical — all played on steel drums. This was my favorite of the musical events. There was also a Latin Night, where various musical entourages played samba, meringue, etcetera, a Calypso Review and a Soca Explosion (Soca is a mixture of soul and calypso).

During the final week of Carnival, Carnival Village took over the large downtown parking area at Fort Christian. A Food Fair celebrated fare from a variety of island cultures — yummy! Game booths and amusement park rides reminded me of the county fair carnivals we used to attend as kids. And there was a stage where a variety of groups performed. The carnival village provides a focal point for families and friends to gather and there was a bustling crowd there both nights we attended.

Jouvert, from the French *jour ouvert*, means day-break. It is a night-until-morning street dance or "jump up." It seemed like the entire island was there. From 4:00am until noon on the Thursday preceding the final weekend of Carnival, revelers dressed in



Mocko Jumbies take to the streets of Charlotte Amalie during Carnival

Calypso Spectakula, wherein the costumed participants danced and pranced one last time, taking the Last Lap at midnight. Then St. Thomas Carnival was over for another year.

Carnival is generally believed to trace its origins to medieval Italy where a costume festival was held the night before Lent began. Because Catholics were not supposed to eat meat during Lent, the festival was named *carne vale*, which means "to put away meat" or "farewell to the flesh". This tradition was carried with European Catholics to many parts of the world. Today, in the Caribbean, the religious aspects have given way to a celebration of cultural traditions. Ancient African traditions of parading and moving in circles through villages in costumes and masks, believed to bring good fortune, heal problems and chill out angry spirits, exert a strong influence on modern Caribbean carnival celebrations.

Once held before Lent, these festivities now occur year-round in various parts of the Caribbean and it's great fun to take part. Upcoming Caribbean Carnivals include those in St. John, USVI, on July 4th; St. Vincent on July 7th and 8th, St. Lucia from July 8th to 22nd; Statia from July 20th to 28th; Antigua from July 26th to August 5th; Saba from July 30th to August 3rd; Barbados "Crop Over" from August 3rd to 7th; and Grenada August 11th and 12th.

## ISLAND DREAMS

*Grenada*  
YACHT CARE

Marina & Moorings  
Scheduled Maintenance  
Installation Projects  
Haulout Management  
Valeting and Polishing

Manage the Maintenance of your Yacht

mark@islandreamsgrenada.com 473 443 3603  
www.islandreamsgrenada.com  
Le Phare Bleu Marina, Petit Calivigny, Grenada  
12°00'11N 61°43'29W

## CARRIACOU REAL ESTATE

Land and houses for sale  
For full details see our website:  
[www.islandvillas.com](http://www.islandvillas.com)  
or contact Carolyn Alexander at

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

We also handle Villa Rentals & Property Management on Carriacou

## STREET'S GUIDES ARE MORE ECONOMICAL!

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



## REAL SAILORS BUY STREET'S GUIDES

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

Real sailors also buy the other guides, that have pretty pictures and describe hotels, bars, restaurants and anchorages that are popular with bareboaters.

Real sailors circle in Street's Guide the anchorages that are not described in the other guides. This enables them to find quiet anchorages far from "The Maddening Crowd".

Street's Guides are available at bookshops and chandleries, or from [www.iUniverse.com](http://www.iUniverse.com) and [www.seabooks.com](http://www.seabooks.com)

# BONAIRE TO GRENADA, NON-STOP

by Jeremy Shaw

**OUR** friends tended to fall into two camps. Those who don't know the Caribbean and sailing said things like "Oh, that sounds lovely, lucky you." Those who do know the Caribbean would raise their eyebrows and say "rather you than me..." and look pityingly at Léonie, my wife, or offer: "Have you thought about hopping along the Venezuelan coastline? It's lovely."

We had been drifting round the Caribbean Sea clock face for a few years, going the usual route after Grenada, which we left in autumn 2004. Tobago... Trinidad... Margarita... Puerto La Cruz... Tortuga... Roques... Aves... Bonaire... Curaçao... Aruba. All very beautiful and special places.

But Aruba was something of a "Rubicon" for us. The next stop going west is Cartagena, and getting back east from there is no joke. Also we are not full-time cruisers right now — we hardly qualify as snowbirds, even. I wanted to leave the boat in places where I knew I could get good work done, and guardianship, while we were away. Plus, in the Eastern Caribbean you can easily get to and from a wide choice of islands, whereas once you get to Venezuela travel is much more east-west, therefore either easy or more difficult.

For all these reasons we were going back east. The mooring field at Kralendijk in Bonaire is 382 miles from the entrance to Prickly Bay, Grenada, and the heading is practically due east, so however you do it, the journey won't be easy.

### Which way to go?

Coast-hopping along the Venezuelan mainland is an excellent strategy, and a journey made by many people. But we were reluctant to do it for two main reasons. First, without wishing to restart the debate, the security position in Venezuela seems to have deteriorated in recent months judging from reports on [noonsite.com](http://noonsite.com) and elsewhere. It's always difficult to assess this, as the absolute numbers are small, and none of our friends has had personal problems in Venezuela. But we would be travelling on our own and it was a factor.

Secondly, we were limited for time, so wanted to go more quickly. A coastal-hopping route would take at least ten days, very probably two weeks, whereas if we could average four knots on the direct route it could be done in four days, though mentally I allowed for double that. In addition, the direct route takes you a little north of the offshore islands of Aves, Roques, Blanquilla and Testigos. This gave us the option of popping in if we got tired or had gear trouble, and Margarita would be no more than about a day's sail from the direct route once past Blanquilla.

The chances of finding a weather window that is good for five or more days of easterly passagemaking are slim indeed. It seemed clear that we'd get some days when the winds were okay and some when they would be stronger than one would like, but they were never going to be in the right direction. So early one morning after saying good-bye to friends and to Bonaire itself — one of our favourite islands in the Caribbean — we set off.

### We leave Bonaire

The reach down the lee side of Bonaire is one of the finest sails you'll ever get in the Caribbean. Flat seas and a flat land which make for a steady, predictable breeze and fast reaches. Knowing we'd be facing headwinds after rounding the corner we just unfurled the genoa, and were still zipping along at eight knots.

Zingano is a 43-foot Fountaine Pajot catamaran. In flat water with no wind we'll cruise on one engine at six-and-a-half knots. We can carry 600 litres of fuel, and the Yanmars burn about three an hour. So that gives us a theoretical range of 1,300 miles. Obviously motoring into wind and sea we'd achieve a lot less than that, but it seemed we had plenty of reserve — the theoretical range being over three times the actual route length.

Once we rounded the southern headland of Bonaire we got pretty much what we expected: a Force 5 on the nose, one-and-a-half-metre swells, and plenty of spray from the odd wave we fell off. But the boat speed was a bit worse than I'd feared —

just three knots through the water and two-and-a-half over the ground. We'd plug on through.

### Trouble already?

Some hours later while I was resting between watches, the bilge alarm went off. Never a note that brings joy to the skipper's heart! I got up and found Léonie working on the port hull bilge. We'd let a little water in when refitting the paddle log and she thought this might have triggered it. But it seemed unlikely since we were talking only a few pints and I knew our air switches are triggered by more than that. I traced the action to the port engine bilge where we had a bit of water sloshing around, but no evidence of where it was coming from. Then, as we bounced over a wave, I saw a gush of water coming in through a cable run in the aft bulkhead, about two feet up. This meant that water had got into the aft buoyancy compartment, between the engine and the stern of the boat, underneath the transom steps. How could this be?

Going back on deck I soon spotted the reason. Some years ago in Malta we'd fitted access hatches to the inside of the transoms since it was otherwise impossible to get at some of the fittings (the builder obviously put them on before sticking the hull and deck mouldings together). I'd been wanting to change these hatches, as they were looking chalky and getting a bit powdery when I'd checked them and lubricated the threads about a year ago. But I'd been unable to find them in Bonaire and it was on the job list for Grenada. Now one simply had a hole in it. As the waves had surged around the lower transom step they had clearly created enough pressure to punch through one of the degraded hatches.

In itself this was not major. We should be able to repair the hatch, and, even if not, the bilge pump should keep us out of trouble. I tried putting duct tape on over the hatch. But every minute or so I'd get knee-deep in water and the hatch would get



As our chartplotter track shows, beating into two or three knots of current didn't really work for us

swamped, so this clearly was not going to work. I went to remove the other hatch to see if I could ball out the water and it started to crumble in my hand. Not good.

In the end, I carefully removed both the port hatch covers and accepted the transom would fill with water, but gradually get pumped out via the engine compartment, then stabilise if I could make a temporary repair. We cleaned up and dried the covers, liberally plastered them with duct tape, and put them back. Would this be good for another four to six days? I thought not.

### Pit stop at the Roques

So, Plan B: we put in to an island. We were at this time passing the Aves. It was dark and we appeared to be getting ID request calls from the Venezuelan coastguard but they did not answer our replies (the base was a dozen miles away). We'd heard that the Aves coastguard could be friendly or not, depending on who you got, so we decided to press on to the Roques, which also meant a late afternoon arrival. This would give us time to do our repair job in daylight, leave stuff to cure overnight and leave at dawn. Better timing.

This worked well. Elbert Cay is the westernmost anchorage of the Roques and we felt our way in to a deserted spot on schedule in the late afternoon. We decided to fix all four hatch covers. I'd been carrying a spare, so one was an easy swap. For the others we cut oversize pieces of Sunbrella and glued them on with marine sealant so that they covered both the lid and the mounting ring. The job was done by nightfall, which left them overnight to cure a bit.

—Continued on next page

## SAINT LUCIA - CUBA

HUMANISTIC SOLIDARITY ASSOCIATION

### Yachtsmen, Let's go to Cuba!

Havana & Varadero

For 10 Days September 28th to October 7th, 2008 US\$ 1,865

Departure from Barbados

Includes visit to Ernest Hemingway Marina

#### Price covers:

- Airfare — Airport pick-up and return in Cuba
- Accommodation at 3-Star Hotels
- 7 days in Havana, 3 days in Varadero
- Breakfast and dinner included
- Visits to places of Historical, Cultural and Artistic interest in Havana and Varadero, Matanzas Province.
- Visit to Marinas and a Boat Yard
- Hospital appointments can be made for persons seeking Medical Check-ups (cost of Medical Check-ups not included)
- Conditions apply: Deposit to be paid before August 15th, 2008

#### Contact:

Rawle Harvey 1-758-488-8807 [rawleharvey@hotmail.com](mailto:rawleharvey@hotmail.com)

Rossini Francois 1-758-488-4615 [spiralinisphere@yahoo.com](mailto:spiralinisphere@yahoo.com)

<http://embacu.cubaminrex.cu/Default.aspx?alias=embacu.cubaminrex.cu/santaluciaing>

## DOLLY'S ANSWERS

Here are 50 words to get you going. Remember to check any other words in the dictionary to make sure that they are correctly spelt.



- |       |       |       |
|-------|-------|-------|
| anger | organ | stain |
| apron | other | sting |
| asset | phone | stone |
| earth | prate | strap |
| enter | prone | strip |
| ester | prong | strop |
| ether | range | tenor |
| grain | seine | thane |
| grant | singe | there |
| graph | snipe | these |
| grasp | spare | thing |
| greet | spare | thong |
| grist | spine | thorn |
| groan | sport | those |
| grobe | sprat | three |
| heart | sprit | tripe |
| hinge | stage |       |

—Continued from previous page

We had the track set on the chartplotter as we came in so, although at 5:00AM the light was decidedly poor, we reversed the route and made our way back out without difficulty.

It had been my plan to keep friends and family updated with our progress on our blog. We can e-mail blog updates, so sending a single e-mail would also put less stress on the limited e-mail capabilities of our SSB/Pactor modem combo using Sailmail. The previous night, however, the setup fell over for some reason — I suspect the Pactor, but cannot be sure. Fortunately, as we passed Grand Roque I was able get a cellphone signal and called my daughter and asked her to post an update saying we were fine but there would be no more until we got to Grenada in four or five days' time.

#### Back on track

The hatch patches were holding up well and we were back on track. After leaving the Roques, the wind and swell dropped a little so our SOG rose to four knots. We were happy with that and a day later we were trudging past Blanquilla, some eight miles distant, though so flat it was impossible to see.

This was the longest passage we'd ever done as a couple (for our Atlantic crossing we had a crewmember) but our watch-keeping system was working fine. Léonie would go down to rest about 7:00PM and come up on deck around 11:00PM. I'd then rest and come up at 3:30AM and she would go back down. I find shorter watches pointless as I need half an hour to wash and wind down, and often an hour to get to sleep — especially as in these conditions there is a lot of wave and wind noise down below. Coupled with rest breaks during the day we were both getting enough sleep and doing fine. Even better, Léonie, who often gets seasick at first on the boat, had been absolutely fine, thanks probably to the scopolamine patch that she'd put on at departure. I, on the other hand, had been seasick for a while — the first time ever on this boat (unless working on engines, etcetera, in a bad sea) in over 15,000 miles of cruising. That's bashing to windward for you!

#### Set back by three knots

Once we got past Blanquilla things deteriorated. The wind got up again to Force 5 or 6, but worse, the current against us rose to three knots. We had expected adverse current of around a knot and a half, but three knots was more than I'd planned on. I started to get worried about the impact on our fuel consumption, since we were now doing two knots SOG. We were motoring along a line between deep water and shallower (more than 1,000 metres versus 200) so I altered course to the south to take us into the relatively shallower water, hoping we'd find less current there. I started to wonder whether we should have taken the coastal route, where favourable counter-current can be found within a mile or two of the shore. But that was more than 100 miles away.

The next day we re-did our fuel calculations and worked out that if we could do at least two-and-a-half knots we would have just enough fuel. But that assumption meant using all the fuel in the tank and we did not know where our pick-up point was and whether as much as ten percent of our back tank (30 litres — ten hours worth) might in practice be unavailable. Then there was also the risk of the Racor filters getting clogged as the fuel got low, since the tanks have never been cleaned. I'd tried several times in the Caribbean to get the fuel "polished" but, despite promises, the job never got done.

We decided to see what mileage we could lop off the route by good old sailing and spent the day beating to windward. But what with the wind, waves and current, the leeway was horrendous — 40 degrees at times! We usually tack through about 120 degrees (COG to COG). After all our daylight hours spent beating we'd advanced just ten miles on our rhumb line.

#### Margarita or press on?

Margarita would now be an easy sail but we'd arrive at nightfall, so we decided to motor on through the night and make the call at dawn. At that point, if we turned south we'd arrive in Margarita in the afternoon. Come dawn, the wind was turned a bit; we were making three knots. We decided that rather than taking a minimum of two days out by going down to Porlamar we'd press on, despite the attractions of cheap alcohol and cheap diesel.

By this time we'd moved virtually all our fuel from the front tank to the back, so we could keep careful eye on the remaining capacity. I was checking the Yanmars daily and they were fine. The access patches were holding up.

The wind had moved a little north of east and we found that, by overhauling the main, we could get another half knot. Not a lot but when you are only making two-and-a-half over the ground, it's a big help.

I had decided to approach Grenada north of the large Reindeer Shoal, which sits off the southwest corner. I had several reasons for this. First, the anchorage off St. George's is easy at any time of day or night, especially when you know it. Second, I knew we'd have flat seas for the approach — good if you are tired. Third, it was an extra seven miles to Prickly Bay and the opposing current could kick up. Having made the Grenada-Trinidad run a few times, I know how that westbound current can really pick up as it starts to get deflected by the shoal. I wanted to have as easy a final run in as possible. Finally by coming in where the current was down, we could always beat if fuel got really low.

#### The main breaks loose

During the night, shortly after I came on watch, the forefoot of the main broke loose and was flapping around among the lazyjacks. It is our rule at night that before you leave the cockpit you get someone else up. But the seas and wind were down, Léonie was asleep and I had my lifejacket and harness on. I figured if she woke up hearing me bashing about on deck she'd come and help. If not, she needed the rest. I managed to get a line to the tack and haul it back with the winch, then remake the lashing, which had chafed through. Léonie slept on — she needed it.

#### Looks like we'll make it

Things were now starting to look better. We were 36 hours away from St. George's. The current was starting to drop off to more like a knot and a half opposing and I felt sure that as we got into the lee of Grenada the wind, waves and current would fall further. The wind was now down to a Force 4, which was making a huge difference to progress. At the same time I knew that if we got hit by a Force 6 we'd be set right back. The prospect of having to go back to Margarita if we ran out of fuel, say 30 miles off, was a bit depressing. At least we had that as an option and it would be a lovely downwind sail!

But the wind didn't pipe up and at 3:00AM, when I came on watch towards the end of our sixth day at sea, I found we were motoring in flat seas and light airs with just half a knot of opposing current. We were down to an eighth of a tank of fuel but were now making six knots SOG; the light loom of Grenada, just two hours away, was beckoning.



Journey's end. After making landfall at St. George's, Zingano tucked in at Le Phare Blue Marina on Grenada's south coast

It was a wonderful feeling gliding over those flat seas sparkling with the reflected light of St. George's. It felt like we were hardly moving, as everything seemed so quiet and still. Yet the instruments insisted that our SOG was almost six-and-a-half knots.

My fallback plan — to tack in if we ran out of fuel — would not have worked. I'd forgotten how dead the wind can be in the lee of Grenada, so we'd have had to hope for a tow. But anyway, we were going to make it.

#### Landfall at St. George's

As we approached the St. George's anchorage at 5:00AM, two yachts broke silently away from the pack, heading north. That left a lovely big space for us in the middle, so we dropped the hook and rested for a few hours before clearing Customs.

By mid-morning we had cleared in and filled the tanks a bit; by lunchtime we were tying up at Le Phare Bleu Marina in Petit Calivigny bay and saying hello to old friends Mike and Lucy, now running Palm Tree Marine there. And they had just got a fuel-polishing unit! By 4:00PM, Mike had sucked out and polished the fuel (a job well worth doing — there was certainly some crud in there) and by evening we were in the bar with the cruising community, back to the "other" cruising life.

#### 696 to go 382

Time taken: just a shade under six days. We actually logged 696 miles through the water to make the 382 "crow flies" miles. Taking off our reach down Bonaire, deviation to the Roques, and day spent beating, I think that would have come down to maybe 650 miles to windward. I reckon our average head current was about two knots. We'd picked a time of relatively high currents, but this was still higher than I'd expected.

Shortly after our arrival in Grenada, a couple of tropical waves came through with stronger winds. If we'd still been out at sea that could have been enough to set us back so we could not quite make it. It was close.

Would I do it again? I wouldn't want to. But no one wants to go to windward for six days. On the other hand, if you accept the penalties, and just want to get there, and get it over, you have a willing engine and crew, with plenty of fuel to spare for each, then this is a perfectly valid route.

We now had time to get jobs done and enjoy Grenada. It was good to be back.

# FORTRESS MARINE LTD.

## "BOAT BUILDERS" - ST. KITTS

**Specializing in Day Charter Catamarans - Designed and Built by Doug Brookes.**  
Looking for a day charter vessel as a business investment. See our website for details:  
[www.fortressmarineltd.com](http://www.fortressmarineltd.com)

**\*\* FOR SALE \*\* Day Charter Catamarans 54Ft Cat / 65Ft Cat (New) / 70Ft Cat (New)**

FORTRESS MARINE LTD. HEAD OFFICE & MANUFACTURING FACILITY  
New Guinea Estate, Brimstone Hill • PO Box 43, Basseterre • St. Kitts, West Indies  
Tel (869) 663-4307 St. Kitts • Tel (268) 480-1296 Antigua • Fax (268) 462-0320

email: [prbryson@candw.ag](mailto:prbryson@candw.ag)

[www.fortressmarineltd.com](http://www.fortressmarineltd.com) [www.1906-TwelveMetre.com](http://www.1906-TwelveMetre.com)



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

# PRODUCT POSTINGS

## Safety Device for Boat Kids and Pets

A new boating safety device called the Safety Turtle will be of interest to boaters with children and/or pets. Advocated by many boating and water safety organizations, it is a device that is worn either around the child's wrist or on their lifevest, or around the pet's collar or lifevest. It sends a wireless signal to a base station (positioned anywhere on the boat) if the child or pet falls overboard. The base station then alarms loudly so that the adults on board know immediately that a child/pet has fallen overboard and can rush to the rescue.

The Safety Turtle Wireless Alarm is a combination of wireless signal-outfitted wristbands/collarbands and a wireless base station receiver that sounds an alarm the instant a child or pet falls or ventures into water. The base station can be positioned anywhere between 200 and 1500 feet away from the water (depending on model).

Safety Turtle retails for US\$235 and can be purchased online at [safetyturtle.com](http://safetyturtle.com) or at retail stores in the US and Canada.

## Chill with Cubes by the Kilo

For most boaters, especially during a Caribbean summer, ice is a necessity onboard. The redesigned Icer-Ette from Raritan — with a new, streamlined door, flush mount option and ergonomic door handle — was developed specifically for marine applications. The enhanced icemaker produces up to ten kilos of crescent-shaped ice per day.

With two sizes, several door panel colors and extensive trim options available, the sleek Icer-Ette can be customized to match any boat's interior design. The standard 85 model fits under normal counter spaces and measures 61cm H x 35.6cm W x 36.8cm D without trim. The smaller 84 model is ideal for small but deeper spaces. The door swings open within the width of the Icer-Ette's cabinet, reducing the installation space

needed. Door panels are simple to remove and replace, and doors can be hinged to open either left or right.

A removable ice bucket stores five kilos of ice, and the ice production is automatically halted when the bucket is full. Unlike plastic, the durable aluminum doorframe and stainless steel grille will not fade or discolor over time. The unit is constructed from the highest-quality marine-grade, non-corrosive components and hardware. The compressor features a five-year warranty. Environmentally friendly, the Icer-Ette uses a completely CFC-free refrigerant with an ozone depletion rating of zero.

For more information visit [www.raritaneng.com](http://www.raritaneng.com).

## Children's UV Protective Swimwear

SunSmart make a range of UV Swim and Play Wear



that is a trendy yet sensible approach to sun protection, and which gives 97-percent (50++SPF) UVA/UVB

blocking through the four-way stretch fabric.

This fabric is ideal for kids of all ages because no chemicals are added, and it dries in minutes for all-day comfort. The SunSmart UV line consists of fun themes like Superman and Supergirl outfits both with towel capes, surfer shirt (long sleeve), Rash Guard (short sleeve), hats, and sunglasses.

For more information visit [www.SunSmarty.com](http://www.SunSmarty.com).

## Hand Pump Gets Renewed USCG Approval

Testifying to this hand pump's continuing high quality, Beckson Marine has received a five-year renewed approval from the US Coast Guard for the Thirsty-Mate high capacity 519CG#3. "Overbuilt" for superior performance, this pump exceeds USCG standards and is approved for commercial use.

The Thirsty-Mate 519CG#3 moves 85 litres per minute through a 7.6cm diameter hose. Self-priming, it pushes a gallon of water in just three strokes with a one-metre intake hose assembly and a three-metre outlet hose and is able to withstand temperatures up to 49°C.

A comparable consumer version, the Beckson 519C, is also available as a portable pump and with an optional flush deck mount, 519FD, for pleasure boats. For more information visit [www.beckson.com](http://www.beckson.com).

## Safe International Ship-To-Shore Power

United States-based cruisers leaving home need shore power products that work with 16 or 32 amp, 230-volt systems and are not interchangeable with 30 or 50 amp, 125-volt US configurations. Hubbell Marine offers the only CE-certified electrical systems specifically dedicated to US boats bound for the wider world.

Interchangeable systems are hazardous because they have to operate at both 50- and 60-cycle power. Employing standard US National Electronic Manufacturer's Association designs, Hubbell offers its Internationally-Rated Ship-to-Shore Systems. These safe, non-interchangeable 16 and 32 amp, 230-volt products are for use with 50-cycle systems only. They include traditional, 316 stainless steel or sleek, non-metallic power inlets, as well as white power supply cords. The convenient cords have color-coded, internal connections that match Europe's harmonized color scheme.

UV-resistant, the low-profile, non-metallic shore power inlet has a white, Centrex cover, making it weatherproof when closed. Shielded from the elements by a gasketed, self-closing cover, ...

—Continued on next page

**CONVIASA**  
VENEZUELA

COME FLY WITH US TO MARGARITA ISLAND. THE SEA, SUN AND FUN ISLAND!

CONVIASA FLIES ON FRIDAYS & SUNDAYS A 50 MINS FLIGHT WITH CONNECTIONS TO CARACAS AND OTHER SOUTH AMERICAN DESTINATIONS OUR DEPARTURE TIME 12:25PM

THIS ISLAND OFFERS A VARIETY OF ENTERTAINMENT!

- CASINOS & NIGHTCLUBS
- WATER SPORTS
- (SWIMMING WITH DOLPHINS)
- JEEP SAFARI TOURS
- EXOTIC AND TASTY CUISINE
- GREAT FOR SHOPPING

WE OFFER SPECIAL HOTEL & AIRFARE PACKAGES!

A CHOICE OF 5 AND 3 STAR RATED HOTELS

CONTACT DOPCO LIMITED TODAY!  
OFFICES: 01-444-3732/444-4726  
OR  
DROP IN AT OUR OFFICE LOCATED AT GRAND ANNE (OPPOSITE CK'S SUPERMARKET)  
OUR EMAIL: [dopco@psnetata.com](mailto:dopco@psnetata.com)

Grenada

**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  
VOLVO PENTA  
Perkins

[www.grenadamarine.com](http://www.grenadamarine.com)  
Tel: +473 443-1667

[info@grenadamarine.com](mailto:info@grenadamarine.com)  
Fax: +473 443-1668

—Continued from previous page

...the stainless steel inlet is watertight when cover is properly closed. Both styles feature easy-to-wire terminals and have a transparent interior to allow for quick and simple visual inspection.

The inlets' mounting holes are 6cm on center and match most existing mounting patterns. A convenient, rear enclosure/strain relief cap is provided. The Internationally-Rated Ship-to-Shore System offers IP56 suitability.

Available in 15.25m length, the 16 and 32 amp, white power supply cords are vinyl-jacketed and have only the female or boat-side end. The other end is blunt cut. The 16 amp cord also comes in a 7.6m version.

For more information visit [www.hubbell-marine.com](http://www.hubbell-marine.com).

#### On-Board Fire Protection System

If a fiberglass boat catches on fire it can burn down to the waterline literally within minutes. A proper fire protection system should be on any boatowner's safety checklist.

Sea-Fire Marine's H Series FM-200 Engineered Fire Suppression Systems protect spaces up to 500 cubic metres in size, and are suitable for pleasure craft, megayachts, workboats or even large structures such as oil platforms. Sea-Fire's systems are specially designed to discharge the entire amount of FM-200 agent in six to ten seconds. This ensures rapid extinguishment of the fire and reduces damage significantly. FM-200, an EPA-approved alternative to Halon, is a clean, gaseous chemical extinguishing agent that has been proven safe for people, the environment and equipment. It is both non-conductive and non-corrosive, and leaves no residue behind.

Sea-Fire H Series Systems are available with a time delay feature of either 30 or 60 seconds, which provides for an alarm warning and engine and ventilation shutdown prior to discharge. The H Series can take on the most difficult Class A, B and C type fires in engine rooms, electrical compartments, cabins and accommodation areas.

For more information visit [www.sea-fire.com](http://www.sea-fire.com).

#### New Waste Management System Eliminates Worry

Boaters can now rest assured that their onboard waste management system can be used anywhere they go. Legal in all waters, Raritan's new Hold n' Treat System combines the ElectroScan, a US Coast Guard-certified Type 1 marine sanitation device (MSD), with a Type III 15-gallon holding tank. The inno-

vative Hold n' Treat System is the first and only one of its kind for vessels under 20 metres.

Combining overboard treatment and holding tank use, this versatile system stores waste when in sensitive or no-discharge areas. When sewage can be discharged, the waste transfer pump moves waste from the holding tank to the Type 1 MSD, where it undergoes treatment before it is safely and legally discharged, ending time-consuming trips to the pump-out station. A locking mode option prevents accidental discharge.

This complete US Coast Guard approved sanitation system satisfies discharge regulations for all US waters and can be used on inspected or uninspected vessels. Installation of the "drop in place", two-fillet sanitation system is simple and flexible. Ready to use, the system is pre-wired and plumbed. Users just connect the hoses from the toilet, vent and discharge.

Environmentally friendly, the Hold n' Treat System treats waste to a level of 10 coliform bacteria per 100ml of water, far exceeding current Type 1 standards. This can be compared to the 200 coliform that is considered safe for swimming water, as well as the 14 coliform allowed for water containing shellfish harvested for human consumption. The degree of water purity achieved by this system often surpasses that of the water in which the boat is floating, posing no detrimental effect to the environment. It also kills viruses without the use of harmful chemicals.

For more information visit [www.raritaneng.com](http://www.raritaneng.com).

#### Versatile Cleanser is Environmentally Friendly

When rinsed directly into the sea, traditional soaps and shampoos can create pollution and harm wildlife. Unlike conventional cleansers, Aqua Lather from Davis Instruments is biodegradable and poses no threat to aquatic life.

This effective body gel and shampoo can be used in all types of water including salt, hard, brackish and chlorinated water, as it will not become diluted. Aqua Lather's unique formula also soothes bug bites, sunburn and rough skin while cleaning and refreshing. This exclusive cleanser counteracts salt, sun and wind damage and removes dirt and grease. Aqua Lather is pH-balanced and won't harm hair or skin, no matter how often it is used. Soft and mild, this formula works into a rich lather with a light and natural fragrance.

This convenient cleanser's dispensing spout easily flicks open and closed, avoiding lost caps or messy spills. Aqua Lather's compact bottle contains just the

right amount for travel and easily stows away. Its economical formula is concentrated enough for numerous baths and shampoos and also works wonderfully on clothes and dishes. Aqua Lather comes in a 150 ml bottle.

For more information visit [www.davisnet.com](http://www.davisnet.com).

#### A Fresh Look at Fresh Water

ITT Jabsco's highly successful carbon water filter, the Aqua Filta, has a fresh look. This simple-to-fit cartridge system absorbs dissolved impurities while retaining beneficial mineral salts, leaving a natural tasting, sweet smelling and clear water flow.



The Aqua Filta is compatible with most manual or electric marine water systems and comes with 180-degree rotating, multi-fit ports allowing easy installation in confined spaces. A permanently fitted filter head is supplied with a replaceable cartridge that has an activated carbon water filter which removes chlorine, unpleasant smells, tastes and colours. The internal valving facilitates simple, economic replacement without the need to drain down the system or even getting your hands wet. Aqua Filta™ has a flow capacity of 14 litres per minute (3.7 gpm) and a pressure capability up to 60 psi (4.3 bar).

For more information visit [www.jabsconews.com](http://www.jabsconews.com).

**SAILMAKING RIGGING ELECTRONICS**

let's go GRENADA

TURBULENCE LTD. GRENADA

DOYLE SAILMAKERS

NAVIGATOR S

PROFURL

HARKEN

Gear & Furlers in Stock  
Deck layout specialist

- New Sails/Canvas
- Swage up to 16mm
- All fittings in stock
- Electronics

Spice Island Marine & Grenada Marine Boatyard  
Tel/Fax: (473) 439-4495 [turbsail@spiceisle.com](mailto:turbsail@spiceisle.com)

Spice Island Marine Services

Large, full-service, high-quality boatyard with insurance approved storage facilities. Conveniently located near most of Grenada's leisure attractions, businesses, and airport

Armut 33, Scan 62, Tempra 0, Phantok 000

We offer the most secure, insurance-approved storage in the Southern Caribbean. Procedures include: ♦ Optional Steel Cradles ♦ Yacht Tie-downs Throughout ♦ Welded Stands ♦ Separate Mono- & Multihull Storage Areas ♦ Mast Storage and More!

**You Need It - We Can Do It!**  
[www.spiceislandmarine.com](http://www.spiceislandmarine.com)

Tel: 473-444-4342/4257 Fax: 473-444-2816 VHF 16 [simsco@spiceisle.com](mailto:simsco@spiceisle.com)

PLUS:

Budget Marine  
Duty Free Chandlery  
New Modern Store  
Located in the Yard  
Tel: 473-439-1983  
Fax: 473-439-2037  
[grenada@budgetmarine.com](mailto:grenada@budgetmarine.com)

We are located in the Northwest corner of Prickly Bay

Grand Anse

# A GUIDE TO NAVIGATING MEDICAL SHOALS

by Lee Kessell

Did the captain break her leg tumbling down the companionway? Did the cook suffer serious burns in bad weather? If you are caught with an ill or injured companion, whether you're cruising the Caribbean or have dropped the anchor permanently here (like we have in St. Lucia), much of the information below will apply. Often a debilitated patient has to fly on a commercial plane to reach appropriate care on another island or in another country. Sometimes you'll have to deal with the situation in a foreign language. I'll tell you my personal story, pointing out my errors and what I think I should have done instead.

## Don't Assume Anything, Check Everything

After a near-fatal heart attack, my husband, John, was "resurrected" by the marvelous care given by the medical staff at Tapion Hospital, St. Lucia. After almost a week of intensive care, I was allowed to take him home and was told that in a month or six weeks I would have to take him to Martinique for an angioplasty. I prepared myself for this, but John hated the idea, as he was feeling extremely weak and tired very easily after only a little time on his legs. It seemed to me that six weeks would be a better option than four.

Then, on a late Tuesday evening during Week Four, a nurse from Tapion phoned to tell me that it had been arranged for John to visit Martinique the following Monday and this would be confirmed in the morning. I waited for the morning confirmation that never came, so I assumed the nurse had made a mistake and I forgot about it.

On the Thursday evening, John picked up the phone and immediately a doctor from Tapion began talking about Monday's trip to Martinique, thinking John knew all about it. This came as a dreadful shock to John and a bad one for me as it left me only one day to get currency from the bank, extend our credit card limit and make sure of a flight to Martinique.

## Do What You Have to Do to Get Attention

The date was November 30th and the bank was jammed with people wanting loans, money orders, currency, etcetera, for Christmas. I obediently took a number and waited. After half an hour of complete inactivity with a number so far down the line that I feared I would never be attended to, I decided to create a big fuss. My first attempt got me nowhere, so I threw a hysterical tantrum of eye-opening proportions. This got me an official of high rank who attended to my every need.

## Always Get the Print-Out

Now I needed guaranteed flights. I was advised to ring the airline direct and was soon in possession of on-line confirmed return flights with the return open-ended. I was given only a confirmation number and even though the attendant offered to e-mail me a print-out, I stupidly declined. This lack was to cause me additional worry.

## Consider Food and Drink

The flight was mid-afternoon and John and I were so tensed up that we ate very little for breakfast or lunch. Later in the day, this became a problem. Try to

relax and eat light nourishing meals, as you don't know when the next meal will be. Drink lots of water and carry bottled water with you, as dehydration sets in quickly.

## Guarantee Your Airport Wheelchair

I had been assured that John could safely take a commercial flight as long as he took it very easy — a wheelchair out to the plane would be a good idea. The airline offered a wheelchair for John and I gladly accepted.

When our flight was called, I expected that John would be accommodated with the chair and when it didn't arrive I thought they must have been bringing it after everyone else had got out of the terminal. No. My mistake. Always make sure the attendants know you must have a wheelchair. As it was, I had to half carry John as he shuffled slowly to reach the gangway. I was furious by the time we arrived there and asked the attendant if she couldn't see that we needed assistance. She sprang to attention and tried to help him up the steps — fortunately few.

Arriving at the Lamentin Airport it was the same story — everyone else raced off and left me half dragging John to the terminal. Make sure you have a wheelchair waiting. No matter what extra it may cost, this is vital. The wheelchair people will take you into the terminal and steer you through Immigration, Customs and straight into a taxi. For us it was a horror story.

## Have an Address at Your Destination

The Immigration officer at the airport looked at our passports, which were in order, then asked where we were staying. I said John was going to the hospital and I had had no time to find accommodation. This threw him into a silent fit. He spoke no English and I, in my state, had forgotten my entire schoolgirl French. But I worked out that he had to have an address for me. He shuffled papers and looked grim and I thought he was about to return us to St. Lucia. Then he asked to see the "invitation" and I realized this must be the thick envelope of John's records that I had picked up from Tapion. He asked if he could open it, I nodded, and with a flourish he broke the seal and looked learnedly at the pages of medical jargon. He bluffed his way through it, replaced the pages and, mercifully, waved us through.

All this had taken so long that by the time we found our way out of the terminal, night had set in. I had no idea where anything was but had been told that taxis were always there to take people straight to the hospital. So I helped John out of the terminal through the first double glass door I could find and found myself facing a very dark car park. I left John on a bench and walked up and down. Discovering that I had turned in the wrong direction, I eventually found the car hire people and the taxis were all the way down the other

end. I should have asked.

It is also helpful, before you leave, to orient yourself as to where the airport is in relation to the hospital. Maps found on the internet can be useful in this regard.

## Request a Wheelchair at the Hospital

After what seemed a very long time, the taxi hurtled through wide hospital gates, where we were stopped for an identity check. Then we proceeded on a roundabout drive, eventually being disgorged at the base of a wide flight of concrete stairs leading to the administration desk. I helped John out of the car and up the stairs. The large foyer that we entered was virtually empty at this hour: one young man sat alone at the desk. I strode up confidently and presented John's medical file. The young man searched his computer and announced in French — he didn't speak a word of English — that there was no record of a John Kessell. It was easy enough for me to decipher this and now began a hand-waving dialogue. The young man was extremely pleasant and helpful but in the end told us we would have to go to the Emergency Department. And where was that? He pointed in the direction of the elevators and explained with diagrams the circuitous route, and off we went.

Two floors down we came out into a long tunnel-like passage and continued on and on. I was extremely worried about John, who should not have been walking about like this, and I made sure he took sips from our water bottle. Eventually we came out to a junction where medical personnel were hurrying about. I thought this can't be right and so we returned.

Back at the desk I told the young man that I couldn't find Emergency so he pondered the situation for a few moments. Fortunately a cleaner appeared, and the

*I felt that I had entered a nightmare — one of those where you can't find your way back home*

young man asked him to take us. Back down the same two floors and along the same passageways, but this time at top speed. I was sure John would drop dead at my feet. All this was a terrible mistake. Request a wheelchair and refuse to make a move without one.

## Again, Have an Address at Your Destination

We now found ourselves being raced through the emergency ward itself. A security man armed with truncheon and gun opened the one-way door and we were almost shoved out into the emergency reception area. We waited our turn to be called to the admittance desk and it took a very long time to fill in forms, produce passports and credit card — and of course, for me to be asked, "Where are you staying?" "Nowhere." "Not good, impossible." If you are not a patient, you cannot stay in Centre Hospitalier Universitaire de Fort-de-France, not even on a bench in the foyer.

One of the girls in reception kindly telephoned a few hotels and all were fully occupied. I was told in a mixture of English and French that December was impossible as everyone takes their holidays then, and what with visitors and locals there was not a room to be had. John, meanwhile, was fading at my side from lack of food and sheer exhaustion. I began to make a fuss, stood up, and shouted for someone to care for my husband (see "Do What You Have to Do..."). In desperation to get rid of us, they now allowed John into the interior waiting section. I protested that I wanted to go with him but was not allowed to until, after making more phone calls, the receptionist at last got the promise of a hotel room for me through a late cancellation. With all formalities now complete, I was allowed to go to John.

## Again, Consider Food and Drink... and Sleeping Pills

Now began a long wait with other restless and morose people. It was like a black comedy, especially when a frisky blond doctor appeared with John's medical file that I had left with reception and, in fractured English, explained that the doctor to whom the Tapion "invitation" was addressed was extremely annoyed that he should be expected to deal with a mere angioplasty when he was a by-pass surgeon. His department was A; John should be directed to department B.

I told the blond bombshell that John needed food and she replied non, non — no water either. Like hell. Always carry food and snacks.

At last I had to go to my room in the Hotel Galleria, part of the extensive Galleria mall. You won't find anything cheaper in Fort-de-France that is decent and safe. The cost included a good buffet breakfast that I made full use of, as I had gone to bed on an empty stomach. I scarcely slept with worrying about John and from then on walked around dazed and disoriented. Make sure you have some sort of sleeping aid, preferably a prescription from your doctor; if not, then Advil or Tylenol PM.

—Continued on next page

**CARIBBEAN MAGIC**  
Buy this catamaran, contribution only 50 000 €  
Management & Charter guarantee: Fixed income  
AGDP + 590 690 458 635  
Caribbean boats  
Fontaine Papet  
seasail@orange.fr  
www.seaandsail.fr  
+ 590 590 207 524



—Continued from previous page

So much relies upon your ability to see your patient through his ordeal that you need to be well rested, focused and alert.

**Mission Accomplished...**

In the morning I returned to the hospital and went up to the admittance desk in the main administrative building. There were two pugnacious women in attendance that had to be urged loudly to attend to me. They went into the computer, rolled their eyes at each other, shrugged and told me in French that they had no John Kessell in the hospital.

For one ghastly moment I thought he must have died and was in the morgue. Then, with fire in my eyes, I demanded that they find my husband! (See "Do What You Have to Do..."). Quick as a flash they called for a high-level supervisor who, having heard my tale of woe, understood immediately and directed me to go up to Level 7B and follow the signs. She showed me where the elevators were — of course I knew from the previous night — and up I went.

I found John in a private room, waiting anxiously to see me and tell me of his experience. He had eventually been seen by a trainee cardiologist, given the first of many blood tests and then put in a wheelchair and transported skyward. There was no room in the men's section, so here he was in the women's section and comfortably at ease in his air-conditioned room.

From then on, we have nothing but praise for the care and attention he received from doctors, nurses, orderlies and the beautiful — in spirit and gentleness, and not bad-looking either — surgeon who while performing the angioplasty, inserted a stent.

**... But Pay the Bill When it is Presented**

I was given a set of papers that included the itemized bill just after arriving the following morning at Intensive Care to see John. I would then take him home on the late afternoon flight. For no good reason I assumed that everything would have been deducted from the credit card information I had given the emergency department already and so we would be free to go any time.

Never assume anything. Hours later I was asked for the receipt so that John could be released. What's this? So I raced off full speed, omitting to take my credit card with me. Great mistake. Always have your

credit card, passport, etcetera, with you.

Once down in the lobby, I rushed to the main admittance desk and the same two women were there from the morning that I created a scene. I presented my bill. They shouted at me in French and pointed to a set of kiosks in the far wall and told me to take a "billet" and wait. Wait? I ran across and sat down. "Non, non." I heard echoing after me, "billet!" Where? Take a ticket out of that red box on the wall you idiot!

Now I found myself waiting for a number that I thought would take all day to come up. Oh God, please let us make it to the airport in time. Eventually (and I think it wasn't quite half an hour) I entered one of the two working kiosks. Once more the person couldn't find John on her computer. There was much calling for assistance, arm waving and demands for my credit card.

Credit card? But you have all of that information. Non, non, credit card — and I was pointed to an empty cashier's kiosk across the hall. Oh no! Back I raced to Emergency to find the door locked, so I had to knock and knock. Finally a bad tempered doctor opened one side of the door a crack and I told him I wanted my wallet. He brought my bag; I got the wallet and told him to keep the bag. He would have slammed the door in my face if the door spring had allowed it. Back down I flew, waiting for the dreaded elevators again, and finding the cashier still absent I went around banging on any door I could find. At last she appeared, took my card, swiped it through her machine and gave me the receipt and a release form.

**Don't Panic**

Now, my mind went into defunct mode — the batteries had given out. I ran back to the elevators, but went in entirely the opposite direction. I ran down passages, passing waiting rooms filled with people who all turned and looked at me. I raced on and on as if I were having a final tour of the hospital until I came to a wall with windows that looked out upon a grassy field and pastoral hills in the background. No time to admire the scenery. I stifled a sob and turned and ran all the way back. I felt that I had entered a nightmare — one of those where you can't find your way back home. Then I caught up with two young men in white coats. I grabbed at the nearest sleeve and tugged. "The elevators?" I gasped. And they led me back to the foyer and

pointed across to the other side. Of course, I slunk back, trying to look as if I had had some important business at the other end of the hospital, and found John dressed, bags packed and waiting for me in the doctor's small waiting room.

**Find Out Where Your Departure Gate Is**

Back at the airport, having made it in ample time, we checked in and rested on uncomfortable iron mesh chairs until we thought it time to proceed to the departure lounge. Good grief, where was it? Not where you would expect it to be when you check in. I now had to run all about to find it — and yes, it was up somewhere at the other end of the mezzanine floor. I had to hurry John along, shuffling all the way, because now we were late.

Okay, so I hadn't slept more than two or three hours a night for weeks and almost none at all for the two nights in Martinique. Again, tell your doctor to prescribe something to help you sleep.

And, once again, it's very important to make sure you have a wheelchair waiting for the return journey. Otherwise, in many island airports, your patient has to negotiate steps, ramps and rough paths to reach the gangway.

**A Few Extra Tips**

Make certain that your cellular phone is capable of roaming in your destination. Although my grandson thought he had verified this with one he was giving me for the trip, it never worked in Martinique and this caused me infinite trouble and worry.

Don't lose your sense of humour. No matter what, try to see the funny side of things. And don't worry about communicating in a foreign language: a lot of my school French came back and I used it on people who then tried their English on me — this relieved the tension. At the hospital, kindhearted nurses and the orderlies laughed with me at my mistakes.

Most important of all, carry health insurance. John and I thought we would be young and healthy forever and such things as heart attacks would be sudden and final, so no need to pay for health insurance. Wrong. With increasing age all sorts of aging problems occur (not least of which are the skin lesions pale-skinned people get in the tropics, especially if you sail and swim a lot).

That's it then, so off you go and good luck!

—Continued from page 25 *Vieques...*

It was interesting watching the ripples in our water glasses when a practice bomb went off nearby. That anchorage remains one of my favorites."

If you clear in at Isabel Segunda, you can also stop at the bank there and visit the supermarket to stock up if necessary. At Esperanza, the only other "town", you won't find banks or supermarkets but there are some good restaurants — try Mucho Gusto for local cuisine. Otherwise, you'll be at anchorages with few or no facilities ashore.



SALLY BENTLE



ROXANNE THORNY

Above: Vieques' sleepy main town, Isabel Segunda  
Left: Idyllic Green Beach, with Puerto Rico in the distance

Rental cars are readily available for shoreside exploration, and a Jeep is recommended for tackling rough roads. If you want to visit Puerto Rico without taking your boat there, there are daily ferries to Fajardo from Isabel Segunda, and commuter flights from the tiny airport to San Juan.

Don Street says, "Vieques is like Tortola in the early 1960s." If that thought appeals to you, a cruise of Vieques might be just the thing, either this summer, for nearness to a hurricane hole (get to Ensenada Honda before the crowds from Puerto Rico or the US Virgins!) or in the winter, when the milk run anchorages are just too crowded.

**SVG AIR**  
*Fly Charter it's Smarter.*  
*Celebrating 16 Years in Business.*

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

To/From	To/From	To/From
• BARBADOS	• GRENADA	• 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 | Caribbean-wide Toll Free: 1.800.744.5777

## Read in Next Month's *Compass*:

Rio Dulce: the Sweet Summer Season  
 Meet a Caribbean Cargo Ship  
 Regatta Time in Abaco

... and more!

Dear *Compass*,

We look forward to every issue, and appreciate the work you do to keep all of us informed, in touch, and amused and amazed with every issue.



Kasey and Scott  
 Margarita Island

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

[www.caribbeancompass.com](http://www.caribbeancompass.com)

## MERIDIAN PASSAGE OF THE MOON

JULY & AUGUST 2008

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

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

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

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

July 2008					
DATE	TIME				
1	1020	22	0256	11	2002
2	1127 (new)	23	0340	12	2054
3	1231	24	0426	13	2145
4	1332	25	0514	14	2235
5	1426	26	0606	15	2322
6	1516	27	0702	16	0000 (full)
7	1602	28	0804	17	0009
8	1645	29	0908	18	0054
9	1728	30	1013	19	0138
10	1810	31	1115	20	0224
11	1854			21	0311
12	1940			22	0402
13	2028			23	0457
14	2118			24	0556
15	2210			25	0658
16	2310			26	0801
17	2352			27	0902
18	0000 (full)			28	0959
19	0040			29	1053
20	0127			30	1142
21	0212			31	1228

August 2008			
DATE	TIME		
1	1212 (new)		
2	1304		
3	1354		
4	1437		
5	1521		
6	1604		
7	1649		
8	1734		
9	1822		
10	1911		

There is a popular saying that goes "Leave nothing but footprints and take nothing but photographs." But sometimes photographs and memories are just not enough and you would like to bring back different souvenirs of your travels.

There are a variety of things that can help you remember your trip to the islands in the Caribbean. But travelling is quite expensive and, although each island is like a new paradise, as Sydney Hunt says in his book *How to Live in the Caribbean* (formerly titled *How to Retire to the Caribbean*), "the paradise ends when the wallet gets flat." The first and most obvious way to cut costs is to shop around. Don't buy the first thing you see or in the first shop you visit. You never know, the next shop might have something less expensive and more to your liking.

Local souvenir shops are ubiquitous and offer a slew of items such as T-shirts, hats, ceramics and postcards, just to name a few. But rather than bringing back a selection of things you picked up at random during your wanderings, why not start themed collections? For instance, you can collect flags from the different islands, CDs of island music, beer mugs — or even, since virtually every island has its own brand and brewery, bottles of beer! Foodies can collect bottles of every kind of hot sauce. Personally I prefer small items, so I collect lapel pins featuring the country's flag or national emblem, as well as ceramic thimbles. I prefer small items because they are easy to carry and store, and don't take up much space to display.

## Keeping Island Memories

Jo-Anne Nina Sewlal



You can't collect Caribbean forts, but you can collect visits to them — virtually every island has at least one

If you are into art, there are many galleries and craft stores on the islands that sell paintings and sculpture by local artists, or you can visit their studios or workshops and buy it directly from them. Some islands are renowned for aspects of their art-work or culture so you may want to base your collection on that. For instance, Nevis and Antigua are known for clay sculptures while St. Kitts and Grenada are known for their batik. In Puerto Rico and Venezuela you can buy papier-mâché carnival masks. On several islands you can find wonderfully painted or carved calabashes (boleys). The twin islands of Trinidad and Tobago are known for the steelpan music, and you can get a variety of items there with this theme.

If photography is your thing, then I suggest doing some research before your visit. Many tourist websites will give information on areas for scenic or nature photography, as well as historical sites. They also frequently provide maps that show the routes, so on arrival you can rent a vehicle or put on your hiking shoes and be on your way. Another alternative is to join a tour group. Many tour operators offer half- or full-day driving tours ideal for photographers. Often it is done in special jeeps with an open tray fitted with seats and guardrails and a tarp roof.

Another interesting concept would be starting a "collection" of activities you did, one on each island you visited. One example is taking a bike ride around the entire island, which is possible on most of the small islands like Nevis as there are shops where you can rent bikes. Or you could visit all of the forts or plantation houses (or their ruins) on an island. If you are up to the challenge, you can climb to the highest point on each island you visit. Most of the islands in the Caribbean were formed through volcanic activity so that most of the resulting peaks are quite high, some over 914 metres. (Most tour companies have guides capable of getting you to the top safely.) But if you want to start off small, I would suggest visiting Anguilla where the highest point is about 65 metres at Crocus Hill, or Antigua where you'll find Boggy Peak with a maximum height of 402 metres. Going in the other direction, you could collect scuba or snorkeling site visits.

You might even want to consider sending yourself a postcard from each island, giving a brief summary of what you did during your stay. I like to think of it as an interesting twist to keeping a journal. You get a lovely photo or scene to remember where you visited, the stamps if you like to collect them, and you get to reminisce about your visit.

I hope these suggestions have given you a different outlook in creating memories of your visit to the Caribbean islands.

# HANGOVER FISH BROTH

by Billy Jno Hope

When the party was finished, we searched frantically for food in a house that was notorious for having only snacks for party people. As usual, there was no food left.

Wild youth and free liquor combined to destroy coherent thought. Casper voted to plunge headlong into the wild kingdom that we reveled in by drinking everything in sight. I wanted to drink more too but my belly growled for attention. Out of the blue, rail-thin Shark-Boy came up with the perfect, logical, solution to our hunger. "Let's go fish on the harbor," he said, with a glass of rum next to his lips.

Casper jumped up. He quickly swallowed his own. "Damn, let's do that, man," he remarked, smacking his lips. Riley rubbed his red eyes and looked away from us. I felt anger boiling inside me. Shark-Boy started walking out followed by Casper, who grabbed a bottle of rum.

I turned to Riley. He watched me with a grimace. "What?" he asked. "Nothing, man," I said. "Do what you wanna do." I grabbed the other bottle and went to the street. He shook his head sighing.

"Let's go by me for the fishing lines, and don't forget the rum, man," Shark-Boy shouted. I grinned and followed them. I didn't see Riley making the sign of the cross.

We made quite a raucous shuffling down to the port at three in the morning. The female guard smiled at me, glared at Casper and warned Shark-Boy to leave some fish for her, please.

"You know how it go," Shark-Boy exclaimed, grinning, trying to hide that same old ego underneath a layer of false modesty. Riley tried to explain something to the guard, and failed. He came up behind us, complaining about Babylon system.

Two old men with buckets full of writhing fish passed us. We shouted in unison: "Damn!" They laughed out loud then started whistling. Casper ran after them.

"Give us some bait," he demanded. They watched him, hesitant. "Come on, just about three fish we need, okay?"

"Why you bothering us?" the shorter one said. "Go finish drinking your rum."

"Mind your damn business," Casper shouted. "Just give us some bait, man."

"Leave them, Casper. To hell with their fish," I shouted, and turned to follow Shark-Boy, who had walked off to the edge of the port.

Riley seemed to be debating something with himself next to a decrepit police boat in serious need of repairs. Suddenly the men laughed again and threw some fishes at Casper.

He made to scoop to them up and before they knew what was happening he grabbed two fistfuls from their bucket and ran towards us.

They screamed at him. "Damn you, boy. Damn you, boy, we calling the police."

"Take it easy, old timer," I said "You have enough fish for today."

"Damn you, boy," they continued as we ran to meet Shark-Boy. Shark-Boy caught the first fish and most of the others that eventually thrashed for air in our bucket. Riley fished like a man possessed but without success, while Casper cursed and drank from one side of the port to the other. I caught my usual pittance and didn't mind.

With the bucket filling up, we drank and enjoyed the sweet air of the morning. After a while, only Riley was fishing. Shark-Boy tried to explain his unorthodox technique for getting so much fish but it only made us explode with laughter.

Only Riley feigned uninterest, and he moved away to another part of the port when Shark-Boy started telling us how he got his most fashionable name. To hell with Riley, I thought.

My words almost came true. Riley was screaming. His cries penetrated slowly into our intoxicated consciousness. We got up slowly, swayed and tried to make sense of our environment.

"Riley in trouble, man," I said. Shark-Boy scanned for his location with half-asleep eyes. It took us a while to pinpoint the area where he was screaming from.

Casper spat in the water, then cursed and started grinning. I watched him, puzzled. "Follow me," he said.

We followed him to a section of the port where steps lead you closer to the water. We found Riley clinging to a pole and dangling over the water. He looked real fearful.

"What the hell! What happen to you, man?" I asked. "Help me, man!" he shouted. "Come on, help me, man."

Casper watched him with a spaced-out look. I could feel my head throbbing.

"Hold on, Riley, we will pull you up," Shark-Boy said and he nodded to us to get ready. Slowly we leaned together towards Riley and told him to reach for us on the

Shark-Boy tried to explain his unorthodox technique for getting so much fish but it only made us explode with laughter

count of three. We saw the barracudas circling before we even reached the count of two.

Riley lay gasping on the port. I didn't know what to say to him. Casper and Shark-Boy were shouting at the barracudas to please bite on their bait.

I watched the hill, not looking forward to our climb home but relishing the thought of eating the fresh fish. The sun was about to peek through. I could already see the stirrings of dawn on the edge of the atmosphere.

We climbed the hill like dead men, quite unlike the boisterous way we had descended. Somehow we made it home, tired and hung-over, unable to even light the fire.

Hours later I woke up with a hangover and an empty house. I drifted straight outside to the sweet kitchen smell that wafted into the living room. A huge pot was on the fire and Shark-Boy was stirring it like it was the most natural job in the world. He laughed when he saw my look of surprise.

"The fish ready, man. I just adding spices," he exclaimed.

"Cool vibes," I said. "I hungry enough to eat a horse."

"No horse today, no donkey, just fish, man," he replied.

"Yeah, only fish broth for the next two days," Casper said from behind me.



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



**NAVIMCA**  
FULL SERVICE BOATYARD  
Best climate of the Caribbean

**LOW PRICES**  
below the hurricane belt

- Travelift: 70 ton Beam: 21 ft
- Storage for 120 Boats
- Mechanical repair
- Painting
- Welding (all kinds)
- Sandblasting
- Wood working
- Osmosis, Gelcoat
- Fiberglass repairs West system
- No charge while we work on your boat

P.O. Box 121 - Cumaná, Edo. Sucre - Venezuela  
Phone: + 58 - 293 - 4319064 - Fax: + 58 - 293 - 4317162  
e-mail: gneri@navimca.com - Site: www.navimca.com



## JULY 2008

### ♈ ARIES (21 Mar - 20 Apr)

This will be a flirtatious time. Fluky winds? Who cares? You'll be inclined to change course and neglect your business destination.

### ♉ TAURUS (21 Apr - 21 May)

Love-life squalls might dominate your energies, with disagreement and arguments that will turn your attention from the boat projects you should be concentrating on.

### ♊ GEMINI (22 May - 21 Jun)

At this time you are aspect free, so just ease the main-sheet and take a breather from the usual concerns.

### ♋ CANCER (22 Jun - 23 Jul)

Your creative energy is under full sail; use it to best advantage in business during the last week.

### ♌ LEO (24 Jul - 23 Aug)

Love will blow you off course and will have a distracting effect on the rest of your life.

### ♍ VIRGO (24 Aug - 23 Sep)

Get a haircut (or trim that pirate beard) and clear the decks to make time for the love-interest which will sail in around the 23rd.

### ♎ LIBRA (24 Sep - 23 Oct)

You'll feel low in energy but high in humor, so hang out at the beach with friends and take some time ashore to refresh yourself.

### ♏ SCORPIO (24 Oct - 22 Nov)

Relationships will encounter some rough seas this July, so bear off and use the time to create new opportunities in your business or financial life.

### ♐ SAGITTARIUS (23 Nov - 21 Dec)

Love once again will offer romantic distraction from routine boatyard work. Enjoy it while it lasts!

### ♑ CAPRICORN (22 Dec - 20 Jan)

This month will be a beat in almost all areas of your life except creativity and business, so concentrate on them and let the rest wait for a wind shift.

### ♒ AQUARIUS (21 Jan - 19 Feb)

Your love life will be full of squalls. Try not to take it all too seriously and use your sense of humor as your lifeline.

### ♓ PISCES (20 Feb - 20 Mar)

Use your abundant creative energy to make life aboard easier and more comfortable for yourself and crew. It will add to the success of your business or financial dealings.

## Crossword Solution

### ACROSS

- 1) HEADER
- 7) OPEN
- 8) CRINGLES
- 11) PUMP
- 12) DO
- 14) EEL
- 15) IN
- 18) HOLES
- 20) NETTING
- 22) AS
- 23) SEA
- 24) IRON
- 25) COMET
- 28) DULCE
- 29) WAY
- 32) CLUES
- 33) BY THE
- 34) BUSTS

### 36) HIS

- 37) WINDS
- 41) FAMILY
- 42) RAIN
- 44) STICKS
- 45) LOSE
- 46) SHEETS
- 47) TIMBER

### DOWN

- 1) HEADING
- 2) DRUM
- 3) ROPE
- 4) HEEL
- 5) ICE
- 6) FIDDLE
- 9) LOO
- 10) SAILS
- 13) ONE

### 16) PIECE

- 17) MASTS
- 19) SCROLL
- 21) TOILET
- 22) AN
- 26) MARU
- 27) FAST
- 30) HEAD
- 31) BUSY
- 33) BOARDS
- 34) BILLET
- 35) RAILS
- 36) HI
- 37) WATER
- 38) NICE
- 39) SASSE
- 40) WINE
- 43) TOM

# I Stood One Day Looking

Island Poets

I stood and looked at the deep blue sea  
When suddenly it occurred to me  
There is life under the sea  
Just as there is life on land  
I told myself I need to take a stand  
To let you know how things can be  
That what you do on land affects the sea

The garbage you throw along the beach  
Do you really know how far it can reach?  
Cans, bottles, plastics especially  
Go deep down into the sea  
Kill turtles, fishes and other lives  
The next thing you know, no more food for we —  
What you do on land affects the sea

So listen to me, one and all  
Before you and me have to bawl  
Dispose of your waste carefully  
Comply with the rules of the Central Water and Sewage Authority  
And if you do that, you will surely see  
How better for us, things will be  
Remember, what you do on land affects the sea

— Loulanna Bynoe

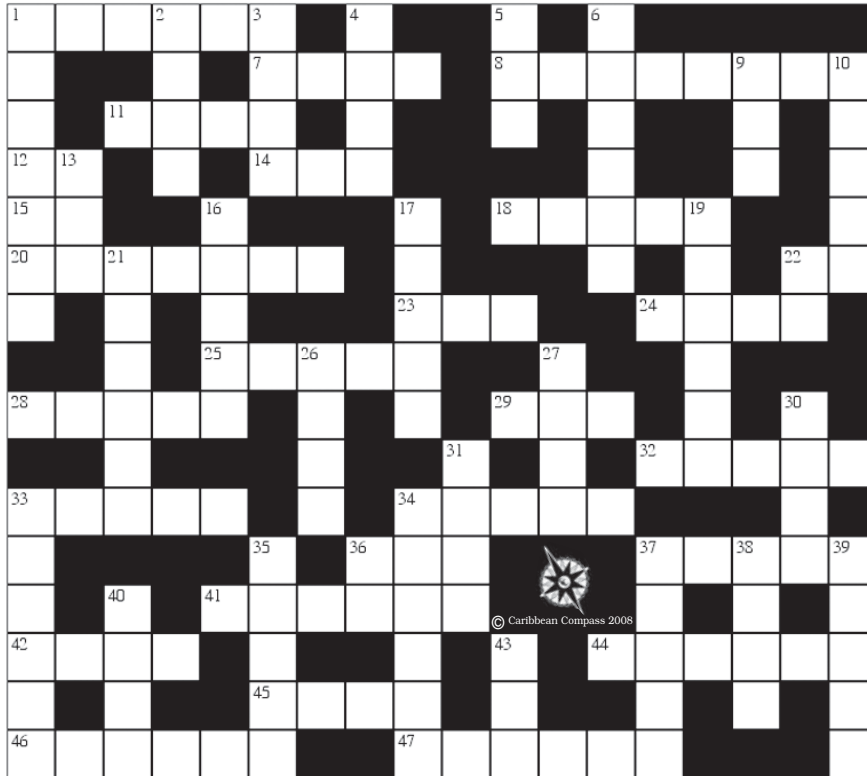


Ten-year-old student Loulanna Bynoe of Bequia receiving the Special Award medal she won for writing this poem about how what we do on land affects the sea

## parlumps marooned



# Compass Cruising Crossword



## 'HEADS UP'

### ACROSS

- 1) Unhelpful wind shift
- 7) What slot between sails should be
- 8) Rings at corners of sails
- 11) This can be 30 Down, bilge or fuel
- 12) "L"
- 14) Snakelike fish
- 15) When weather is bad, some 30 Down \_\_\_ to port
- 18) Scuppers are \_\_\_\_\_
- 20) Rope contrivance spread under bowsprit
- 22) "\_\_\_ smooth \_\_\_ silk"
- 23) 30 Down \_\_\_: waves you're sailing into
- 24) "Wooden ships and \_\_\_ men"
- 25) Halley's is one
- 28) Rio \_\_\_: a popular summer destination
- 29) 30 Down \_\_\_: motion through water
- 32) Hints
- 33) Too heavy forward: down \_\_\_ 30 Down (two words)
- 34) Common figure-30 Downs
- 36) Or hers
- 37) 30 Down \_\_\_: breezes on the bow
- 41) Sailing is fun for the whole \_\_\_\_\_
- 42) Nimbus: \_\_\_ cloud
- 44) Slang for 17 Down
- 45) \_\_\_ 28 Across: slacken progress through 36 Down
- 46) Ropes used to control 10 Down
- 47) Large piece of wood used in shipbuilding

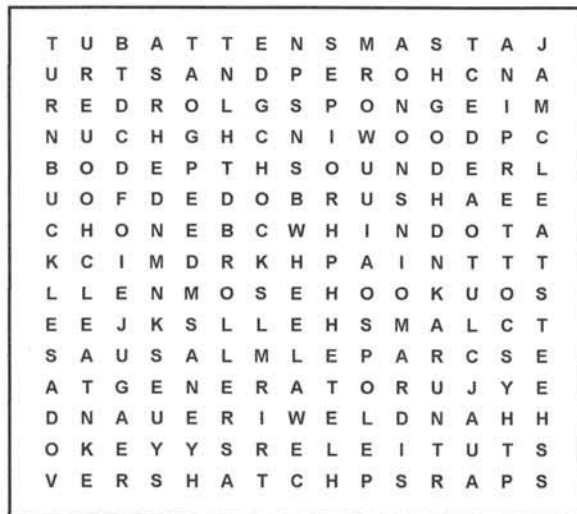
### DOWN

- 1) Course setting
- 2) Anchor rode wraps around this part of windlass
- 3) Sheets, halyards and rodes can be made of this
- 4) Lower end of any mast, boom, bowsprit or timber
- 5) Frozen 36 Down
- 6) 19 Down used instead of a figure-30 Down
- 9) British slang for 21 Down
- 10) 30 Down \_\_\_: jibs, genoas, spinnakers, etc.
- 13) An Optimist dinghy has this many 10 Down
- 16) Section
- 17) These can be main, fore or mizzen
- 19) Curved timber bolted to knees
- 21) Blake, Raritan and Jabco make this item for yachts
- 22) Indefinite article
- 26) Part of Japanese vessels' names
- 27) Make \_\_\_: secure
- 30) Ship's 21 Down
- 31) Occupied
- 33) "And all the \_\_\_ did shrink..."
- 34) Round piece of wood in whaleboat where line is looped when whale is struck
- 35) These can be hand or toe
- 36) Short for hello
- 37) This can be salt or fresh
- 38) Well done
- 39) Navigable slutce
- 40) Vino, in English
- 43) Ship's male cat's name?

## BOAT MAINTENANCE

Word Search Puzzle by Pauline Dolinski

After a day of fixing, adjusting, and working on your boat in the beautiful Caribbean, sit back at anchor and unwind with this word search puzzle.



- |            |            |            |
|------------|------------|------------|
| BATTEN     | HANDLE     | ROLLERS    |
| BOOM       | HATCH      | RUDDER     |
| BRUSH      | HOOK       |            |
|            |            | SAND       |
| CHOCKS     | JAM CLEATS | SCRAPE     |
| CLAMSHELLS | JUG        | SHEETS     |
| CLEAT      |            | SPARS      |
| COTTER PIN | KEY        | SPONGE     |
|            | LINE       | STAY       |
| DEPTH      | MAST       | TURNBUCKLE |
| SOUNDER    | PAINT      |            |
|            | PIN        | WHEEL      |
| GENERATOR  | POLE       | WINCH      |
| GPS        |            | WIRE       |
| GUY        | RADIO      | WOOD       |

Word Search Puzzle solution on page 46

Crossword Solution on page 36

# STAY AWAY FROM THE JUMBIE TREE

by Lee Kessell

"De jumbies go' get yo' an' carry yo' inside dat tree!" Joseph's mother was always telling him that, but Joseph didn't care. Now that is a very silly way to behave, because jumbies are mean and horrible creatures. This particular jumbie tree was at the junction of the dirt road and the riverbank not far from a little ajoupa cottage in a village deep in the northern range of Trinidad.

Joseph's great great-grandparents had been indentured field labourers, brought across the seas from India, but Joseph's father worked for himself, keeping a water buffalo for its rich, delicious milk and growing crops of pigeon peas and cassava that he sold at the market. Joseph had a younger brother, Saul, and you might think that the boys would have been given Hindu names like their parents, but it had become the fashion to give the boys "modern" names.

To get back to jumbie trees. In Caribbean folklore, from Jamaica down to Trinidad, the Silk Cotton Tree is known to be the home of the spirits of the dead. The spirits have chosen the Silk Cotton Tree because it lives for over a hundred years, growing so tall and big that it needs buttress roots to hold it up. With age, hollows and fissures open up between the roots and strange creatures make their dens inside and burrow up into the trunk. When the wind blows, the branches creak and moan and at night, eyes glow in the dark as both the living and the dead peer out from between the rustling leaves high at the top of the tree.

Jumbies are the evil spirits of the dead, while the good spirits have separated from the same body and flown off. That is why you must keep your distance from a jumbie tree. Don't walk under it during the day and NEVER, NEVER go anywhere near it at night. During the day, jumbies will grab you, throw dust in your eyes, pinch you, steal your bangles, and hurl your schoolbooks in the river, all the while remaining invisible. At night the jumbies come out to prowl about the tree and if you ever had the misfortune to see one, you'd know for sure because they have NO NAVEL. Even worse are the gods of the jumbies. They guard the tree by day, growling and grunting way up at the top of the trunk, but come nightfall and they are off. If you see a strange, ugly creature made of tree branches and slinking about like a dog on its four stunted feet with twigs for toes, then you'd better run for your life!

Well, it wasn't as if Joseph didn't know all this, but he had boasted at school "Me na 'fraid noffin". So one day, walking home from school with Saul and the rest of the village boys and giving that nasty jumbie tree a wide berth, Naresh the bully grabbed Joseph around his chest and thrust him hard towards the jumbie tree laughing as he did. "Who go' be 'fraid now!" Joseph tried to stop himself as he bounded forward, his arms going like out of synch propellers, but he only stopped when he hit the jumbie tree and fell down between two of the buttresses. The boys ran off laughing but little Saul stood there, shaking with fear.

Joseph had all the wind knocked out of him as the roots of the jumbie tree dug into his stomach, so it took him a minute or two to catch his breath and when he tried to sit up he felt as if his legs were being held tight and his arms had become numb. "O God!" Joseph cried out, "Me being held by de jumbies!" Poor Saul sobbed out loud and ran off to get his mother, and Joseph thought that even his brother had deserted him. Left alone, Joseph felt sharp prods in his ribs and tugs at his hair. Horrible black wings beat about his face, and a sharp beak pecked at his face, drawing blood that ran down his chin and dripped onto his shirt. Desperation gave Joseph just enough strength to get his arms moving and he waved them about his head until with a loud caw and a clatter of dry feathers, the bird flew away, high up into the branches above Joseph's head. Now for the legs. Joseph struggled and kicked and at last managed to free his feet from the tangles of vines holding him down. He backed out of the prison of the jumbie tree and once away from the deep shadows, he struggled up onto his shaking legs and limped off.

Turning the corner towards home Joseph almost knocked into his angry mother

*Strange creatures make their dens inside  
and burrow up into the trunk*

with Saul running at her heels. "EEEEee!" she screamed. "Stupid, stupid, worthless boy! How often I does tell yo' to stay 'way from de jumbie tree?" She grabbed Joseph by the ear and twisted it until she almost pulled it off, making Joseph bawl loud enough to wake every jumbie for miles around. "Look yo' good school shirt! An' where de name of de Lord yo' school bag?"

"De jumbies hurl it in de river, ma!" sobbed little Saul, who had witnessed it all through wide staring eyes. "EEEEee!" screamed the mother again. "How I go' pay for new bag an' book an' t'ing? You go' work till yo' does pay for everyt'ing!" And the mother picked up a stick from the side of the road and began beating Joseph as hard as she could on his already bruised backside. "Wait till de fadder come home! He go' beat yo' good!"

Joseph bawled even more and little Saul cried big tears in sympathy, whimpering all the while. "but Ma, it Naresh push Joseph. It Naresh, Ma!"

When the boys' father came home that evening, his wife had calmed down enough to tell her husband what had happened, having listened to little Saul at last. The upshot was that Naresh got a beating from his pa and Joseph worked hard every weekend helping in the fields until he had paid for his new school bag and books. And you can be sure that every time Joseph has to pass the jumbie tree he RUNS FAST, FAST!

THE END

## PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



### DOLLY'S DEEP SECRETS

by Elaine Ollivierre

**Do you remember how fishes reproduce?** Most species are **oviparous** which means they lay eggs. The females release hundreds of tiny eggs which are fertilized when the males release their sperm on top of them. This is called **external fertilization**.

Sharks do it differently! The male shark has two **claspers** (part of the pelvic fins) underneath which he uses to transfer sperm to the female through an opening on her body called a **cloaca**. The female's eggs are fertilized inside her body so it's called **internal fertilization**.

In most sharks, the eggs develop inside the body and hatch there. The babies (called **pups**) grow and are born later: up to two years later in the case of the dogfish shark! Other sharks lay their eggs in the ocean in tough leathery purses and the eggs stay there until they hatch.

In 2001, a female hammerhead shark at a zoo in Nebraska, USA gave birth to a pup, even though she had had no contact with a male shark. At first, the zookeepers could only guess that the mother had stored sperm in her body from a mating encounter before she was captured for the zoo. But that was over three years before, so this was thought to be unlikely.

In 2002, a bamboo shark laid some eggs on the floor of her tank at a zoo in Detroit, USA. She had laid eggs before but the curator had thought they were infertile and always threw them out. This time, he had read about the shark in Nebraska so he decided to keep the eggs to see what would happen. After nearly four months, two baby sharks were born!

In early 2008, a white-tipped reef shark in a Hungarian zoo also gave birth to a pup, even though she had never been in the same pool as a male.

All these cases have been studied by scientists trying to find out what happened. DNA testing was difficult but, this year, new techniques have shown conclusively that no male was involved in the birth of these babies. 'Virgin birth' or **parthenogenesis** is common in smaller, less complex creatures like insects, but this was the first time it had been seen in an animal as large as a shark! Parthenogenesis allows species to reproduce in tough conditions when partners are difficult to find but it also means a loss of genetic diversity. When babies acquire genetic material from two parents, they are better able to survive and adapt to changing conditions in their environment. Still, one parent is better than none if a species is to survive at all, and parthenogenesis may provide some hope of removing sharks from the endangered species list.

#### WORD PUZZLE

How many five-letter words (not including plurals) can you make from the letters of PARTHENOGENESIS?

— Answers on page 28

## BOOK REVIEW BY RYAN WEAVER

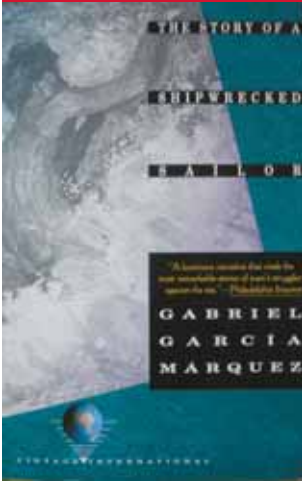
**The Story of a Shipwrecked Sailor**, by Gabriel García Márquez. Translated by Randolph Hogan. Alfred A. Knopf, 106 pages. ISBN: 9780679722052. US\$13.95.

If castaway tales have always titillated the public imagination, how much more so are boaters apt to find wonderment in them? Very much more, one would think. Similarly, science fiction tales are probably more richly envisioned in the imagination of astronauts.

The Caribbean Sea has played host to countless survival stories, but one that has perhaps escaped modern audiences is *The Story of a Shipwrecked Sailor*, written by Gabriel García Márquez.

It is not ranked among García Márquez's more famous books, but then again it was never intended to be a book. The story of Luis Alejandro Velasco and his ten days in a lifeboat in the Caribbean without food or water was originally published as fourteen daily articles in *El Espectador*, a Colombian newspaper. In those days García Márquez was a young staff writer with a name so useless it was agreed upon that the stories would be written in the first person and signed by Velasco.

# The Story of a Shipwrecked Sailor



García Márquez interviewed the survivor in 20 daily six-hour sessions, and decided this outstanding youth's account was "so detailed and so exciting that my only concern was finding readers who would believe it."

On February 28, 1955, eight crewmembers of *Caldas*, a Colombian Navy destroyer, disappeared into the Caribbean Sea. The ship was en route to Colombia from Mobile, Alabama, and was only about 50 miles out of port when the sailors were knocked into rough seas by loosely secured cargo. All died but one.

*The Story of a Shipwrecked Sailor* recounts Velasco's days at sea one at a time. We quickly see that the term "shipwreck" does not apply to the ship at all, which docked in Cartagena some hours later without a scratch, but to the state of the sailor himself. When Velasco describes the relentless Caribbean sun blistering his skin day after day, Caribbean sailors will be able to relate. Also to the stars he observes, the sharks that surface with eerie punctuality, and the telltale signs (seagulls, flotsam) that land is near. The imagination takes over in wondering what

it would be like to try to eat a gull to avoid starvation, or fight sharks with a broken oar for a share of fish guts, or hallucinate, or make a dinner of a few business cards (and enjoy it!).

As with all well-told survivor stories, reading this one will simultaneously make you thank God you haven't been shipwrecked and make you wonder — if you were, would you have what it takes to float it out?


Aside from entertainment value, this quick read is worth the time if only to peek in on a young author refining a talent so rare that even then it seemed a foreshadowing that he would someday win the Nobel Prize for Literature. Remember, however, that this yarn was originally meant for little more than selling newspapers.

"If it is now published in the form of a book," García Márquez concluded his preface, "that is because I agreed without thinking about it very much, and I am not a man to go back on his word."

Available at bookstores or from [www.amazon.com](http://www.amazon.com).




Map shows where crew were knocked overboard from a Colombian Navy destroyer, and the survivor's subsequent course



## PRICKLY BAY MARINA

- Day Free Diesel Available
- Stern to berth for vessel up to 200' length and 16' draft
- Fuel dock open 7 days/week with Diesel, Gasoline & Lubricant available
- Yacht services and maintenance
- Phone, Fax & Internet Café
- Taxi and tours
- Mini-Market
- Car Rental
- Laundry





### Tiki Bar & Pizzeria

Friday Night:  
Happy Hour from 5pm to 7pm  
Fresh Lobster and Fish on the grill  
Live music

Lance Aux Epines, St. George's, Grenada W.I.  
Tel: (473) 439 5265 Fax: (473) 439 5286, [info@pricklybaymarina.com](mailto:info@pricklybaymarina.com)



## The Twelve Books of LagOOnieville

### LagOOnieville 4 Marooned on Spook Island

Colorful passengers and a schooner's crew become marooned on a beautiful island with an uninhabited inn. It's a perfect place to await rescue - until the dark of night arrives. With darkness brings Captain Niemann, a 300-year-old sea captain who must feed on their souls.

BUY BOOKS 1 THROUGH 5 AT:  
Bookstores  
Amazon.com  
BarnsandNoble.com  
Lagoonieville.com

A ZANY CHARTER CREW AND RELAXED PASSENGERS ABOARD  
AN OLD SCHOONER SUDDENLY FIND HELL IN PARADISE.

Guides that just keep getting better





Buy the latest and get the best!

[www.doyleguides.com](http://www.doyleguides.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



REPRESENTATIVE

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

# LULLEY'S TACKLE SHOP

FISHING & DIVING GEAR



FRONT STREET  
BEQUIA  
WEST INDIES  
SERVING FISHERMEN AND  
YACHTSPEOPLE  
SINCE 1950

## YOUR #1 CHOICE IN FISHING GEAR

Penn & Diawa	Rigged & Unrigged	Snorkeling
Rods & Reels	Leaders	& Diving Gear
Mustad Hooks	Fresh Bait	Courtesy Flags
Anglers Lures	Foul Weather Gear	Collectable Knives
	Wire, Floats, Nets, Twines, Ropes	

### DUTY FREE

TEL: (784) 458-3420 FAX: (784) 458-3797

EMAIL: [lulley@caribsurf.com](mailto:lulley@caribsurf.com)

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



# Bequia Marina

Open Monday to Saturday 8:00 a.m. to 4:00 p.m.  
Look for the **Big Blue Building** and ask for Stan or Miguell!  
Water, Diesel, Ice, Bottled Water and Dockage available.

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

## BOOK REVIEW BY BLOSSOM BROWN

# Floating In and Out of Lagoonieville

*Lagoonieville, Volume 1, by B.R. Emrick. Rogue Publications, © 2005. Paperback, 154 pages. ISBN 1-932560-72-6. US\$12.25*

If you ever hung out at the old Larry's Poor Man's Bar at Benner Bay lagoon in St. Thomas, USVI, you'll get the concept. And if you didn't hang out there because Larry kicked you out, you probably won't.



This first novel of Bert Emrick's epic 12-book Lagoonieville series opens at what has to be modeled on Larry's as it was when I first bellied up to the wrecked-boat-turned-bar in the early 1980s: "A beer joint twelve hundred miles southeast of Miami and only five feet from a little back-water lagoon was, like most Caribbean waterfront bars, an open-air and authentically grubby little place." If you had the appropriate vibe, odor or aura for his establishment, Larry would "welcome" you with a gruff insult and a greenie. Otherwise, it was hit the road, toad.

The author tells us, "Lagoonieville is a state of mind shared by a small segment of society whose members live aboard boats in lagoons scattered throughout the tropics.... Lagoonieville books appeal to those with a little salt in their veins, those who wish to be care-free and adventurous, and to Caribbean tourists. We've also received cheers from prisoners and military personnel."

This is a guy's book — a "real sailor", shoestring cruiser, hard-drinkin', ready for anything or nothing, decrepit-old-wooden-boat-owning dropout, sea-going maverick, guy's book — in other

words, a Lagoonie book. But these salty characters don't just sit at the bar and fantasize about treasure maps. They pry themselves off the well-worn barstools at the boatyard and get underway to tackle high adventure, derring-do, true romance, villainous crime, outrageous storms ("Hurricane Bunny"?!?), knuckle-biting suspense, smugglers, thrills, mystery, horror, humor — you name it.

In this volume, our heroes Pete and Tom ramble from the shores of the Virgin Islands to the jungles of Costa Rica, initially searching for buried treasure but ultimately fighting just to save their own lives in the face of bad guys, bad girls and worse weather. There's fun, excitement and humor, but also plenty of bloody violence, damsels in distress, raw language and a *souppon* of overwrought writing — hey, it's a guy's book. If you've got a taste for this kind of reading, it's just the time for a few idle hours in the cockpit or on the beach.

I won't give away the plot or the ending, but will say that it's best if you enjoy this boisterous read enough to want more — because the ending sets you up for Volume 2, *Colombian Secrets*. Then there's Volume 3, *Smugglers, Pirates & Voodoo Meanies*, in which US Marshal Maloney, who ran into a few Lagoonies while tracking a criminal in *Colombian Secrets*, becomes a Caribbean cruiser. And then our old buddies Pete and Tom show up again in Volume 4, *Marooned on Spook Island* — and so on. Emrick explains, "[The] characters... float in and out of Lagoonieville, as each novel is a stand-alone story; the characters' roles change with each book... most get their fifteen minutes of fame as protagonists, or antagonists, in an adventure or two, and then serve as background characters in other stories."

The author, a screenwriter and sailor who lives with his wife and pets aboard a sailboat in the Virgin Islands, has done a marathon job in creating this collection of action adventure novels that take a typical crew of Caribbean characters and vault them into full-sail summertime fiction.

The Lagoonieville books are available through Amazon, Barnes & Noble, and many other on-line bookstores. For more information visit [www.roguepublications.com](http://www.roguepublications.com).



## WALLILABOU ANCHORAGE

WALLILABOU BAY HOTEL

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

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

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



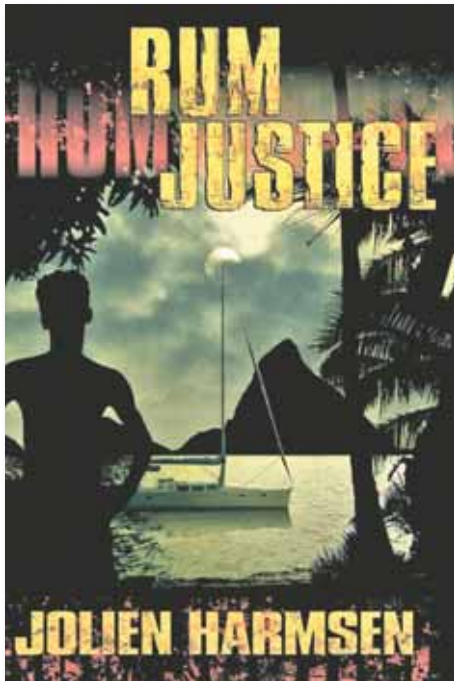
**BOOK REVIEW BY BOB BERLINGHOF**

# A GOOD NOVEL ABOUT YACHTIES BEHAVING BADLY

*Rum Justice*, by Jolien Harmsen, Macmillan Education, © 2007. ISBN: 978-1-4050-9905-9.

Ms. Harmsen, a Dutch resident of St. Lucia, has written a thoughtful and nearly factual account of a painful chapter for the people of St. Vincent & the Grenadines — the 1996 murder of Bequia water-taxi driver Jerome “Jolly” Joseph and the outcome of the subsequent trial of two American yachties. By putting the events into novel form, the author has protected herself from any blowback while allowing her main character, Claire, room to speculate on what really might have happened.

Claire, an Australian resident of the island of St. Cecilia, is a reporter for the local newspaper and thus allowed access to certain inside information. The couple accused of the murder, the Cunninghams, bear a striking resemblance to the pair accused of the real-life murder — wealthy dissolute Americans on a yacht holiday from hell. The Cunninghams drink too much, vary between hating locals and pitying them, are allegedly hard-drug abusers, and the deadlier of the species — the female — has a history of mental problems. She also has had affairs with younger black men on every island, while her husband drinks himself into a stupor.



There are numerous inconsistencies in the Cunninghams' testimony about what happened to the alleged murder weapon, a .22 caliber pistol, which they declared upon entry but which they claimed was later stolen by a local crewmember. Claire tries to make sense of the crime, but in the end the reader is unsure of who exactly murdered “Smiley” Riley Jackson, what the motive was, and whether or not the case should have ever come to trial. In the book, as in the events on which it is based, a chain of convincing circumstances presented in the Preliminary Hearing was enough to force the couple to stand trial. In real life, key pieces of the circumstantial evidence were not admitted in High Court. The defense moved to dismiss, and the couple was released after almost a year in prison. Without telling the reader that the book adheres to that verdict, I was impressed by the many shades of gray that the author painted on the moral and cultural differences between the plaintiffs and defendants. What role did the US media play in pressuring the judge? Who were the real racists, Claire (accused of reverse racism because she sided with the islanders) or the US media? How much did the defense attorney, who was also the leader of the Opposition in Parliament, stand to gain or lose by seeing the couple acquitted? Finally, with no forensic evidence, no gun, and no confession, how could a jury of St. Cecilians possibly convict an American couple of murder and risk having economic sanctions imposed on their island?

All these issues make *Rum Justice* an interesting and informative read. And unlike many tales of island life written by foreigners, Ms. Harmsen's prose sparkles with wit, authenticity, humor, pathos and even outrage at what she sees, hears, smells and feels. The plot is, on occasion, somewhat contrived so that Claire is able to learn some facts of the case before the police do, but this is a minor quibble. There are interesting asides about building a house in the West Indies, which succeed, and those such as riding in a “dollar van”, which are overdrawn, but in general this book shines with keen observations, written in prose that flows like a river.

Everyone in the yachting community has seen foreigners misbehave, but the Cunninghams will live on as the prototypical “Americans gone wild”, living life without considering the consequences of their actions, and guilty of crimes more severe than just baring their boobs.

Available at bookstores or from [www.macmillan.com](http://www.macmillan.com).

Your Expert Guide to Carriacou's Best Diving

Find us right in the town of Hillsborough!

Phone/Fax (473) 443-7882 and VHF CH 16  
[scubamax@spiceisle.com](mailto:scubamax@spiceisle.com)  
[www.scubamax.com](http://www.scubamax.com)

- Daily dives at 9.30 am and 1.30 pm or individually
- Air-Fills at PADI 5 \* Standard
- Scuba and Snorkel Gear Rental
- PADI Courses from Beginner to Instructor & 15 Specialties in English & Deutsch
- Rendezvous Service for Sailors at Hillsborough, Sandy Island & Tyrel-Bay
- Special Group Prices for Sailors

**INSTRUCTOR TRAINING**

**Bogles Round House Restaurant, Bar & Cottages**  
 CARRIACOU

Rexanne, Grenada's 'Chef of the year 2006/7', & Phil welcome all to Bogles Round House Restaurant & Cottages

Accommodation and hospitality in a truly spectacular atmosphere!

For more information, visit:  
[www.boglesroundhouse.com](http://www.boglesroundhouse.com)  
 OR EMAIL:  
[info@boglesroundhouse.com](mailto:info@boglesroundhouse.com)  
 VHF: ch16

Call us on:  
 +1(473) 443-7841  
 or  
 +1(473) 405-3723

Contact us for free shuttle runs for groups of 5 or more (Tyrel Bay-Bogles)

**B & C FUELS ENTERPRISE**

Welcomes you to Petite Martinique

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

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

**TYRREL BAY YACHT HAULOUT**  
 CARRIACOU

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

VHF: 16 [tbyh@usa.net](mailto:tbyh@usa.net)  
 Tel/Fax: 473.443.8175

Your Marine Store at Venezuela and the Caribbean

# VEMASCA Marine Chandlery

VENEZUELAN MARINE SERVICE, C.A.

The Best Marks!!



● 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 Próximamente en Marina (Soon at Carmelo's Marina at the beach)

## THE WEST INDIES IN A CHAPBOOK EXHIBIT

by Richard Dey

You go ashore with a list of things to do as long as your arm. You need food and rum and ice and propane and various parts; but you need something else apparently, for you find yourself in a bookshop.

Full of books, the tables and shelves inside the shop are waiting to be considered. You look them over. Basically, you have two choices: to buy something, anything, to read or to buy something decidedly local, something odd and interesting and not something you already have back home or would likely find there.

It is in this spirit that I have entered bookshops and giftshops in the islands for nearly 40 years. I might add that I have entered scores of used- and rare-book shops in the States also looking for island books. It helps, in so far as amassing a collection goes, to know what you are doing. It also helps to remember what you have already collected!

The immediate thing is to look over the stock and see what's there, at what price. You never know what you will find, and that lends the excursion an element of discovery. Imported books in the islands can be expensive, due to shipping costs, duties and taxes. On the other hand, imported books from a country not your own may be items you can never get anywhere else. Best of all, locally produced books, or books by local authors, can be a bargain.

### BAHIA REDONDA

marina internacional

■ El Morro Tourist Complex ■ Puerto La Cruz ■ Venezuela

Lat. 10° 12' 24"N

Long. 64° 40' 5"W



No hurricanes 270sq. miles of calm seas Full amenities  
 Phone: (58-281) 267-7412 Fax: (58-281) 2677-810 VHF Channel 71 Web page:  
<http://bahiairedonda.com.ve> E-Mail: brmi@cantv.net



The author and collector, at left, with his son Alex (Connecticut College Class of 2009) at the display of chapbooks from the West Indies

In this way I have collected hundreds of island titles, the preponderance of them coming from the Windwards. They are part of a larger, mainly literary and maritime collection. More recently, I have found books on the Internet — at Amazon and sites like it, at used- and rare-book shop sites, and at author websites.

In the collection are chapbooks and I recently mounted an exhibit of some of them at Connecticut College, USA, in the lobby of the Charles E. Shain Library. The exhibit of roughly 100 titles filled eight cases, one of which was devoted to chapbooks from the West Indies.

A chapbook is any slender volume, hard cover or soft, side-stitched or stapled, that numbers about 32 pages, though it can be as few as four or as many as 48. It exists in the world of print between a leaflet and a book. Chapbooks were popular in 18th-century America and Europe; containing popular matter and illustrated with woodcuts, they were hawked on street corners by chapmen. Unlike full books of the time, chapbooks were light and cheap and available. They fell into obscurity in the 19th century when they were displaced by the advent of magazines.

A chapbook today is normally literary whereas its sister, the pamphlet, can be prose of almost any sort. The two words, chapbook and pamphlet, are often used interchangeably, and booklet is another synonym. Chapbooks, be aware, are fragile and do not fare well in the salt environment, where staples rust.

In the West Indies case were 25 items. The case was meant to be a summary of the exhibit, in that it featured a variety of forms presenting a variety of genres and topics. Each is interesting in its way, both as an item and for its text; following are highlights.

#### Selected West Indian Chapbooks

It was late in the 19th century that chapbooks, in an ironic evolution, became literary, and often enough contained poetry. Prominent in the exhibit was Shake Keene's *The Volcano Suite: A series of five poems*. This suite was written in the aftermath of the eruption of Soufrière in April 1979. With dramatic cover artwork by Owen "Sap" Coombs, it was published by St. Vincent's Fishnet Restaurant that year. It came in wrappers, with 20 numbered pages, and was stapled. The number of copies printed in the first and only edition is unknown.

Shake Keane (1927-1997) was a Vincentian jazz trumpeter and poet. As a jazz musician, he lived in London and performed in Europe in the 1950s and 1960s, and was best known as a flugelhorn player. *The Angel Horn*, his Collected Poems, was published posthumously as a full paperback by Nehesi Publishers, in St. Martin, in 2005.

When Derek Walcott, the poet from St. Lucia, was awarded the Nobel Prize in Literature in 1993, his acceptance speech was published as a hardcover chapbook, *The Antilles: Fragments of Epic Memory*, in New York by Farrar, Straus and Giroux. Artwork for the front and rear covers of the dust jacket is watercolors he himself had painted.

After poetry, history is probably the most popular genre found in chapbook form. Michael Jessamy's *Ports & Coastal Batteries of Grenada* was published in St. George's by Roland's Image Productions in 1998. With copious illustrations among its 56 pages and in full color, including a foldout centerpiece showing the 1797 plan for forts at Richmond Hill, it is an example of how desktop publishing has affected island printing.

—Continued on next page



### THE CRUISING SAILOR'S CHANDLERY SINCE 1990

- PERSONALIZED ATTENTION BY OUR EXPERIENCED STAFF
- REPLACEMENT PARTS & MAINTENANCE PRODUCTS

DISCOUNTS ON ARTIGIANA BATELLI AND CARIBE DINGHYS

NEW AT XANADU MARINE: AMERON ABC 3 TIN FREE ANTIFOULING PAINT

Marlin Bottom Paint \* Delco \* Underwater Metal Kit \* Z-Spar \* Cetol \* Mercury Seachoice \* Marpac \* Teleflex \* Tempo \* Ritchie \* Breeze \* Whale \* Ancor Racor \* Wix \* Shurflo \* Johnson Pumps \* 3-M \* Flags \* Perko \* Jabsco \* Groco Boatlife \* Starbrite \* Camp Zincs \* Marine Padlocks \* Orion \* Sunbrella Weblon \* Clear Vinyl \* Canvaswork Supplies \* Marincor \* Garmin \* Uniden Apelco \* Harken \* Sta-lok \* 316 SS Rigging \* Cordage \* West System \* Shields Dinghy Accessories \* Waterproofing \* Aqua Signal \* Imray Iolair Charts

CORNER OF MIRANDA & GUARAGUAO, PUERTO LA CRUZ, VENEZUELA

TELEPHONE: (58) (281) 265-3844 FAX: (58) (281) 265-2448

E-mail: xanadumarine@cantv.net Standby VHF Channel 72

—Continued from previous page

More precious is the eight-page *About Canouan* by Silvanus Burke, published in St. Vincent by the Trustee of the Estate of Burke. The first edition was published in 1966 when Burke, a retired schoolmaster, was alive. It was reprinted at least once, in about 1975.

The title page has a brief Introduction, which begins: "This booklet is intended to give the youth especially of Canouan a simple knowledge of the Estate of the Snaggs' Brothers in the days of their parents and grandparents." The small island south of Bequia had been a single estate. After Emancipation, its population survived on subsistence farming, fishing, and boatbuilding. It is a resort island today.

While history, if written seriously, is a product of studious research, it comes also in the somewhat diluted text of guidebooks. If chapbooks are ubiquitous, guidebooks are their most ubiquitous kind in the islands. Like coloring books, recipe booklets, and programmes, they come in every size and shape. An interesting juxtaposition occurs with *Visitor's Guidebook: St. Vincent and the Grenadines*, a compact 24-page item in green ink published in 1974 by the Tourist Board, and *Historic Kingstown*, a similarly sized booklet in color written and published in 2005 by the polymath of St. Vincent, Edgar Adams.

Anthropology, while a department of study unto itself, is a kind of history, and a rich variety of chapbooks have come out of its various fields.

From archaeology, perhaps the most conspicuous of its fields, is the late Earle Kirby's *Pre-Columbian Monuments in Stone*. Published in Kingstown, St. Vincent, by The St. Vincent Archaeological & Historical Society in 1969, it was reprinted in 1977. In distinct yellow wrappers, it has 12 pages of text plus 17 pages of black-and-white photographs of the stone monuments, and a single foldout page showing decorative marks in a cave. Of note is its binding: British stapling top-down, with the wrappers overlaid and glued.

Folklore is considered a field of study under both English and Anthropology. One interesting chapbook comes in Christine David's *Folklore of Carriacou*, privately printed in Barbados in 1985. At 54 pages, it is about as big as chapbooks get and yet it retains the feel of a slender item. Two-color wrappers, along with a map, line drawings, and black-and-white photographs, distinguish it.

A topic of great interest over the centuries to both the indigenous and the visitor is comprehensively dealt with in *Bush Medicine in the Bahamas*, by Mrs. Leslie Higgs. Originally published in 1969, it was reprinted many times. It is a large chapbook, measuring 10 x 8 inches, and has a striking cover in color. Its interior of 20 glossy pages has for a frontispiece a photo of the ageing author, a white Bahamian; her introductory essay; and some 60 annotated drawings in black-and-white of medicinal plants.

Linguistics, too, is another crossover field of study. Mary W. Toynbee's *A Visitor's Guide to St. Lucia Patois* was privately published in Castries in 1969. It comes with color wrappers and in 44 pages, and is stapled. The text was hand-written by the author, and is reproduced as such. It is based on the authority of a doctoral thesis and has the charm of an amateur production. It is enhanced by three pages of local proverbs.

From anthropology finally, is a wonderful item I came across while cruising in the Abacos. Written and drawn by William R. Johnson Jr., *Bahamian Sailing Craft: Notes, Sketches and Observations on a Vanishing Breed of Workboats* was published by Out Islands Unlimited, a private press, in Coral Gables, Florida, in 1973. This large (12.25 x 9.25 inches) 49-page chapbook was reprinted many times. A handsome, hand-written and -illustrated chapbook in pen and ink, it captures a time now gone and will break a sailor's heart. "The End" in the chapbook equals the end of an era.

#### Tourism and Yachting in Chapbooks

Chapbooks are uniquely fit for essays, lectures, speeches and other short forms of writing. They help to get the word out — or to pass the word along. None in my collection are better in this sense than several written and initially published by former St. Vincent & the Grenadines Prime Minister Sir James F. Mitchell. It was Mitchell's habit as his political career developed to write speeches and then publish them, first as chapbooks and later collected in paperback form. His speeches are, at best, really essays. I have several as they originally appeared and prize most highly one that contains two essays: *Land Reform in the Caribbean* (CADEC lecture at the University of the West Indies, August 29, 1972) and *To Hell with Paradise: A New Concept in Caribbean Tourism* (Address at Caribbean Travel Association Press Conference, Haiti, September 21, 1972). The item is without the usual notation of place, publisher, and date but one assumes Mitchell had it printed in Kingstown in 1972. In plain, heavy-stock wrappers, it has 13 pages and is stapled.

*To Hell with Paradise* is Mitchell's seminal essay and was prominently featured in, of all places, *Sports Illustrated* magazine for the benefit of yachtsmen who at the time were the principal tourists in the region. It includes these statements: "Let us face it, there is no paradise, only different ways of life" and "A country where the people have lost their soul is no longer a country — and not worth visiting."

I will conclude with mention of one of the most extraordinary items from the islands in the exhibit, a hardcover by Fritz Seyfarth. There are many others, each interesting for different reasons, and I might add for *Compass* readers that in the exhibit were several yachting titles, including John Rousmaniere's history of the New York Yacht Club, *The Clubhouse at Sea*, sumptuously published by the club in 2001, and a fine oblong catalogue of paintings, by John McCreay: *The Racing Yacht*, published by Marguerite Riordan in Stonington, Connecticut, in 1988.

Fritz Seyfarth was a yachting journalist and charterboat skipper who operated out of the Virgin Islands for some 30 years beginning in the late 1960s. He had the unusual biography of having dropped out of a successful corporate career in southern California to take up chartering in his 40-foot Alden ketch, *Tumbleweed*, in the West Indies, and then having survived in the yacht an open-sea collision with a passing freighter. Seyfarth published articles in the sailing magazines, one mainstream book, *Tales of the Caribbean* (DeGraff 1978), and numerous chapbooks. He had the great good fortune to team up with artist Dee Carstarphen, whose pen-and-ink drawings illustrate his work.

His *Mavericks in Paradise. Pirates of the Virgin Islands*, was published in St. Thomas by the Spanish Main Press in 1988. A back-to-back book — that is, two books in one binding, with two front covers (and no rear covers), each book is sewn upside-down to the other. *Mavericks* is in 40 pages, *Pirates* in 32 pages. Also known as a *dos-a-dos* book, it has no proper order to its titles. Both were published earlier as separate chapbooks. In effect, this is two chapbooks in one — or is it one book of two chapbooks?





Le Marin

**THE SPECIALIST FOR BOAT MAINTENANCE IN MARTINIQUE**

- Zinc Anodes
- Plumbing
- Marine Paints
- Batteries
- Epoxy
- Antifouling






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



MARINA du Bakoua

## DOCK, BAR & RESTAURANT

LE PONTON

Open 7/7 VHF: 16/68

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

CUSTOMS CLEARANCE


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

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

## PICK UP!

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

- FORT DE FRANCE
- Sea Services**
- Carenantilles**
- RIVIÈRE SALÉE
- W.I.N.D.**
- ANSE MITAN
- Ponton du Bakoua**
- ANSES D'ARLET
- Kay Zaza
- LE MARIN
- La Capitainerie
- Mecanique Plaisance
- Douannes Francaise
- Incidences
- Le Ship
- Caraibe Gréement**
- Restaurant Mango Bay
- Restaurant Marin Mouillage
- Cyber Marin
- Carenantilles**
- Careneshop**
- Bichick Services**
- Clippers Ship**
- Voiles Assistance**



BEAUTIFUL ARTISTIC SPECIALLY  
MADE GRENADIAN ORIGINAL ART  
HAND PAINTED COLOURFUL FLO  
ING BATIK COME TO OUR SHOP AN  
BROWSE IN A COOL ATMOSPHERE  
OR CLOTHING SPECIAL GIFTS AN  
OUR UNIQUE CHIC FASHION FOR Y  
OU ART & ACCESSORIES YES YOU  
**ART FABRIK**  
#9 YOUNG ST - ST GEO. 440-0568 ART  
GREAT STORE LOVELY FABRICS AN



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



**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 Food Fair**

**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

**SERVING AT SEA BY SHIRLEY HALL**

People in the English-speaking Caribbean call these long pods ochro and use them for many dishes, but in the United States they are called okra and are used mainly in "southern style" dishes.

Ochro or okra is a tall-growing plant in the same family as the hibiscus. Ochro is believed to have originated in Ethiopia and spread to North Africa and the Middle East before reaching the Americas with the slave trade. The name ochro is of Bantu origin.

This green pod is best known as a key ingredient in the thick spicy stew named gumbo, which is Swahili for ochro. Ochro types vary from shades of green to white, fat to slender shapes, with either a ribbed or smooth surface. Green, ribbed pods are the most common.

Ochro is rarely cooked unaccompanied, except when it is fried. Ochro alone is generally too "gooey" for most people's liking. Usually a little of it is added with other vegetables into rice, soups and stews, and the juice will thicken any liquid it is added to. With a unique flavor and texture, somewhere between eggplant and asparagus, ochro mixes well with other vegetables, particularly tomatoes, peppers and corn. Ochro is easily dried for later use. A little dried okra in prepared dishes produces much the same result as the fresh vegetable.

ing, it should be cut up and allowed to thicken with its juices.

**Ochro Melée**

- 2 Tablespoons cooking oil (preferably health-wise canola)
- 1 large onion, sliced
- 2 cloves of garlic, chopped
- 2 bay leaves
- 1/2 Tablespoon of thyme and basil
- 1 sweet bell pepper, chopped
- 3 large ripe tomatoes, chopped
- corn kernels cut from four ears
- 2 Cups small ochro pods sliced in quarter-inch rounds
- 1/2 Cup chicken broth
- salt and pepper to taste

In a large frying pan, heat oil and add onions, garlic, and spices until onions are limp. Add bell pepper and continue cooking until onions are transparent. Add tomatoes, ochro, broth, salt and pepper. Reduce heat and simmer uncovered for 15 minutes, stirring occasionally. Add corn and cook five more minutes longer. Season to taste. Serves six.

**OCHRO = OKRA**



In some lands ochro is grown just for the seeds. Ripe seeds produce an edible cooking oil. The ripe seeds of ochro are sometimes roasted and ground as a substitute for coffee.

Ochro has many valuable nutrients. It is a prime source of soluble fiber in the form of gums and pectins. Soluble fiber lowers cholesterol and reduces the risk of heart disease. The other half is insoluble fiber, which keeps the intestinal tract healthy, decreasing the risk of some forms of cancer, especially colorectal cancer. A half-cup of cooked ochro has only 25 calories, 2 grams of fiber, 1.5 grams protein, vitamin A and C, calcium, potassium, and manganese. Nearly ten percent of the recommended levels of vitamin B6 and folic acid are also present.

Don't wash ochro until just before you cook it; moisture will cause the pods to become slimy. Store untrimmed, uncut ochro in a paper or plastic bag in the refrigerator crisper for no longer than three or four days or it will turn to mush.

Never prepare ochro in a cast iron or aluminum pot, or the vegetable will darken. The discoloration is harmless, but makes the okra look rather unappetizing. To remove some of the stickiness from ochro, soak the pods in vinegar for half an hour. I slice my ochro early in the morning and let dry in the sun for hours before frying.

When serving ochro as a side dish, cook the whole pods rapidly — until crisp-tender or just tender — to minimize the thickening juices. Try the same quick cooking when you are adding ochro to any cooked dish in which you want to retain its crisp, fresh quality — add the vegetable during the last ten minutes of cooking time. On the other hand, when ochro is to be used in a soup (such as calaloo), stew or casserole, or a dish like coo-coo that requires long cook-

**Ochro and Green Beans or Bodi**

- 1 pound of whole ochro pods
- 4 Tablespoons olive oil
- 1 onion, chopped
- 2 cloves of garlic, chopped
- 2 pounds green beans or bodi beans
- 2 ripe tomatoes chopped (or 1/4 Cup ketchup)
- 1 Cup water
- salt and pepper to taste

Wash and rinse ochro pods with the caps still on. Chop green beans or bodi into two-inch pieces. In a saucepan, combine water, tomatoes, olive oil, onion, and garlic, bring to a boil stirring frequently. Add ochro and green beans or bodi. Water may be added to cover vegetables if necessary. Lower heat and simmer for half an hour or until the beans just become tender. Serves six.

**For the Farmer**

Ochro is perfect for a hedge around a tropical backyard garden, because the three- to six-foot-tall plants produce beautiful blossoms that rival its cousin the hibiscus. Plant the seeds one inch deep and a foot apart. Ochro usually grows well in any good garden soil. Four or five plants produce enough ochro for most families. Trinidad produces five and a half million pods every year.

Pods should be cut (not picked) while they are still immature and tender at two to three inches long. This vegetable must be picked at least every other day. Ochro has short hairs that can irritate bare skin so it is wise to wear gloves and long sleeves when harvesting. A sharp knife will cut off the pods and should not harm the rest of the plant. When the stem is difficult to cut, the pod is probably too old to use. The large pods rapidly become tough and woody.

# STOVE-TOP CHOCOLATE CAKE

by Ross Mavis

Gas ovens are great but they aren't meant for confined spaces in warm climates. Add to this the rising cost of fuel and it's easy to understand why stove-top recipes requiring fewer British Thermal Units are popular. Stove-top cooking is a fine art in itself and should not be given short shrift. I learned to cook at my mother's side when, at an early age, she involved me in the daily meal preparation. I often wonder now, many years later, what really appealed to me to become a chef and a writer who specializes in food and life experiences.

During my school years, right through high school, I wanted to be a chemist or chemical engineer. Life takes many turns and twists and I never did attend university to get my chemical engineering training. However, being completely immersed in the kitchen provided me with domestic or food science at its best.

Mum was proud of me and her lessons paid off well. Stove-top cooking was one of the first methods I mastered. I remember well the salesman that came to our door in the early 1950s selling Wear Ever Aluminum cookware. My father bought the complete set for my Mum and she used her aluminum cookware daily. She was sharp, active and in good health up to the last of her 98 years — so much for the Alzheimer's-and-aluminum controversy.

One of the great stove-top recipes handed down to me from my mother is the one for this chocolate cake baked entirely on top of the stove in a large heavy duty aluminum fry pan with a tight lid. It can be baked in any cast-type pan that provides ample thickness to allow the cake to bake without burning on the bottom. The lid keeps the heat and moisture in while the cake bakes. The lid is not lifted until the baking is complete. It requires courage not to peek during the baking but no peeking is essential.



I remember the first time I saw and tasted this delicious chocolate cake when it came out of the skillet. Wowser! You, too, will be amazed I'm sure.

But before you try this easy recipe on your stove top, let's consider the science behind it. Baking is done either with a dry or moist heat. Take for example the lowly dumpling or doughboy if you wish: a mixture of flour, baking powder for leavening, shortening or butter, pinch of salt for flavor and milk for moisture. This simple batter is dropped by the spoonful into a bubbling stew and the lid placed on the pot to provide an enclosed atmosphere allowing the mixture to rise as the carbon dioxide gas bubbles form from the baking powder. Once again, no peeking is essential for the lightest most delicious dumplings ever. It's an easy jump to chocolate cake in the skillet. Ovens are not new and they essentially are all the same: an enclosure with a heat source to allow food to cook or bake nicely without the disturbance of wind or cold draughts. Some of the first ovens were made out of clay and were fired with wood to provide the necessary heat. Years later, commercial ovens were built from brick and finally the more sophisticated metal container with wood, electric or gas heat became a part of most homes.

A heavy cast skillet with nicely fitting lid works just fine on a galley stove when placed over a constant medium flame providing a proper temperature for baking. If you have a breezy galley you may want to lightly drape aluminum foil around the skillet so the burner flame remains constant. Here's one of many easy cake recipes that bake well on top of your galley stove.

## Stove-Top Chocolate Cake

- 1 1/2 Cups (375 ml) all-purpose flour
- 1 Cup (250 ml) white sugar
- 1/3 Cup (75 ml) cocoa powder
- 1 teaspoon (5 ml) salt
- 1 teaspoon (5 ml) baking soda
- 1 teaspoon (5 ml) baking powder
- 1/3 Cup (75 ml) vegetable oil or melted shortening
- 1 Tablespoon (14 ml) vinegar
- 1 teaspoon (5 ml) vanilla flavoring
- 1 Cup (250 ml) warm water

Spray the heavy skillet well with non-stick cooking spray or grease well with shortening. Preheat skillet over low flame. Meanwhile mix all dry ingredients in a large bowl. Make three wells using the back of a spoon. Pour oil into holes followed by vinegar, vanilla and warm water. Mix well by hand for a couple of minutes. Pour into warm skillet and cover with snug-fitting lid. Bake over medium heat for 40 minutes. Don't lift the lid until at least 35 minutes have elapsed. Cake is done when it springs back when lightly touched.

## Cocunut Icing

- 3 Tablespoons (45 ml) butter or margarine
- 2 Cups (500 ml) icing sugar
- 1/2 teaspoon (2 ml) vanilla flavoring
- 4 Tablespoons (40 ml) coconut cream

Place softened (but not melting) butter in a bowl and sift icing sugar over the top. Add vanilla and coconut cream and blend all thoroughly with a wooden spoon.

When the cake has cooled, spread coconut icing over the top. Serve with coffee, tea or milk. This easy recipe won't have your galley or you in a sweat.

## Your #1 Choice for Provisioning in the Grenadines.

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

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



## THE FOOD STORE Corea's Mustique

Tel: (784) 488-8479

Fax: (784) 456-5230

## ANJO INSURANCES



Relax get Peace of Mind

With Comprehensive Coverage for your  
Property, Vehicle, Boat or Business.

Hurricane cover available all year.

OFFICES AT WOODS CENTRE & JOLLY HARBOUR

P.O. Box 104, St John's, Antigua Tel: (268) 480-3050 Fax: (268) 480 3064

Email: anjo\_ins@candw.ag

Agents for: UNITED INSURANCE COMPANY LIMITED



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

**Seasick Prevention Clinics to be held in Trinidad June thru September**

### Cruiser-proven approach

- Painless process
- Completely non-invasive
- Drug free
- Lasting results

**Jaclyn M. Gisburne, Ph.D.** in association with  
**Waveney Richards, M. App. Sci., M.A.**

2A Roberts Street, Port of Spain  
Trinidad and Tobago

Call to schedule appointments

## Cruisers: Overcome Seasickness

*Tired of hanging over the ill-felness every time you set sail?*

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

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



**Tel: 868-628-6314**

**KP MARINE LTD**  
YAMAHA MARINE DISTRIBUTOR

**YAMAHA**  
**ENGINES**  
(DUTY FREE PRICES)

**SPARES**

**SERVICE**

**MARINE**  
**EQUIPMENT**



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

**McIntyre Bros. Ltd.**  
TRUE BLUE, ST. GEORGE'S,  
GRENADA W.I.



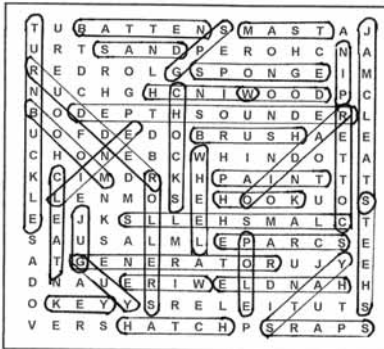
**YAMAHA**  
Parts - Repairs - Service  
Outboard Engines 2HP-250HP  
Duty-Free Engines for Yachts

TOURS & CRUISES - CAR & JEEP RENTAL



PHONE: (473) 444 3944/1555  
FAX: (473) 444 2899  
email: macford@caribsurf.com

**Boat Maintenance**




**Dear Compass,**

Further to your Letter of the Month in the May 2008 edition of the *Compass*, which deals with the clear-in and clear-out charges on Isla Margarita, Venezuela, I would like to point out that the charges listed by Kris on S/V *Nomotos* in his letter are not always what one ends up paying. The charges seem to vary from boat to boat and maybe depend on which Customs or Immigration official one deals with.

I have been to Margarita many times and always use the local shipping agent, Juan Baro, at Marina Juan. His charges are just 20 Bolivars (about US\$6 at the current exchange rate) more than the prices for clearing in yourself, as stated in Kris's letter. Juan also provides many useful services such as free use of the dinghy dock with security, and a free bus to the shopping mall three days a week. There is a shop with movie rentals and one of the best book swaps in the Caribbean. For me, all that is worth an extra six dollars. I hope others will feel the same, as it would be a shame to lose these facilities.

Regards,  
**Steve Carter**  
S/V *Moonshadow 3*

**Dear Compass,**

I read the article entitled "Solitary" by Jan Brogan, included in the May 2008 issue of *Caribbean Compass*, with horror.

I presume, however, that Ms Brogan intended to write with some levity.

The most worrying aspect of her article was contained in her third paragraph. She tells us that after several nights of locking herself into her boat, whilst alone, she decided to try to attract a stranger and asks the question, "Would it be so awful to be ravished by a strange man..." In other words, she imagines being raped as an attractive prospect.

Even if this article was written in a light-hearted manner the subject of rape is no laughing matter and she, together with any reader who found the article funny, should consider the following points before finding this subject even slightly amusing ever again.

Rape is a violation of the person just short of murder. The perpetrator of this crime demands absolute control over his victim.

Rape victims are likely to have suffered serious physical harm, both internal and external. Rapists may well use objects such as broom handles or broken bottles during sex attacks. It is most likely that sex attackers will deviate from normal sex by a wide margin, to satisfy their sickening urges.

Women who are raped never fully recover from their ordeal and many commit suicide.

Women are so traumatised by this heinous act that they find it difficult to enjoy close physical relationships, even a kiss, ever again.

Raped women will, most likely, change personality, and marriages and other relationships often break down.

These women have to undergo AIDS counselling and an HIV test knowing that their lives may, from this moment forward, be limited. They will already be suffering from feelings of horror, terror and nightmares, which may last for years if not the rest of their lives.

Twenty women a day are raped in Caracas, Venezuela, according to the Butler County Rape Crisis Program Website. Several other websites suggest that a conservative estimate for rapes per annum in the United States of America is half a million. Statistics underestimate the incidence of this appalling crime because many women will not come forward because of guilt, shame and the stigma society attaches to the act.

After 25 years as a Professional Counsellor, talking to women who have suffered from this terrible ordeal, I can find nothing amusing about this topic.

In answer to the author's question "Would it be so awful..." the answer is that it would be more awful than she could possibly imagine.

Rape is no laughing matter.  
**Name Withheld by Request**

**Dear Compass,**

In regard to Fatty Goodlander's recent article in *All At Sea* about single-handers, we all surely hope that nothing happens to Fatty's S.O. (Significant Other), a world-class sweetheart. Having spent personal time with Fatty (never more than 30 minutes; who could stand the pain?), it is clear that no other woman (with any self-respect) could put up with him for any longer period.

So if something ever does happen to Fatty's S.O. (heaven forbid), he will surely become a single-hander and Fatty, in the classic line from *Seinfeld*, "You're going to need it!"

John St. John  
USVI

**Dear Compass,**

I am writing in response to the article in the June 6, 2008 edition of *The Vincentian* newspaper about cut-backs in flights and cruise ship visits to St. Vincent & the Grenadines. This news is indeed something that will have serious consequences for our country and tourism. The soaring cost of fuel is responsible for this drastic action. Indeed, airlines worldwide are cutting routes and charging passengers more for flights.

SVG's Minister of Tourism, Glen Beache, says, "We must reinvent ourselves," but I think what we must do is look back to the beginning of tourism in this country — and that is based on yachting. Our islands have consistently been awarded top marks for being a fabulous sailing destination. Constant tradewinds, proximity of magnificent islands, friendly people and a safe environment politically — all these add up to a great destination.

The government decided some years ago that they wanted to attract the large cruise ships. To do this, they built an elaborate cruise ship terminal in St. Vincent. Of course, after terrorist attacks in the US in 2001, security measures around the world tightened up. Our small country was forced to comply with specific security measures if it wanted the cruise ships to continue to visit this land. So St. Vincent and Bequia built fences and enclosures to US specifications. All this was done at great expense.

And what benefit was felt by businesses in this country from the cruise ships? A few cruise ship agents have done very well. The government receives its "head tax" levied on each passenger. But businesses in general feel little benefit from the cruise ship visits.

Small business is the financial backbone of every country; all those "little" companies, employing people, training their staff, providing the services that tourists need and like. This is what keeps a country alive and vibrant. Of course large enterprises have the financial resources to help develop infrastructures that countries need, but it is important for governments to recognize — and support — the small businesses that create an ambience that makes tourists love this country and return for another visit.

Many local businesses benefit from yacht tourism. Every yacht-full of guests buys groceries; most dine in restaurants. A lot of them buy souvenirs, hire local vendors to make beach barbecues, some have laundry done and visit internet cafes. And many donate or otherwise contribute something to this country. What they do is have contact with the islands and the people. It's not a one afternoon affair. Most yacht charterers spend a minimum of one week in this country, specifically in the Grenadines, and frequently make lasting links with local people and businesses.

And (guess what?), yachts run on wind power, not fossil fuels. If we have learned anything from all the writings, warnings and environmentalists, it is that we must find an alternative to burning fossil fuels. We cannot afford it any more. The earth cannot support it any more.

"Sustainable" is a word being used by a lot of people these days, but do many know what it means? My dictionary says: "able to be maintained". Well, I believe that sailing yachts are sustainable. The wind is still free. Nobody can raise its price or charge VAT on it. Sailing does not hurt the environment. And we already have a network of charter yacht businesses in this country. There is a huge investment in bases, yacht inventory, employees, marketing, etcetera. Let us all support this industry. We are lucky to have the perfect place for sailing.

Please, Mr. Beache, go out and market our yacht charter industry. Use "sustainable" and "fossil-fuel-free" as keywords. The world will cheer us on for our proactive and sympathetic approach to keeping our country alive.

Heather Grant  
Union Island

**Dear Compass,**

On May 19th the King of Redonda left the Royal Limousine in the car park of Slipway in Nelson's Dockyard, Antigua, then climbed aboard John Bentley's *Sea Pony* for a tow of the Royal Yacht *St. Peter* up to Jolly Harbour to sort out a leak and complete the standing rigging, left half-done by Russian insurgents. He returned to Slipway the following morning to take the limo (an ancient Mazda 323) back to his home.

—Continued on next page

—Continued from previous page

At some point during those 12 hours, some miscreant had half-inched the Royal Crown that, epoxied in place, had been gracing the roof of the car for several years. Panic ensued in Court when the news of this circulated amongst the members of the Redonda establishment. Many were horrified that the growing crime rate had descended so low, given the vast majority of law-abiding islanders. No such dastardly deed had ever occurred before. When the two newly appointed Royal Canadian Mounted Police heard of this blatant theft they must have shed despairing tears of despondency. The chief of Slipway, when he heard about it, simply burst out laughing. But he must be a committed republican to behave in such a way.

Two days later Mike East was trucking across the harbour towards Slipway when something floating, glistening, caught his eye. He stopped and fished it out. It was the Royal Crown from the limo. He was at first amazed and then quickly realised that by fishing it out from what was soon to be a watery grave was, in fact, his passport to heavenly recognition — at least a knighthood in the Kingdom. The King was delighted when he heard the news at Skullduggery and, at first, offered Mike the title of Dame.

Mike, surprisingly, turned this down without really thinking. After all, Geoffrey Pidduck once was dubbed a Dame and revelled in the title.

Is there anyone out there with a spare bit of epoxy and a hefty through-bolt, hot-wired with maximum prejudice?

**Bob Williamson, the King of Redonda Schooner St. Peter**

**Dear Compass Readers,**

It's time to gear up for the eighth annual Carriacou Children's Education Fund (CCEF) auction, which will take place Friday, August 1st, at the Carriacou Yacht Club. (This is a great time, with the Carriacou Regatta Festival underway, to be here.)

We have already received several donations from businesses in Carriacou and look forward to hearing from each of you that you will once again make a contribution of goods or services to this worthwhile effort.

Please do join us for the auction, and for all the other activities — official schedules will be coming just before the activities begin.

For those of you who would like to view in person and maybe to own the newly published two-volume book set *Carriacou Sloops*, reviewed in glowing terms in the June issue of *Compass*, the author/photographer Alexis Andrews has graciously donated a personally autographed set to the CCEF Auction. For a sneak preview of the wonderful photos in these books, visit [YOUTUBE.COM](http://YOUTUBE.COM) and search on Carriacou Sloops.

This is in addition to lots of other good stuff to be auctioned (a brand new cockpit table still in the packing box, a large CQR anchor, an almost-new VHF radio which needs some work on the transmit switch, to name

a few items), so join us for the eighth annual CCEF Auction and other fun- and fund-raising activities.

Over the past seven years CCEF has raised more than EC\$65,000 used to purchase school books and



*'What do I hear for this fabulous necklace? Come on — it's for the kids!'*

uniforms for needy children of Carriacou, to pay for lunch for a number of Harvey Vale Primary School children who would otherwise not have lunch, and to pay tuition and books for six students to attend the local branch of TA Marryshow Community College. In addition, CCEF has also provided funds for two primary schools to obtain necessary air conditioners for their computer labs.

We expect this year to make a significant addition to that sum.

For more information contact [boatmillie@aol.com](mailto:boatmillie@aol.com).

**Thanks,**

**John and Melody Pompa  
S/V Second Millennium  
Founders, Carriacou Children's Education Fund**

**Dear Compass Readers,**

*We want to hear from YOU!*

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

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

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

*Send your letters to:  
[sally@caribbeancompass.com](mailto:sally@caribbeancompass.com)  
or fax (784) 457-3410*

*or  
Compass Publishing Ltd.*

*Readers' Forum*

*Box 175BQ*

*Bequia*

*St. Vincent & the Grenadines*

**The sailor's choice**

**A distinctive product...  
A personal touch**

- Year round coverage
- Top European security

**Admiral Marine Limited**  
4 Barnack Centre Blakey Road Salisbury SP1 2LP UK  
Telephone: +44 (0)1722 416106 Fax: +44 (0)1722 324455  
E-mail: [info@admiralyacht.com](mailto:info@admiralyacht.com)  
Web site: [www.admiralyacht.com](http://www.admiralyacht.com)

**Marine Insurance**

The insurance business has changed. No longer can brokers talk of low rates. Rather, the honest broker can only say, "I'll do my best to minimize your increase!" There is good insurance, there is no good cheap insurance. You never know how good your insurance is until you have a claim. Then, if the claim is denied or unsatisfactorily settled, it is too late.

I have been in the **insurance** business 40 years, 36 with Lloyds, and my claims settlement record cannot be beat.

*Fax DM Street  
Iolaire Enterprises (353) 28 - 33927  
or e-mail: [streetiolaire@hotmail.com](mailto:streetiolaire@hotmail.com)  
[www.street-iolaire.com](http://www.street-iolaire.com)*

## IBELA toon



*"HELL FIRE! Our super-light, helium-filled anchor FLOATS!"*

**Jones Maritime Co.**  
Your Sail Training Headquarters in the Caribbean

• Ultimate Sailing Grounds • Professionally Maintained Fleet

**US Sailing Certified School**

Basic Keelboat	Jones Maritime Co.
Basic Cruising	1215 King Cross Street
Bareboat Charter	Christiansted, St. Croix
Coastal Passagemaking	U.S. Virgin Islands
Coastal Navigation	Toll Free 866-609-2939
	340-773-4709
	<a href="http://www.JonesMaritime.com">www.JonesMaritime.com</a>

**United States Sailing Association**  
National Governing Body of the Sport of Sailing

*If the desert island castaway  
had been able to send this by Quikpak...*



*...he would have already been rescued,  
written a bestseller on his ordeal,  
and sold the film rights.*

**When you want it there. Fast.**



Call your local LIAT Quikpak agent  
Track your Quikpak at  
**liat.com**



## Letter of the Month

### Dear Compass Readers,

Here are some tips that might be of interest to cruisers. I'd heard of ethylene incompatibilities before, but here they are in list form [from <http://pakupaku.info/knowledge/ethylene.shtml>, an interesting vegetarian food site]. With the relatively small spaces in onboard fridge boxes, good organization with regard to ethylene will keep foods fresh longer.

### Ethylene Gas and Your Grocery Bill: Organize Your Fridge!

Most fruits and vegetables generate ethylene gas while they ripen. Why should you care? This gas is a very active plant hormone, and if you don't get organized, it can get busy with your vegetables and jack up your monthly grocery bill. Leafy vegetables are very sensitive to ethylene, even in very low quantities. Lettuce, for example, begins to decay when exposed to ethylene gas at low temperatures, i.e. even in your refrigerator! Products sensitive to ethylene gas, such as broccoli and bananas, will spoil quickly if stored in the same areas as avocados, melons, and apples, which are ethylene producers. So if you want to be smart, get segregating! Keep your veggies apart and make your food last longer.

### These Create Ethylene Gas:

Apples, apricots, avocados, ripening bananas, blueberries, cantaloupe, citrus fruit (except grapefruit), cranberries, figs, guavas, grapes, green onions, ripe kiwi fruit, mangoes, melons, mushrooms, nectarines, okra, papayas, passion fruit, peaches, pears, peppers, persimmons, pineapple, plantains, plums, prunes, quinces, tomatoes and watermelon.

### These Become Damaged by Ethylene Gas:

Asparagus, broccoli, Brussels sprouts, cabbage, carrots, cauliflower, chard, cucumbers, cut flowers, eggplant, endive, escarole, florist greens, green beans, kale, kiwi fruit, leafy greens, lettuce, parsley, peas, peppers, potatoes, potted plants, romaine lettuce spinach, squash, sweet potatoes, watercress and yams.

### And, Electronic Rice...

Another handy tip for sailors comes from an article in the May 22nd edition of *The New York Times*:

"A bag of dry, uncooked rice can save your bacon if you accidentally drop your cell phone in a puddle or some other body of water. If your phone takes a splash, get it out of the water as soon as possible and take out the battery and SIM card (if it has one) immediately.

"Pat the phone parts as dry as possible with a paper towel and seal them in an airtight container full of dry rice for a day or two. The rice helps draw out the moisture. You can also substitute a desiccant like silica gel packets — which may work even better."

**Fair winds,  
Ellen Sanpere  
S/V Cayenne III**





# A Quorum of Few

by Jim Hutchinson

Despite how it looks in the guide, and things you might have heard, this is a pretty lousy anchorage unless you're just blowing through on your way elsewhere. A handful of yachties asked me to tell you that. The bay has a commercial port, derelict ships, slicks on the water, trash floating by, an occasional loading ramp screeching back and forth across a concrete dock all night long, sometimes all-night machinery. And ships short-cutting through the anchorage. The once sandy bottom is now algae over loose sediment from marina dredging and ship prop wash. All-night lights from a construction site obscure most stars, and light up the interior of my yacht through un-curtained windows... as do intense or flashing anchor lights. Outboard motors blast through the anchorage day and night, both local boats and yacht tenders. And, of course, occasional slapping halyards, barking dogs, and once in a while someone thinks everybody should listen to their morning net on the cockpit speakers. And gasoline generators. And diesel stink and noise when someone runs one off your bow. I've been asked to tell you this by a quorum of yachties I was partying with aboard a forty-some foot retirement yacht in an increasingly crowded bay that was once one of my favorites. These folks are aboard some of the yachts that regularly inhabit the bay. The bay is one of their favorites. We all feel that there are already enough or too many of us here, and that the deterioration of the bay should keep other yachties moving on. Viva yo. Or something.

So, I'm telling you about this place, blowing the whistle on an anchorage once thought (by some) to be paradise... still thought by some.... No need to name it, these bays are all over this part of the world. And elsewhere, I suppose. The difference is, this is the bay that we are in. So, stay away.

One of said yachties said I could mention their whooshy wind generators, too, as long as I mentioned the rest. Most models of wind generators are quiet, some silent. But all the three-bladed wind generators that I know of, for some reason, are "whooshers". The most popular of the three-bladed wind generators is far and away the whooshest and can be heard at 200 meters. They are often the dominant sound in the early morning hours which are my favorite time of day, before and as the birds awake.

Some environmentally minded friends get nervous when I come down on whooshers: "I'd rather those than engine-driven generators." But most wind generators don't make noise. And the ones that whoosh are not necessarily the most powerful. I'd put my money on one of the many-bladed "daisy wheel" generators, which seem to work better in the lighter wind and which range from quiet to silent. And there's a new wind generator on the market that claims to blow the whooshy one away in output and is quiet enough not to be heard by the neighbors. Wind generators don't have to be noisy.

But whooshy wind generators aren't the biggest noise or stink from the modern yacht. Its propulsion and generating engines sometimes are, but mostly it's the tender, the "dinghy". "I simply won't tolerate a dinghy that won't get me to the dock in less than three minutes" — that's a quote. "Plane two couples and their gear" is a common criterion for these Sporty Utility Vessels that make possible all the running around that the modern yachtie needs to do. I think it is common knowledge that outboard engines should be run flat out.

But, strangely, in this particular bay, the yachties seem to drive a bit more slowly. Quite a few even row. And there are several sailing dinghies. More reasons not to name the bay.

The secret of generating enough power with the wind and sun, by the way, is to size your system (and your usage) to actual conditions, not their rated potential. And the less up and down your batteries do, the longer they last.

## We're on the Web!

## Caribbean Compass

[www.caribbeancompass.com](http://www.caribbeancompass.com)



Compass On-Line • Advertisers' Directory • Check It Out... Tell Your Friends!

## Yacht Brokerage

Visit us at [www.carai-be-yachts.com](http://www.carai-be-yachts.com) for complete list of boats for sale



OVNI 435 Alubat 2002  
Aluminium Centerboarder  
Guadeloupe 199 000 €



DEAN 400 1996  
3 Cabins - Good Condition  
Martinique 125 000 €

**MONOHULL**

Amel 54 2005 Full Option	Tahiti 739 000 €
Amel Super Maramu 53 1998	Florida 339 000 US\$
Beneteau Oceanis 440 1996	St Martin 145 000 US\$
Feeling 42	Martinique 86 000 €
Bavaria 36 1999	Martinique 69 500 €

**CATAMARANS**

Lagoon 500 2007	Martinique 640 000 €
Nautitech 395 1999	St Martin 169 000 €
Lagoon 410 2004	St Martin 260 000 €
Tobago 35 1996	Martinique 127 000 €

Us and European Markets



**French Caribbean**  
Saint-Martin · Martinique · Guadeloupe  
Phone: + 590 590 908 161  
[www.carai-be-yachts.com](http://www.carai-be-yachts.com)

**PEAKE**  
YACHT SERVICES

Lot # 5 Western Main Road  
Chaguaramas, Trinidad. W.I.


Tel: 868 634 4420/23 Fax: 868 634 4387  
Email: [pys@cabilennet.net](mailto:pys@cabilennet.net)

### YACHT BROKERAGE


MONOHULLS		
29'	1992 Dix Caribbea Sloop (REDUCED!!!!)	SOLD!!!
30'	1999 Henderson 30 (Racing Yacht)	US\$ 60,000
34'	1978 Steel Sloop:ROB	US\$ 45,000
36'	1986 Lavranos Tosca	SOLD!!!
36'	1989 Reinke Super 10 Steel Sloop	US\$ 45,000
36'	1977 Roberts (Home built)	US\$ 40,000
37'	1977 Gin Fizz (Reduced for quick sale!!)	€ 30,800
38'	1987 Warrrior 38 (Price reduced for quick sale!!)	US\$ 97,500
39'	1968 Cheoy Lee Off Shore 40	US\$ 95,000
40'	1978 Atlantic 40	US\$ 70,000
40'	1986 Ta Shing Tashiba (Excellent condition!!)	US\$ 279,500
42'	1986 Endeavour (Price reduced)	US\$ 98,000
43'	1999 wauquiez Pilot Saloon	€ 247,500
43'	1985 Gitana	US\$ 115,000
44'	1999 Finnulf (Reduced!!)	US\$ 180,000
44'	1988 Hylas 40	US\$ 250,000
45'	1992 Fortuna	US\$ 150,000
50'	1991 Celestial Pilothouse	US\$ 268,000
51'	1987 Beneteau Idylle 15.5	US\$ 160,000
51'	1986 Beneteau	US\$ 225,000
52'	1988 Grand Soleil	SOLD!!!
53'	1995 Super Maramu (Reduced!!)	US\$ 329,000
53'	1982 Hatteras Luxury Cruiser	US\$ 254,000
55'	1994 Oyster 55	€ 379,000
55'	1998 ZerFt Motor Sailer	US\$ 73,900
56'	1973 Visch Motor Yacht	US\$ 175,000**
MULTI-HULLS		
36.5'	1993 Dean Catamaran (Reduced for quick sale)	US\$ 99,500
37'	2002 Fontaine Pajot	US\$ 325,000
4'	2001 Lagoon Catamaran (Reduced for quick sale!!)	US\$ 334,000
44'	2007 Lagoon 440 Catamaran (Excellent condition!)	€ 438,700
47'	1998 Gancel Catamaran	US\$ 168,000
54'	1980 Norman Cross Trimaran	US\$ 295,000
55'	1995 Custom Built Trimaran	US\$ 350,000

## ST. THOMAS YACHT SALES

Compass Point Marina, 6300 Est. Frydenhoj, Suite 28,  
St. Thomas, U.S.V.I. 00802



44' 1982 Ta Chiao CT  
\$89,900



33' 1973 Pearson 10M Sloop,  
\$33,500

Sail

37' 2001 Bavaria Sloop, 3 strms, Yanmar diesel	\$ 79,500
40' 1986 Hunter Legend roomy, aft cockpit	\$ 69,000
40' 1987 O'Day Sloop, Westerbeke, 2 strms	\$ 60,000
43' 1995 Hunter 430, stepped transom, 2 strms	\$119,000

Power

14' 2006 Aquascan Jetboat, 160HP Yamaha	\$ 34,900
31' 1999 Sea Ray Sundancer, new engines, 2005	\$ 79,900
32' 1996 Carver 325, twin crusaders great condition	\$ 99,000
38' 1999 Sea Ray Sundancer, mercruisers, 18 kts,	\$167,000

Call, fax or visit our website for a complete list of boats for sale

[www.stthomasyachts.com](http://www.stthomasyachts.com)

**DYNAMITE**  
YACHT MANAGEMENT SERVICES  
SKINNER'S YARD, CHAGUARAMAS, TRINIDAD, W.I.  
TEL: (868) 634-4663 / 634-4668 FAX: (868) 634-4269  
Contact Frances at dynamitemarine@gmail.com  
www.yachtworld.com/dynamitebrokerage  
www.dynamitemarine.com

**Bay Island YACHTS**

**Large selection of Yachts & Power Boats**  
List available on request

SEA'SHAK US\$22K  
2001 41' Beneteau Oceanis 40CC

1977 Valli Celli CA135 "NOMADE" EUR 35K

1988 33' Hunter Sloop US\$30K

1996 48' Nordhavn 48 "LOUISIANA LAURE" US\$150K

1974 52' Arnel Meltemi US\$99K

heather@bayislandyachts.com, alain@bayislandyachts.com

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

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

**MULTIHULLS:**

47' Lagoon '99, 4 cabin/5 head	349K	42' Beneteau 423 '07, 2 cab/2 hd PVT.	259K
46' FP Bahia '01, 4 cab/4 hd	348K	42' Hallberg Rassy '84, Ketch CC, 2 cab	229K
41' Lagoon 410 '01, 4 cab/4 hd	279K	41' Morgan 416 CC '83, 2 cab/2hd	69K
40' Fount. Pajot Lavezzi '03, 3 cab/2 hd	295K	41' Beneteau Oceanis 413 '01, 3cb/2hd	114K

**SAIL:**

55' Tayana '89, Cutter CC, 2 cab/2 hd	295K	40' J Boat J/120 '97, 2 cab/1 hd	195K
54' Hylas Deck Salon, '00 Luxury crsr	850K	40' Bayfield '84 Ketch, 2 cab/1 hd	89K
52' Farrington Schooner '86 Grt.cond	299K	40' Jeanneau Sun Ody '99 3 cab/2 hd	109K
48' Baren Sea Trader '89, S. African	120K	38' Hunter 386 '03, 2 cab/1 hd	109K
47' Bluewater Vagabond 47 '87, Furling	199K	38' Bavaria Ocean '98 CC, Private	149K
46' C Rhodes Alum. Ketch '84, 2cb/2hd	199K	37' Beneteau Idylle '87, 2 cab/2hd	55K
46' Beneteau 461 '01, 2 cab/2 hd PVT.	199K	36' Gulfstar '83, 2 cab/1 hd	72K
45' Dufour Classic '99, 3 cab/2 hd	129K	36' S2 11.0A '85, 1 cab/1 grt berth/1 hd	39K
45' Waquizez MS45, 90, Pilothouse	239K	35' Beneteau Oceanis 351 '99	57K
44' CSY '79, CC 2 cab/2 hd	84K	34' Bavaria '01, 2 cab/1 hd	59K
44' CSY Walkover '79 w/ business	165K	31' Golden Hind '78 Cutter 1cab/1hd	29K
44' Freedom 44 '82 Cat-Ketch 2cb/2hd	104K		

**POWER:**

58' Hatteras Yachtfish '77, 3 cab/3 hd	367K
56' Horizon Motor Yacht '01 4cab/3hd	475K
48' Sunseeker Manhattan '97, 3cb/2hd	339K
42' Hi-Star Trawler '88, 2 cab/2hd	160K
36' Heritage East 36 '01, Fully equip'd	159K
35' Maxum SCR 3500 '01 2cab/1hd	129K

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

**CREW VACANCIES!**  
email: crew@tradewindscruiseclub.com

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](mailto: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

**WHAT'S ON MY MIND**

*The Start of the Season*

by Andy Pell

**NOW** is the time to start the sailing season. The brown, snuff-dry hillsides will soon start to change to vigorous greens; the birds have started nesting, a sure sign that the rainy season is about to start. The anchorages are emptying and although the sailing can be wetter and wilder, the people on the islands have more time for us and are even more welcoming.

This is the time to cruise these islands, to have the freedom of the seas. There is a slightly different feel about; we know that there might be a hurricane; we know that we might have to rely on each other. Our boats may even lean on each other if the worst happens, but we are the cruisers who actually choose to be here. There is a greater sense of community and a real feeling of pleasure in meeting other yachties who also stay beyond the time insurance companies feel we should have moved to places where hurricanes have not recently visited. Given the nature of life it may be that the insurers will gamble on the wrong places again. There has even been a hurricane in the South Atlantic in the past.



CHRIS DOYLE

Where is everyone else? Summer can be a wonderful time to cruise the Caribbean

This is the time of year when the weather forecasts are actually immediately considered, rather than soon disregarded. Charts are pored over for the nearest hurricane holes and possible haul-outs. Plans are in hand for anchoring, driving into the mangroves; stores are laid for the contingency of having to manage after a serious storm. The chance of hurricanes does reduce our cruising range, we chose not to be more than a few days from a secure anchorage, but there are many places to visit which are close enough for even our high level of risk-aversion.

Conversations can, however, sound rather worrying but the fact that the interlocutors survived their experiences can be seen as some reassurance. Those who experienced Ivan tell stories that would make your toes curl. As these overheard conversations are often at bar — or poolside — some embroidering is forgivable.

Last year we were caught in Hurricane Dean in Martinique. The locals, lulled into apathy by the many hurricanes which in previous years approached and then dodged around their island, turned into the kindest, most generous friends after they saw the damage wrought by Dean.

Frank ferried us about in both his dinghy and his car; Richard, a newfound friend, insisted on helping with, and solving, a mechanical problem; Robert offered his space in the local marina (a generous offer which we did not need to take up).

We were welcomed into Elle's home for the night of the hurricane and stayed rather longer; he later lent us his car for the period of restoring *Tixi Lixi*, our by then rather beaten-up, but still floating, ketch.

Despite the real possibility of having to experience another hurricane, this is a wonderful time to cruise the Caribbean.

If any time of the year gives the pleasurable feeling of being free of the "nine-to-five hamster wheel", this is it. I do sympathize with those racing back to their places in the structure, and strictures, of the modern world.

We do know that this is the Hurricane Season. We are not complacent but we choose to sail when others don't. We left when the charterers started to wreak havoc around us: *Tixi Lixi* was hauled when others were launched.

Those of us who sail these islands during the quieter times are delighted to be here for this season.

# Caribbean Compass Market Place

## Antigua



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

www.thelucy.com +1 268 720 6868

## Dominica



**UNIQUE IN DOMINICA  
Roseau & Portsmouth**

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

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

## Martinique

RIGGING



SHIPCHANDLER

LE MARIN, MARTINIQUE • GRENADA

www.caraibe-greement.fr cgmar@wanadoo.fr  
Phone: +(596) 596 74 8033 Cell: (596) 696 27 66 05

## Azores

### MID ATLANTIC YACHT SERVICES

PT-9900-144 HORTA / FAIAL, AZORES  
TEL +351 292 391616  
FAX +351 292 391656  
mays@mail.telepac.pt

www.midatlanticyachtservices.com

Providing all vital  
Services & Repairs for Trans-Atlantic Yachts  
Electronics, Chandlery, Rigging  
Bunkered Fuel (+10,000lt)  
EU-VAT (15%) Importation

## Grenada

SAILMAKING, RIGGING, ELECTRONICS



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

## A&C Yacht Brokers

Bateaux neufs et d'occasion

Concessionnaire *Fountaine Pajot*  
CATAMARANS

Dominique AMICE 06.96.28.70.26

Bureau: 05 96 74 94 02 scyb@wanadoo.fr acnwboats@orange.fr  
www.acyachtbrokers.com Port de Plaisance 97 290 Marin Martinique F.W.I.

## International Yacht Broker Bateaux Neufs et Occasion

Représentant JEANNEAU, LAGOON, Fountaine PAJOT



PETIT BRETON  
ANTILLES

Port de plaisance, 97 290 Le MARIN, Martinique, FWI  
Tel: + 596 (0)596 74 74 37 Cell: + 596 (0)696 29 71 14  
www.petit-breton-antilles.fr pbvente@orange.fr

## Bequia

### PORTRHOLE 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!

## Guadeloupe

*Cruising Rally*  
TRANSCARAIBES 2009



Guadeloupe  
to Cuba

e-mail: contact@transcaraibes.com  
www.transcaraibes.com  
Tel: + 590 (0) 690 494 590



Phone (+596) 596 74 77 70  
carenantilles.marin@wanadoo.fr  
www.carenantilles.com

## Carriacou

### SLINGS UPHOLSTERY PLUS

THE FINEST QUALITY WORK!

\* MARINE AND GENERAL UPHOLSTERY.

\* BOAT CANVAS WORK.

\* FINE ART- LEATHERS- CRAFT etc.

*Slingscover*

TYRELL BAY, CARRIACOU, GDM. 473.403.4416

## Martinique



THE SPECIALIST FOR  
BOAT MAINTENANCE  
IN MARTINIQUE

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



clippers-ship@wanadoo.fr  
Tel: (0) 596 71 41 61 Fax: (0) 596 71 77

continued on next page →

# Caribbean Compass Market Place

## Martinique

**LOOKING FOR FLAGS?**  
Specializing in flags since 15 years in the Caribbean. Any country, any size, customized wide stock, fast delivery.



**WIND**  
+ (596) 596 682 128  
[www.wind-flag.com](http://www.wind-flag.com)

## MARINE CONSUMABLES

Composites . Paints & Varnishes . Marine batteries  
Teak . Glue & Caulking . Maintenance products



Martinique + (596) 596 682 128  
Guadeloupe + (590) 590 992 769  
[www.wind-flag.com](http://www.wind-flag.com)  
WHOLESALE & RETAIL

## TOUS LES BATEAUX TOUS LES CARBURANTS



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

## Voiles Assistance Didier and Maria

**LE MARIN/MARTINIQUE**  
Sails & Canvas (repairs & fabrication)  
located at Carenanilles 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

## St. Lucia



**LAUNDROMAT**  
Washing your car, setting up your motor, installing Marine Gear in St. Lucia, Marginal Lamination, will take care of all your boating requirements.  
Located in the Marine Village, our state of the art equipment, efficient crew, boat care services and service of certified marine technicians ensure your boating pleasure.  
Call us now for a free quote.  
Tel: (766) 452 1234  
Fax: (766) 452 1234  
www.mangrove.com

## St. Maarten



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

## St. Thomas



**MARITIME YACHT SALES**  
Independent Boatyard, St. Thomas, VI  
340-774-3175 Office • 340-513-3147 Cell  
yachts@viaccess.net yachts@vipowernet.net  
[www.maritimeyachtsales.com](http://www.maritimeyachtsales.com)

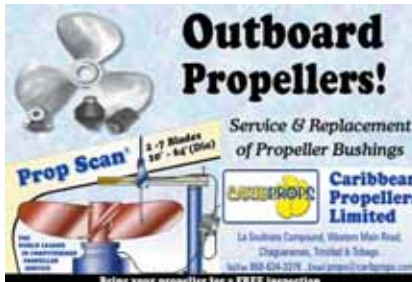
## Trinidad



**Soca Sails for BEST Service**  
Anderson  
New Sails . Sail Repair . Canvas Fabrication  
Winches . Sail & Canvas Consultations  
Crewsirtin Marina, Chaguaramas, Trinidad & Tobago.  
Tel: 868.634.4178 | Fax: 634.1044 | Email: info@socasails.com



**CARIBBEAN MARINE ELECTRICAL LIMITED**  
AC & DC SYSTEMS  
Design | Installation | Upgrades  
High Output Alternators & Regulators  
Chargers & Inverter Chargers  
Solar & Wind Systems  
Batteries - Deepcycle & Cranking  
Power Boats, Chaguaramas, Trinidad  
Phone: 868.634.2359 | Fax: 634.4561 | www.electromarine@tnt.net.tt



**Outboard Propellers!**  
Service & Replacement of Propeller Bushings  
Caribbean Propellers Limited  
La Soufriere Compound, Western Main Road, Chaguaramas, Trinidad & Tobago.  
Tel: 868-634-2376. Email: prop@caribbean.com  
Bring your propeller for a FREE inspection

## Trinidad




OVER 20 YEARS EXPERIENCE  
**THE SHIP'S CARPENTER**  
Major Refits • Yacht Joinery & Repairs  
Teak Decks • Fridge & Freezer • Varnish Work  
Power Boats, Chaguaramas, Trinidad & Tobago  
Tel: 868-634-2205 | Email: shipcarpenter@yahoo.com



General Contractors & Yacht Management  
**KNJ MARINE SERVICE LTD.**  
Topside Painting **GRIP**  
Fibreglass & Gelcoat Repairs  
Osmosis Treatment  
Mechanical & Electrical Repairs  
Peake Yacht Services, Chaguaramas, Trinidad & Tobago  
Tel: 868.634.1021 | Fax: 634.4429 | Email: knjmar@cablennet.net



**FIRST MATE LTD.**  
Yacht Deliveries @Powerboats Chaguaramas Trinidad  
Refits  
Installations  
Repairs  
Caretaking  
Personal Project Management  
Yachts up to 120'  
Ph: (868) 634-1709 info@firstmateltd.com Cell: (868) 688-4491 www.firstmateltd.com



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

THIS COULD BE  
**YOUR**  
MARKET PLACE AD

Book it now:  
[tom@caribbeancompass.com](mailto:tom@caribbeancompass.com)  
or contact your local island agent

continued on next page →

# Caribbean Compass Market Place

## Trinidad

Sailmaking excellence in the caribbean  
...built tough!



Power Boats Compound, Western Mn Rd, Chaguaramas, Trinidad W.I.  
Phone 868 634 4137 | Fax 634 2125 | VHF Ch66 | barrow@tstt.net.tt

THE ELECTRONICS EXPERTS!  
**ELECTROPICS**  
AUTHORISED DEALER & SERVICE CENTER FOR

**GARMIN FURUNO B&G**  
**SIMRAD MASTERVOLT SkyMate**  
**ACR**

and too many others to be named here

Tropical Marine, Chaguaramas  
868.624.2232 info@electropics.com

## Venezuela

PORT MARINE SUPPLY




Portmarinesupply@yahoo.com  
Bahia Redonda  
Puerto La Cruz - Anzoategui

THIS COULD BE  
**YOUR**  
MARKET PLACE AD

Book it now:  
[tom@caribbeancompass.com](mailto:tom@caribbeancompass.com)  
or contact your local island agent

Navtech Electronics Limited



SCS Factor Raymarine  
**FURUNO**  
**GARMIN ACR ICOM**  
AND MANY MORE OF THE BEST BRANDS!!

Telefax No: (868) 634-1231 c/o Coral Cove Marina Hotel  
Cell: 766-0518 Western Main Road  
Email: navigationalelectron@tstt.net.tt CHAGUARAMAS.

Venezuelan Marine supply  
Vemasca, C.A.  
Marine Distributors  
[Venezuelanmarsupply@cantv.net](mailto:Venezuelanmarsupply@cantv.net)  
[Vemasca@c-com.net.ve](mailto:Vemasca@c-com.net.ve)



Av. Raul Leoni, Playa Concorde, Sede Asovene  
Porlamar - Isla Margarita  
P 58 295 2642837  
F 58 295 2647293

## Caribbean-wide

CARIBBEAN CHANDLERIES

**BUDGET MARINE**

See our ad on the inside cover



The Caribbean's  
Leading Chandlery

[www.budgetmarine.com](http://www.budgetmarine.com)

**Island Water World**

**Marine Distributors**  
[www.IslandWaterWorld.com](http://www.IslandWaterWorld.com)  
[sales@IslandWaterWorld.com](mailto:sales@IslandWaterWorld.com)  
St Thomas, St Maarten,  
St Lucia, Grenada  
P: 599-544-5310 F: 599-544-3299

Home of the  
5 Year - 50,000  
Mile Guarantee



**DOYLE**  
SAILMAKERS  
[www.doylecaribbean.com](http://www.doylecaribbean.com)

Serving the Caribbean

With eleven locations from Puerto Rico to Panama

—Continued from page 9

### Business Briefs

#### YSATT Says Hello and Good-Bye

Sharon McIntosh resigned as General Manager of the Yacht Services Association of Trinidad & Tobago (YSATT) in December 2007, to accept a position within the government service. She joined YSATT in 2005 and worked tirelessly to promote



YSATT, especially with government organizations, for the benefit of the yacht service industry. Sharon is still involved in the industry as manager of The Caribbean Marine

Association and as chairperson of the government-assigned Yachting Steering Committee.

Gina Hatt-Carvalho has been appointed Manager of YSATT. Gina has been employed with YSATT since 2002, and has had a close working relationship with its members and other key players in the industry. Along with the previous General Managers and the Events Committee, she has planned and executed such events as YSATT's Marine Trade Show.

Catherine Whitby is the new Administrative Assistant of YSATT. A familiar face in the Chaguaramas area, Catherine worked at Boaters' Enterprise for ten years, managing the office there and working on familiar media projects such as *The Boca* and the *Boaters' Directory of Trinidad and Tobago*.



New Manager Gina Hatt-Carvalho steps into the role with six years of experience at YSATT



General Insurance

Life & Health Insurance

Asset Management



**CONGRATULATIONS**  
to  
**"STORM" Racing Yacht**  
on an excellent year

BVI Spring Regatta 2008 - 1st in Class  
Port Louis Sailing Festival 2008 - 1st in Class  
Grenada Sailing Festival - 1st in Class  
St. Croix Sailing Series, USVI - 2nd in Class  
St. Maarten Heineken Regatta - 2nd in Class  
Antigua Sailing Week - 2nd in Class  
Culebra, Puerto Rico - 2nd in Class  
CORT Series - 2nd Overall

# What's New at Island Water World

July

## STERLING BATTERY CHARGE MANAGEMENT SYSTEMS:

**STERLING  
POWER PRODUCTS**



**NEW**

### ProSplit R

#### Advanced Split Charge Management

This device uses a micro processor to monitor multiple battery banks which are being charged by an alternator, ensuring that each battery receives the power required and no current back feeds through the unit. The engine start battery is always prioritized over other batteries for charging. The system will also disconnect the alternator or individual batteries in the event of problems in the system.

ST00103 - 24V /100 Amps / 3 outputs  
ST00123 - 12V /120 Amps / 3 outputs  
ST00182 - 12V /180 Amps / 2 outputs

### ProPulse

#### Battery De-sulphation Unit

The ProPulse Battery de-sulphation and maintenance device connects to a 12V battery bank. It reverse feeds a small electrical pulse back into the battery, which prevents and also reverses sulphation on the battery plates. By keeping the plates clean and free from sulphation, the battery stays fresh and responsive to charging and discharging. It prolongs battery life and rejuvenates older batteries. ST00012 - 12V



## What you need

### DIVE BUDDY FLOATS: *New shipment just arrived!*



Soft and permanently buoyant!

Extra large: 26" x 74" x 2"



Full circle pillow for extra buoyancy. Honey-comb closed cell foam on one side and glossy smooth on the other. Floating bar not included.

### Be hurricane prepared!



New shipment of rope, chain and anchors just arrived at Island Water World!

## What's on Sale

### CRC DRY LUBE



**25%\* OFF!**

Penetrates & bonds to metals, wood, rubber, plastic. Lubricates & helps reduce friction & drag. Repels water, dirt & oil. Seals out moisture to prevent mildew & corrosion.

CC06112 \$6.63 NET

### ISLANDS 77 PLUS

Tin free **20%\* OFF!**

Protects your boat against the harshest marine environments using the newest biocidal technology.

\$180.00 NET



### C&H LURES All 25%\* OFF!



### STAR BRITE PREMIUM TEAK OIL **30%\* OFF!**



**Star brite**

Premium Teak Oil formula combines virgin Tung Oil with special polymers that bond with Teak and create an extra long-lasting finish.

SB85100 - Gallon \$51.24 NET

\*Discounts valid for July 2008 while stocks last.

# Island Water World

**MARINE DISTRIBUTORS**

Based on Knowledge **BUILT ON VALUE**

**BOSTON WHALER**

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

Authorized dealer of **EVINRUDE**



St. Thomas, U.S.V.I.  
Yacht Haven Grande  
Tel: 340.714.0404  
Fax: 340.714.0405

St. Maarten, N.A.  
Cole Bay  
Tel: 599.544.5310  
Fax: 599.544.3299

St. Maarten, N.A.  
Bobby's Marina  
Tel: 599.543.7119  
Fax: 599.542.2675

St. Lucia, W.I.  
Rodney Bay Marina  
Tel: 758.452.1222  
Fax: 758.452.4333

Grenada, W.I.  
St. George's  
Tel: 473.435.2150  
Fax: 473.435.2152

Grenada, W.I.  
Grenada Marine  
Tel: 473.443.1028  
Fax: 473.443.1038

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

Island Water World Marine Distributors • [www.IslandWaterWorld.com](http://www.IslandWaterWorld.com) • [sales@IslandWaterWorld.com](mailto:sales@IslandWaterWorld.com)