Kate Debuts at St. Martin Classic — see story on page 14
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But Safety is affordable
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Different features available.
Offshore Plus version for open
ocean passage-maker: ORC
equipment pack.
Offshore
Standard and
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exist in version 4
to 10 person with
single or double
insulating floor,
and valve or
canister...
make your
choice.
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Provides minimum of 33.7 lbs
of buoyancy
when fully
inflated. Heavy-duty
sailing harness with
rings and
buckle.
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freshens, and counteracts
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Wireless Man Overboard
Monitoring System
Raymarine LifeTag is your
personal wireless man
overboard system.
RAY/E12185

Distress signal

Day & Night distress signal.
waterproof Light & Smoke.
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JOHN KNIGHT

Former USVI resident John Knight died January 26 after battling kidney disease and lung cancer in recent years. He was 77. According to a February 21 obituary in the Herald Tribune, English-born John and his South African wife Barbara crossed the Atlantic Ocean from Johannesburg in 1963 in a 46-foot steel-hulled sailboat, Arvin Court, which he designed and built. Barbara said, “We had no equipment. We had no refrigeration. We were young and enthusiastic and a little naive, but we were never reckless.” They reached the Virgin Islands in July 1963, then waited until the end of hurricane season to set sail for England early the next year on their second transatlantic journey.

The couple sold their boat in England and returned to the Caribbean in 1965 when Knight was offered a job with a charter boat service. He enjoyed yacht racing and built a second boat, a 23-foot live-aboard cruiser, while living in the Virgin Islands until 1986. The Knights also ran Knight Air Service, an airline handling company, in the islands.

During his retirement, the couple moved to the US, where John created a men’s golf league in Maryland and owned and operated a print shop after moving to Florida in 1994.

FREQUENT CLEARER Option for US Boaters

US Customs and Border Protection has implemented a Local Boater Option (LBO) for frequent small boat operators and passengers in the USVI and Puerto Rico. The Miami and Tampa areas in Florida are also included. This will allow US Customs and Border Protection to expedite the arrival-reporting process for “low-risk” boaters. Enrolment in the LBO program is voluntary, free of charge and will facilitate clearance procedures by allowing boaters to clear in by telephone rather than reporting in person at a Port of Entry. All US citizens and permanent residents over 14 years of age are eligible to participate. In order to participate you must contact US Customs and Border Protection at a designated registration location and make an appointment to present all required documentation.

For more information phone St. Thomas (340) 774-6755; St. John (340) 776-6741; St. Croix (340) 773-1011; Fajardo (787) 863-0950.

GRENADINES COASTAL CONSERVATION PROJECTS FUNDED

The Sustainable Grenadines Project has awarded funding to five community-based organisations in the Grenadines for coastal and marine conservation “mini-projects”, which will give the groups experience of implementing projects with the hope that they can attract larger funding in the future. The projects for 2007 are The Bequia Coastal Areas Enhancement Project to be implemented by the Paget Farm Government School 4-H Club; The Protection and Beautification of Saline Beach by the Mayreau Regatta & Sporting Committee; The Coastal Preservation and Enhancement Project by the Petite Martinique Catholic Youth Movement and the Petite Martinique Women’s Organisation; The Coastal Plastics Reduction Project by the Union Island Environmental Attackers; and The Fort Murray Enhancement Project by the Union Island Museum and Ecological Society.

Compass On-Line Subscriptions Now Available!

Great news — on-line subscriptions to Caribbean Compass are now available! On-line subscribers will be able to read each entire monthly issue, every page, with all articles, photos, and advertisements including the classifieds, at home, at work (hey, it’s research!) or while traveling. Every page is downloadable and printable, too, for those articles you want to file or share with friends and family. And best of all, no waiting for the postman to arrive!

For full details visit us at www.caribbeancompass.com.

Carriacou Children’s Education Fund Announces Scholarships

Melodye Pompau reports: The Carriacou Children’s Education Fund (CCEF) is an informal, voluntary group including individuals from visiting yachts and local businesspeople. Since 2000, CCEF has conducted fundraising activities during the first week of August at the Carriacou Yacht Club in Hermitage, Carriacou, coinciding with the Carriacou Regatta Festival.

THE UNION ISLAND ENVIRONMENTAL ATTACKERS

The Union Island Environmental Attackers are among those granted funding for coastal conservation mini-projects.
Continued from previous page

During this time, over EC$40,000 has been raised to provide uniforms, school supplies and other educational assistance to the children of Carriacou. Our mission is to help as many children as possible and to fill the gap between what is required for a child to receive a proper education and what the families can provide.

Since its inception, CCEF has provided assistance towards this goal in over 400 cases. Our success is due primarily to the hard work and generosity of the visiting yachts and the local population who support us, and is our way of saying "thank you" to the people of Carriacou for the warm welcome we always receive. Proceeds from our 2006 fundraising allow CCEF to offer scholarships to two needy/qualified students for matriculation (two years) at the TA Manrosyshow Community College in Carriacou, Grenada. TA Manrosyshow Community College (TAMCC) is a fully accredited two-year college offering full and part-time programs leading to Bachelors and Associate Degrees, and Certificates. TAMCC aims to provide accessible quality education and training opportunities to help individuals achieve their personal and professional goals and to cater to the changing needs of the labor market.

For the school year beginning September 2007, CCEF will provide full tuition for two years at TAMCC for each of the two scholarship recipients, along with EC$500 each to be used to help cover the cost of required textbooks. These scholarships at TAMCC are a natural extension of the assistance that CCEF has provided the primary and secondary school children of Carriacou in the past and we hope that they are just the first of many more scholarships in the future. For more information contact CCEF at boatmillie@aol.com.

Educational Opportunities for Cruising Kids

The Woburn Pre-Primary School on the south coast of Grenada is open to young cruising children, as well as Grenadians and residents. The school is easily accessible from the anchorages at Hog Island, Woburn and other nearby bays. For more information visit Headteacher Judy Belmar at the school. Cruising families should also check out www.floating-classroom.com. It’s full of learning adventures hosted by Kim Saunders and David Hartman who are currently cruising the Caribbean aboard their 37-foot S&S classic Amanza.

Cruisers’ Site-ings

• Are you heading to Colombia by boat, or there already? Be sure to check out www.destinationcaribbean.com/coast-guard-cruiser-alliance.html for a wealth of useful information and suggestions.
• Interested in a novel by a young Caribbean author? Have a look at www.lulu.com/delecia.
• Anthony Todd writes: I have started an On-line Yachting Community called YachtBuddy.com. This is an ideal venue for those cruisers who travel with laptop and digital camera and wish to keep an on-line travel log for friends to view. The site also has a sophisticated Auction and Classified section where all nautical items can be sold.

Caribbean Marine Association to Meet

The 1st Annual General Meeting of the Caribbean Marine Association (CMA) will be held at Antigua Yacht Club, English Harbour, Antigua, on Tuesday 8th May at 10:00am. The CMA is a regional association geared towards the development of the yachting industry within the Caribbean Basin. For more information contact CMA Manager, Sharon McIntosh at info@caribbeanmarineassociation.com or (868) 634-4938, or visit www.caribbeanmarineassociation.com.

Ooops!

Okay, we’ll blame it on the Printer’s Devils. At least they have a sense of humor. In the February issue of Compass, the standing headline above Don Street’s regatta report on page 10 should have read “THE SUPERYACHT CUP ANTIGUA 2006”. But it seems the devils thought “PROSPERO’S PANTRY BY FENELLA” — a standing feature for one of our recipe columns — went better with the article’s title of “Super Size Me”!

Charitable Writers

Who says cruisers are cheap? The following Compass writers have donated the proceeds from recent articles to worthy local causes: Frank Peace to the Amazing Grace Foundation in Antigua; Clara Decker of Sea Services in Martinique to the Bequia Youth Litter Project; Heather Bacon to the Woburn Pre-Primary School in Grenada; Kenwyn Boshoff and Derek Berry to Bequia’s Sunshine School for children with Special Needs; Steve Jost to St. Benedict’s Infant Hospital in St. Vincent; John Rowland to the Bequia Community High School Library; and Al and Lois Leon to the Mayreau Government School in Mayreau. Your generosity is appreciated!

Compass Annual Writers’ Brunch, April 5th 2007

Marjorie Mowry reports: As another memorable cruising year wrapped up in December, an indelible 2006 highlight came to mind: The Caribbean Compass’s annual Writers’ Brunch, graciously hosted by said publication aboard the magnificent Friendship Rose during last year’s Bequia Easter Regatta. I felt extravagantly overcompensated for my poor screed as I joined other contributing writers, photographers and supporters aboard the historic, 100-foot island schooner. As the expert Friendship Rose crew weighed anchor, our champagne welcome evolved into a delicious movable feast under billowing canvas and blue skies. Topping it off was the split-level conviviality, as we matched familiar bylines and masthead monikers to friendly faces. Thanks again, Caribbean Compass, for a marvelous experience and another year of your top-notch publication. And to all those wannabe contributors: I urge you to start punching typewriter keys and shutter buttons. Your viewpoint is appreciated — and the perks are fabulous!

The Compass Crew says: Calling all contributors! If you’ve had an article, photo or poem published in the Compass during the past 12 months, you are cordially invited to bring a guest and join us at this year’s Compass Writers’ Brunch on Thursday April 5th at the ever-popular Mac’s Pizzeria in Bequia. The Compass Writers’ Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole week-end of fun. Tito reminded us to make sure to mention that the party is absolutely free — it’s our way of saying a special thank-you to everyone who makes the Compass what it is. Hope to see all you contributors there!

Please RSVP by March 28th to sally@caribbeancompass.com or phone Sally at (784) 457-3499.

A banana daiquiri without a Northern Lights generator.
Dear Happily Insured Sailors
Please sign us, and that’s worth writing home about.

Global or Generali, and receive no consideration from us (and sailors are suspicious), we have no connection with the manufacturers and, therefore, no ability to help fix it. To Medishield.com and see for yourself. There really is no excuse to go cruising without health insurance these days.

For the suspicious (and in our experience, all good sailors are suspicious), we have no connection with Global or Generali, and receive no consideration from them. Just that when we have tested a product for six years, and found it to work well, then we like to share the experience. We all know that very few things on boats work as advertised.

It’s easy to pick the best whatever “it” is you want on the internet. The difficult question is whether whatever it is you just bought with your precious cruising dollars will stand the test of time in a difficult environment. Our health insurance has done just that, and that’s worth writing home about. Please sign us.

Dear Compass,

We are currently in Panama. We left San Francisco in 1996 for the start of our circumnavigation. In 1998 we purchased a Four Winds II wind generator directly from the manufacturer, Everfair. We bought the unit down to Mexico from the west coast US and installed it there. Because Mexico has very little wind, we needed for the unit last until we headed out across the Pacific, eight months later. When we got to New Zealand we discovered we had a multitude of problems. After running around in circles like hamsters on a treadmill with the old management at Everfair and getting the run around from them too, we got lots of “It’s not our fault; you must have broken it or done something wrong: try to fix it yourself”. Most of the problems were manufacturing related.

Recently, a friend of ours and fellow SSCA member, circumnavigator Bruce Dage, told us that Everfair has a new name, Four Winds Enterprises, and new management and appeared to be some nice folks (Paul Marcuzzo) who were genuinely interested in helping some unhappy customers from years past. We e-mailed Paul and told him our story. He e-mailed back the next day and with no reservations, went above and beyond the call of duty for us, since we had an unusual amount of manufacturing-related problems. He didn’t have to do anything, since this was before his time, but he did and showed us that there are still some good, honorable business folks around who genuinely care about their customers and their products. Even after the smoke clears. Even if it wasn’t their smoke. We e-mailed him and told them our story. He e-mailed back some unhappy customers from years past. We e-mailed Paul and told him our story. He e-mailed back the next day and with no reservations, went above and beyond the call of duty for us, since we had an unusual amount of manufacturing-related problems. He didn’t have to do anything, since this was before his time, but he did and showed us that there are still some good, honorable business folks around who genuinely care about their customers and their products. Even after the smoke clears. Even if it wasn’t their smoke. This guy went the extra mile for us, so we’d like to go the extra mile for him.

We recommend Paul and his company with no reservations at all. He’s a good businessman who is interested in manufacturing good products and standing behind them, unlike a lot of marine-related businesses we’ve encountered over the years. Paul also advised us that they have made some changes that have made their units much better and more reliable. Now, they offer a three-year guarantee as opposed to one year in the past. I call that putting your money where your mouth is.

There are a number of marine-related products and service businesses that we’ve dealt with over the years that could take a lesson from this guy. Investment dollars in this type of approach and service comes back multiplied many times over down the road. We know you’ve all heard of the coconut telegraph. All of us cruisers talk to each other at some point and the topic usually comes up of what works and what doesn’t. Who gives good service and who doesn’t. Not to mention all of the new-to-be cruisers that read the letters we currently cruisers send to cruising magazines on these topics.

Dear Compass Readers,

As cruisers, we share many similar experiences and concerns. I believe that most of us would say that, despite the lovely surroundings, our fondest memories are formed around the people we meet. Cruising is an opportunity to meet a far broader cross-section of people than life on land provided. In the short time (20 months) that we have been cruising, we have met many wonderful and interesting people. Recently, on St. Lucia, we met the family that operates the Harmony Beach Restaurant & Bar. They are some of the finest people we have met anywhere. The food and service was some of the best we have experienced anywhere in the Caribbean. We would highly recommend them to anyone stopping near their Soufriere location. They will transport you from and to your boat, and also provide land-based taxi and tours.

As we are all aware, St. Lucia has been in the spotlight recently. There have been no complaints from us. We do not publish individual consumer complaints or individual retalia results from the community. We realize that no place is one-hundred-percent safe. Major North American cities have struggled to reduce crime for two hundred years, and continue to do so. That does not prevent us from visiting places like New York City. St. Lucia is a beautiful and interesting island, as are its people. We are happy that we stopped for a visit. Our cruising experience, and our memories, are better because of them. We hope you all take the time to share our positive experience.

Tony and Kris
S/V Ticketoo

Dear Compass Readers,

We want to hear from YOU! Please include your boat name or address, and a way we can contact you if clarification is required. We do not publish individual consumer complaints or individual retalia results from the community. We realize that no place is one-hundred-percent safe. Major North American cities have struggled to reduce crime for two hundred years, and continue to do so. That does not prevent us from visiting places like New York City. St. Lucia is a beautiful and interesting island, as are its people. We are happy that we stopped for a visit. Our cruising experience, and our memories, are better because of them. We hope you all take the time to share our positive experience.

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A humpback whale, named “Salt,” makes a 3,000-mile round-trip journey each year — swimming from the colder waters of the North Atlantic to the warm waters of the Caribbean Sea. To protect Salt and her species on both ends of their migration, the United States and the Dominican Republic have joined hands to form a special relationship — a Sister Sanctuary.

Salt was first seen in New England waters in the mid-1970s. She is a great-grandmother of the last 11 calves she has escorted there. She started on her way back to the Caribbean in late fall to mate and give birth to her young.

The sister sanctuary agreement was designed to enhance coordination in management efforts between the two sanctuaries and help improve humpback whale recovery in the North Atlantic.

"Long-term research tells us that the same individuals that summer off New England spend their winters off the Dominican Republic," said Stellwagen Bank National Marine Sanctuary superintendent Dr. Craig MacDonald. "Coordinating management and research across these habitats moves us several steps closer to ensuring the health of this endangered species."

The official memorandum of understanding to create the sister sanctuary relationship was signed by Daniel J. Bastia, NOAA Sanctuary Program Director and Dr. Maximiliano Puig, Minister for the Environment and Natural Resources for the Dominican Republic. The sister sanctuary agreement goes into effect immediately and establishes the cooperation guidelines for the next five years.

"This conservation action is important as a model for the wider Caribbean region," said Puig. "Our sister marine sanctuary was the first marine sanctuary to be established in the region, and it continues to lead by example. Our broadest mandate is to engender a new discussion in our society about the importance of marine mammals in the oceans in which they live and our responsibility as ocean stewards."

As sister sanctuaries, the two sites will explore new avenues for collaborative management efforts, including joint research, monitoring, education and capacity building programs. The NOAA National Marine Sanctuary Program anticipates that the relationship will be crucial to future protection of the North Atlantic humpback whale population, as well as to the development of further cooperative agreements.

"The sister sanctuary relationship will play a powerful role in protecting endangered humpback whales, and the opportunity for international cooperation in marine mammal research is invaluable," said Bastia. "This potential has the capacity to improve our scientific knowledge, enhance our management ability and increase the program’s visibility — benefits that extend far beyond the sanctuaries involved."

**Regional Significance**

During the past two decades, awareness of marine mammals and their habitats in the Wider Caribbean Region has increased. Because marine mammals are transboundary animals, successful conservation of marine mammals in the region will ultimately depend upon the commitment of countries there to build and maintain, with international assistance, internal capacities for setting conservation priorities and achieving high standards of population and habitat protection.

Our ability to protect humpback whales will be determined by understanding the mosaic of interactions, including the pervasive historical, geographic, biological, awareness of marine resources and maritime heritage by conducting scientific research, outreach and policy strategy within an environmentally relevant and socially responsible framework.

One of the goals of the Protocol concerning Special Protected Areas to the United Nations Environment Programme (UNEP) Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region is to develop specific regional and national management plans for endangered, threatened or vulnerable species in support of national biodiversity conservation efforts. In order to achieve this, the Caribbean Environment Programme of UNEP, under the framework of the Special Protected Areas Protocol, developed a draft “Marine Mammal Action Plan for the Wider Caribbean Region” in 2005. (See [www.cep.unep.org/pubs/meetings/maap/mmap.php](http://www.cep.unep.org/pubs/meetings/maap/mmap.php)). This framework of activities has been developed in order to improve efforts in the region to help them to develop and improve marine mammal conservation practices and policies. In order to accomplish these objectives, the draft Marine Mammal Action Plan specifically requests the following actions needed:

1. "design marine protected areas and other management regimes that maintain ecological connections between marine protected areas in order to satisfy species' requirements, including 'sister sanctuary' relationships that promote protection for transboundary assets."

**The Northern Sister**

The Stellwagen Bank National Marine Sanctuary encompasses 842 square miles of ocean, stretching between Cape Ann and Cape Cod offshore of Massachusetts. Renowned for its scenic beauty and remarkable productivity, the sanctuary supports a large and diverse assemblage of marine life, including humpback whales, more than 30 species of seabirds, more than 60 species of fishes, and hundreds of marine invertebrates and plants. The NOAA National Marine Sanctuary Program seeks to increase public awareness, outreach and policy strategy within an environmentally relevant and socially responsible framework.

—Continued on next page
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**The Southern Sister**

In October 1986, the Silver Bank Humpback Whale Sanctuary was established in the Dominican Republic to protect the mating, calving and nursery grounds of humpback whales. In 1996, the sanctuary was extended to include Navidad Bank and part of Samana Bay, covering the three main humpback breeding grounds in Dominican Republic waters. At this time the sanctuary was renamed Santuario de Manantiales Marinos de la Republica Dominicana. Today, it protects all marine mammals within its 19,438-square-mile area. Within the sanctuary, Silver Bank, located approximately 50 miles northeast of the Dominican Republic coast in the Caribbean Sea, represents the densest concentration of humpbacks found in the North Atlantic.

**Partners in Conservation**

Created in the year 2000 by the merger of more than ten institutions, the Ministry of Environment and Natural Resources is one of the young ministries of the Dominican Republic. Its mission is to protect and manage the country’s environment and natural resources with the objective of reaching sustainable development. Every year, during the humpback whale observation period of January to March, the ministry establishes an agreement with local and governmental institutions to promote tourism, marine and business activities within the sanctuary that do not affect the habitat and reproductive cycle of the mammals. This initiative is the result of the ministry’s policy for a open, democratic and participative management based on the cooperation and strategic alliances between the state, local communities, the private sector and non-governmental organizations.

NOAA, an agency of the US Commerce Department, is celebrating 200 years of science and service to that nation. From the establishment of the Survey of the Coast in 1807 by Thomas Jefferson to the formation of the Weather Bureau and the Commission of Fish and Fisheries in the 1870s, much of the United States’ scientific heritage is rooted in NOAA. NOAA is dedicated to enhancing economic security and national safety through the prediction and research of weather and climate-related events and information service delivery for transportation, and by providing environmental stewardship of the United States’ coastal and marine resources. Through the emerging Global Earth Observation System of Systems, NOAA is working with its federal partners, more than 60 countries and the European Commission to develop an open international monitoring system that is as integrated as the planet it observes, predicts and protects.

**Humpback Whales’ Family Tales**

At Stellwagen Bank, humpback whales are named each year at a “Whale Naming Party.” The underside of a humpback’s tailflukes have a distinctive black and white pigmentation pattern, unique to each individual, just like human fingerprints. Researchers name whales based on these coloration patterns. Stellwagen Bank boasts four generations of humpback whales. Born in 2001, Eden is the great-grandchild of Veil. (Veil gave birth to Batik, who gave birth to Filament, who gave birth to Eden.) From their summer feeding grounds in high latitudes, humpback whales migrate thousands of miles to their winter calving and mating grounds in the tropics. The humpback migration between New England and the Caribbean is approximately a 3,000-mile round trip.

Born in warm, tropical waters of the Caribbean (January to March), a humpback whale is between ten and 15 feet (3 to 4.5 metres) long at birth, and weighs up to 1 ton (907 kg) — the size of two pick-up trucks.

The calf, born tail-first, nurses on the mother’s rich milk which has a very high fat content — 35 to 50 percent compared with two percent for human milk and three to five percent for cow’s milk. Hundreds of litres are drunk daily. During the first six months of its life, the calf can grow almost an inch a day or almost 100 pounds (45-45 kg) per day. This weight gain is important because the calves need to build a thick blubber layer for their migration north to the cold waters of the North Atlantic.

The transition from nursing to feeding begins at around nine or ten months (October/November), when the calf begins to learn how to catch fish. During the Fall, calves “experiment” with different feeding techniques including filter feeding (taking large gulps of water below the surface and filtering the water through baleen plates), bubble feeding (releasing large bubbles to the surface to corral fish) and kick feeding (slamming her tail down on the surface to stun swimming prey).

During the feeding season (April to October), a humpback whale may consume up to a ton (1,361 kg) of food a day — easily over a million calories! Or they can eat as much as 5,000 sand lance. Each sand lance has fed on hundreds of zooplankton, that in turn has fed on millions of diatoms. So, one meal for a humpback may represent more than 400 million diatoms.

Humpback whales reach sexual maturity at six to ten years of age or when males reach the length of 35 feet (11.6 m) and females reach 40 feet (15 m). Each female typically bears a calf every two or three years and the gestation period is approximately 11 months. A calf will travel with its mother for 9 months to a year, learning everything it needs to know to survive on its own. Humpbacks do not eat during winter months, subsisting instead on reserves of fat built up over the summer feeding season. In fact, female whales may lose up to a third of their body weight during the nursing period, which can last up to a year.

Scientists estimate the average life span of humpbacks to be between 30 to 50 years, although no one knows for certain.


Dr. Nathalie Ward, External Affairs Coordinator for Stellwagen Bank National Marine Sanctuary, negotiated the sister sanctuary memo of understanding. Since 1990, she has served as marine mammal consultant for the United Nations Environment Programme/Specialty Protected Areas and its draft Marine Mammal Action Plan. She divides her time as a marine biologist and marine mammal educator between Bequia, St. Vincent & the Grenadines, and Woods Hole, Massachusetts. For additional information about the sister sanctuary relationship, please contact Nathalie.Ward@noaa.gov or nward@mbl.edu.

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**MARCH 2007 CARIBBEAN COMPASS PAGE 9**
Fair tides!

After its rising, the tide runs westward. Times given are local. Setting to just after its nadir, the tide runs eastward; and from just after its nadir to soon reaches its zenith (see TIME below) and then runs westward. From just after the moon’s passage (or zenith) for this and next month, will help you calculate the tides. Street’s Guides and compiler of Imray-Iolaire charts, which shows the time of the meridian passage faster and more comfortable. The table below, courtesy Don Street, author of

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For more information, see “Tides and Currents” on the back of all Imray Iolaire charts.

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

Water, Don explains, generally tries to run toward the moon. The tide starts running to

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 faster and more comfortable. The table below, courtesy Don Street, author of

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Determining population size is crucial to the conservation of marine mammal species. With humpback whales, two forms of identification are used — photo identification and genetics.

What’s in a Tail? Photo-Identification

Humpback whales have unique patterns on the undersides of their tails. Photographs of these patterns allow scientists to identify and keep records of individual animals. Based on this work, it has been estimated that there are nearly 12,000 individuals in the North Atlantic. Approximately 900 of these are estimated to be Gulf of Maine “residents” and some have been tracked since 1974. Each Gulf of Maine whale also has a name inspired by its unique tail pigmentation and agreed upon by researchers and naturalists. Over the years, four generations of Gulf of Maine humpback whales have been tracked by photo-identification techniques. This research has greatly improved our understanding of humpback whale migration, habitat use, behavior and anthropogenic impacts.

A Pinch of Skin — Biopsy DARTing

Samples for genetic analysis are obtained by shooting a small dart from a crossbow at the whale. The dart takes a small sample of skin and blubber before bouncing off into the water. Back in the laboratory, DNA extracted from the sample can address questions such as the sex of each individual, population structure, evolutionary history, paternity of offspring, and social relationships.

Loyal Subjects — Research Findings

Using photo-identification and genetic analysis, scientists are able to conclude that humpback whales are “loyal” to their northern feeding grounds yet mix with other groups of humpbacks on their tropical breeding grounds. Whales from the Gulf of Maine, Newfoundland, Labrador, Norway, Greenland and Iceland meet annually in the West Indies where mating takes place. At the end of the season, the animals return to their respective feeding grounds with the newborns following their mothers. Mixing of the genes from different feeding populations is believed, among other things, to contribute to the resilience of humpback whales. Despite having been greatly reduced in numbers in the North Atlantic by intensive 19th and 20th century whaling, humpbacks appear to be making a strong recovery throughout much of the North Atlantic. Studies on Stellwagen Bank and elsewhere in the Gulf of Maine show that the population is growing at between four and six-and-a-half percent annually.

Interested in Assisting with Research?

Tail fluke photographs are critical to research and future conservation of humpback whales throughout their range. If you have humpback whale fluke photos from the Caribbean region, please send the following address with your name and contact information for crediting as well as date, place, longitude/latitude and any other relevant information.

Nathalie Ward, Director
Eastern Caribbean Cetacean Network
ward@mbl.edu

Did You Know?

- One of the baleen whales, humpback whales are found in all oceans of the world.
- Newborn humpbacks average 14 to 16 feet long and grow to 45 to 55 feet when adults (males tend to be bigger).
- Adults weigh up to 45 tons.
- From their summer feeding grounds in high latitudes (in both northern and southern hemispheres), humpback whales migrate thousands of miles to their winter calving and mating grounds in the tropics. The humpback migration between the sanctuaries in New England and the Dominican Republic is approximately a 3,000-mile round trip. The longest humpback whale migration is one documented (through photo-identification) between the Antarctic Peninsula and Central America, a one-way distance of over 5,000 miles.
- Females reach sexual maturity at between five and ten years of age, and will calve every two to three years thereafter.
- Humpbacks do not eat during winter months, subsisting instead on reserves of fat built up over the summer feeding season.
- In fact, female whales may lose up to a third of their body weight during the nursing period which can last up to a year.
- They can live to be 50 years old, possibly much longer.
REGATTA NEWS

St. Maarten-St. Martin Classic Grows
The second 2007 St. Maarten-St. Martin Classic Yacht Regatta started on January 18th with the skippers’ briefing followed by an opening party at the Sponser bar on the Sint Maarten Yacht Club premises next to the Simpson Bay bridge. Although only ten of the 18 yachts registered were able to race, this was up nicely from the six yachts that entered last year’s inaugural event. Racing in what organizers describe as “perfect” conditions, the fleet was divided into three classes — Vintage, Classic and Spirit of Tradition — guaranteeing a podium place for almost everyone. The overall winner was Richard West’s Charm III from Anguilla. The St. Maarten-St. Martin Classic Yacht Regatta is organized by the St. Maarten-St. Martin Classic Yacht Regatta Foundation and West Indies Events. For more information visit www.ClassicRegatta.com.

St. Maarten’s Lagoon Sailing Series
The last of St. Maarten’s January series of the Lagoon Sailing programme saw a record nine boats enjoying stiff competition in light breezes that were generally more from the south than usual. First place went to Frits Bus with 13 points, just pipping Bernard Sillem with 14 points. Third place went to Luc Knoel with 15 points. Many sailors used this series as a warm-up for February’s Necol Regatta, the winner of which effectively becomes the Sint Maarten/St. Martin champion sailor.

New Round Antigua Record Set
Ian “Magic” Hughes reports: Skipper Richard Archer raced his Swan 100 Virago to a record best time of five hours, 34 minutes and 41 seconds in the Round Antigua race over the weekend of 20 and 21 January. Caccia Alla Volpe, the Vallicle 44 owned by Carlo Falcone, was the overall winner ahead of Bernie Wong’s Huey Too and Virago. Caccia Alla Volpe, had the services of one of the world’s top skippers, two-time winner of the America’s Cup, Russell Coutts, on board. In the Racer/Cruiser Class, Huey Too beat Sandy Mair’s Several 30, streaker into second place and Marie Marie, the Feeling 38 from Guadeloupe, in third position. In the Classic Class, Hans Lammers’ Rhodes 41, Sunshine, and Eddie Baretto’s Hinckley 40 Moonshadow finished first and second respectively. Along with the racing, there were some sideline events, including the Miss Round the Island show, won by Ms Streaker. Castaways Beach Bar, Antigua Slipway, Last Lemming and English Harbour Rum all supported the event. Carlo Falcone of the Antigua Yacht Club Marina and Charles Kenlock assisted with free dockage for the boats over the weekend. Tom and Inga, two members of the committee boat, as well as Lord Jim’s Locker, played major roles in the success of the race.

For more information on Antigua Yacht Club visit www.antiguayachtclub.com.

Tuna Tops 38th Spice Island Billfish Tournament
Gary Clifford reports: The good weather, calm seas and promise of good fishing helped attract 37 boats carrying 167 anglers to Grenada’s 38th Spice Island Billfish Tournament held at The Grenada Yacht Club from January 23rd to 26th. Boats participated from Trinidad & Tobago, Scotland, St. Lucia, Barbados, Martinique and, of course, Grenada. The fishing fulfilled expectations.

—Continued on next page

Pretty Charm III was the St. Maarten-St. Martin Classic’s overall winner

The record-breaking 173-pound tuna caught by Ian Hutson from Barbados

BEQUIA EASTER REGATTA 2007
April 5th - April 9th

• Yacht Races
• J 24 Races
• Local Double-Ender Races
• Coconut Boat Races
• Crazy Craft Race
• Sandcastle Competition
• Shore Activities
• Lay Day Beach Splash

Notice of Race & Yacht pre-Registration: www.begos.com/easterregatta
Phone: (784) 457-3649
e-mail: bsc@caribsurf.com
The difference in the extra day lies in the courses. The usual format at the regatta is of competing in the more prestigious Commodores’ Cup by Budget Marine as well. Friday, Saturday and Sunday, however, only the spinnaker classes have the option to take place on Thursday, March 1st. This is new to now brings to six the fleet of speedy Surprises based in Martinique. However, the traditional regatta, which has always had three days of racing. All boats will still race Maarten Heineken Regatta. It will take place on Thursday, March 1st. This is new to now brings to six the fleet of speedy Surprises based in Martinique.

**Grenada Sail Fest 2007**

It was time for area boats to shine at the 2007 Grenada Sailing Festival. In the Workboat Regatta, this is a given, with entries all coming from the Grenada villages of Woburn, Soufriere and Grand Bay, and sister Grenadine islands of Carriacou and Petite Martinique. But in this year’s yacht races the winners were also pretty close to home. Although owner Lass Crouch is American, the overall winner of Racing Class, Star, was built in Trinidad and co-skipped by Trinidadian Peter Peake. The J/24 Class was dominated by Carriacou’s Jerry Stewart who won each of eight races aboard Houdini. Another Carriacou skipper, Jerome McQuillin, took Wayward to victory in Cruising Class 2 victory went to Peter Morris’s Morning Tide of Trinidad.

For full results visit www.grenadasailingfestival.com/results.htm.

**Fresh Surprise at Around Martinique Race**

Highlights of the Non-Stop Around Martinique Race, held on the weekend of February 3rd and 4th, were the winning 13 hour, 21 minute circuit of Régis Guillermot’s Fresh Surprise at Around Martinique Race. For full results visit www.grenadasailingfestival.com/results.htm.

**Clippers Ship**

Clippers Ship, at 7.45 metres, rounded the island in a blistering 15 hours 40 minutes, at times surfing at over 15 knots. Clips Ship’s crew, Nicolas Gillet, Emmanuel Velasquez, Bastien and Nicolas Poix, and Catherine Desroisiers, have all had previous experience racing aboard Surprises. Nicolas raced as a teenager aboard a Surprise that regularly did well at the Bequia Easter Regatta. Clippers Ship, completely refitted by her new crew in Martinique after being found in poor condition in France, now brings to the fleet of speedy Surprises based in Martinique.

**What is the Commodores’ Cup by Budget Marine?**

The Commodores’ Cup is an extra day of racing that has been added to the St. Maarten Heineken Regatta. It will take place on Thursday, March 1st. This is new to the regatta, which has always had three days of racing. All boats will still race Friday, Saturday and Sunday, however only the spinnaker classes have the option of competing in the more prestigious Commodores’ Cup by Budget Marine as well. The difference in the extra day lies in the courses. The usual format at the regatta is courses along the coast to a destination, or all the way around the island. During the Commodores’ Cup, the courses will be windward leeward courses instead. For more information visit www.heinekenregatta.com.

**8th Rally to Cuba**

The eighth edition of the Transacaribes yacht rally from Guadeloupe to Cuba will run from March 16th to April 8th, with stops in St. Martin, the British Virgin islands and the Dominican Republic. The final destination is historic Santiago de Cuba. Monohulls joining the rally can take advantage of the offer of a free haul-out in Pointe a Pitre before the start! For more information visit www.transacaribes.com.

**Bequia Easter Regatta — 26 Years!**

Preparations are well under way in Bequia for the Bequia Sailing Club’s 26th Easter Regatta, April 5th through 9th. In recent years, the Bequia Easter Regatta has grown into one of the region’s most popular small island regattas, with visitors and competitors coming from all over the world to take part in the Easter weekend’s activities. Last year’s record-breaking turnout of 40 yachts emphatically confirmed Bequia Regatta’s popularity in the racing and cruising community, and the Race Committee is consistently praised by its smooth running of the races and for its well-organised social activities. The J24 Class, first introduced in 2005, and since 2006 having its own specially designed courses, continues to be a major draw; the Bequia Sailing Club is also looking forward to a very active Racing Class this year with boats anticipated from St. Lucia, Grenada, Martinique, Barbados and Trinidad. The three-race series for 30 or more locally built double-enders from Bequia and other Grenadine islands continues to be one of the highlights of the regatta, drawing huge crowds of enthusiastic supporters and spectators at every available vantage point. With loyal sponsors Heineken, Mount Gay, Pepsi, Mountain Top Water, Digicel, the Frangipani Hotel and Tradewinds Cruise Club all back on board for 2007, the organisers are looking forward to another four-day Easter weekend packed with highly competitive yacht racing, thrilling double-ender action and an extra helping of Bequia’s famous hospitality to help celebrate 26 years of Bequia Easter Regatta! For more information see ad on page 11.

**Round Grenada Regatta 2007**

The beautiful Spice island has a keen fleet of locally based racers who welcome one and all to join them for this year’s Round Grenada Easter Regatta, April 5th through 9th. A Classic Class, including the famous Carriacou Boops, will be added an attraction. For more information see ad on page 13.

**Guadeloupe’s Triskell Trophy Regatta**

The regatta pros in Guadeloupe are gearing up for the Triskell Trophy Regatta to take place on April 21 and 22. Guadeloupe has been making quite a name for itself in racing circles lately, and here’s a chance to find out why! For more information see ad on this page.

**20th Antigua Classic Yacht Regatta**

Kenny Coombs reports: The Antigua Classic Yacht Regatta, to be held April 19th to 24th & 20 years old this year and still going strong. We are still expecting a good turnout, especially in the Vintage Class, despite the fact that some of our regular competitors are wintering in the Med in preparation for the Americas Cup in Valencia. Our special thanks go out to Panerai for continuing as our Platinum Sponsor. In celebration of our anniversary we are expanding our program to four races, and reshuffling the social events to make it all fit into the same time frame. Registration takes place on Tuesday the 17th and Wednesday the 18th, where all captains must register, confirm their arrival and obtain important information regarding dockage, social events and opportunities. The Concours d’Elegance sponsored by Boat International will now take place on Thursday before the Skippers’ briefing and the Single Handed Race will be moved to Tuesday morning, with the four races with Old Road Race taking place on Friday. The Butterfly Race will be held on Saturday. The famous “Cannon Race” will now take place on Sunday to facilitate the parade into English Harbour, followed by a longer and slightly more challenging new course on Monday.

(Continued on next page)
Morgan’s Run 2007

Lee Miles reports: Sailboats are already preparing in Cartagena for the June 8 start of a marine expedition which will take the participants to the islands and cays that mark the northern borders of Colombia, possessions that extend almost to Jamaica and the Cayman Islands. This will be the 6th edition of Morgan’s Run, a blue-water cruise/rally that sails from Cartagena to the Colombian islands of San Andres and Old Providence located 150 miles east of the coast of Nicaragua. Leaving on the 8th of June and the morning of the 9th, first landfall will be at Bajo Nuevo, 373 miles to the north-northwest, which marks the northernmost border of Colombia. Arrival will be on the morning of the 11th. After two days of diving and relaxation, the fleet will leave in two groups for the next stop, Serana, 85 miles to the southwest, arriving on the afternoon of the 14th. On Friday June 15, the fleet will leave for Low Cay located nine miles to the north of Old Providence island, arriving the morning of the 16th, and that afternoon will sail on to the safe harbor of Old Providence/Santa Catalina. Sunday the 17th of June in Providence and Santa Catalina we will have a celebration marking the close of Morgan’s Run 2007. From this point on the participants are free to proceed to San Andres and points south and west such as Bocas del Toro, Colon, and the San Blas islands as their time permits. Foreign cruisers are welcome to join in the Cartagena-based boats on this expedition.

For more information visit www.destinationcartagena.com/morgans_run.html, or contact Lee Miles at morgans_run@destinationcartagena.com

HIHO Adds Open Class Racing

The Highland Spring HIHO, one of the world’s premier windsurfing events, will expand the competitive portion of this year’s event to include Open Class racing. Races in the Open division will start in St. Maarten on June 30 and join the rest of the Highland Spring fleet in Virgin Gorda on July 2. The 2007 Highland Spring HIHO runs from June 29 to July 8. The Highland Spring HIHO event has traditionally been a one-design event with all racers competing on the BIC Techno 2 board. The Techno class will remain in place with the new Open class competing alongside. The significant difference is while Techno racers all compete on identical boards, Open racers are unrestricted and may compete on any board they prefer.

Event owner and manager, Andy Morrell, states that the purpose behind this expansion is to bring the event’s appeal. Morrell commented, “We’d like to see more racers join the Highland Spring HIHO event so we’re adapting it to provide a greater challenge for advanced sailors. Extending the event and including a St. Maarten start offers racing, more islands to enjoy which raises the overall fun factor.” A further incentive is that the Open fleet will also have the chance to race for prize money in some races. “We’ll have a purse of US$500 for certain inter-island races,” confirmed Morrell.

Race director Rusty Henderson welcomes the addition of advanced sailors to round out the fleet. “The Open class will appeal to the advanced and pro-level competitors, with the pleasure of more miles of great racing to cover. The Open class should expect to cover over 250 miles of racing in eight days of competition, compared to the 150 miles in the Techno class.”

The essence of the event is a week-long odyssey through the British Virgin Islands aboard captained catamarans. Each day the fleet visits new islands arriving at virgin sandy beaches for adventure, meals and parties. Daily island-to-island competition challenges the fleet of competing windsurfers. Non-windsurfers stay occupied with a range of activities including sailing, diving, snorkeling, kayaking and island discovery. Highland Spring HIHO participants call a captained catamaran home for the entire event. All yachts in the event are provided by The Moorings.

For more information visit www.go-hiho.com

Bonaire Regatta’s 40th Anniversary

October 7 to 13 will mark the 40th anniversary of the Bonaire International Sailing Regatta. The preparations for this edition are in full swing, and this year especially should be a memorable one.

The regatta is an annual sailing event which features many races around Bonaire. The event offers a variety of activities, on the boulevard and in the streets of evenings there is a variety of cultural activities, food stands, folklore shows and also surfing competitions. There are daily races in various classes and in the evenings there is a variety of cultural activities, food stands, folklore shows and bands. The event offers a variety of activities, on the boulevard and in the streets of Kralendijk with lots of food, games and opportunities to buy souvenirs. A festival featuring international bands takes place every night for one week.

For more information visit www.bonairegattta.org
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• 120 concrete slip berths
• Electricity: 220V/50amp; 110V/300amps (single phase and three phase)
• 16ft channel
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IT’S MUCH MORE THAN A MARINA: IT’S HOME!

Over and over again our guests refer to our marina as their “Home”!

Join us this winter and continue to enjoy the hospitality.

Kate Debuts at St. Martin Classic Yacht Regatta

by Chris Doyle

I wrote a note previously in Compass about the launching of Kate — a boat built to the 12-metre rule of circa 1906, full gaff rig and all. It is a boat in which I have some interest, having seen the first bits of wood laid down, then the half-finished boat. Philip Walwyn built Kate at Pleasant Boatyard in St. Kitts. This boatyard is as charming a place as you could find for mad ideas. It is set way back in the cane fields with a very distant view of the sea. It is next to Philip and [his wife] Kate’s lovely house and her impressive art studio (she is the famous Kate Design of St. Kitts).

The 12-metres of old had little to do with the later 12-metre America’s Cup boats which were probably faster, but much less beautiful and quite boring by comparison. In their day, they were the junior rich man’s toy — the senior rich man’s toy being the J-boats (also gaff-rigged in those days).

So it was good news when I heard the second annual St. Martin Classic Yacht Regatta was about to take place and Kate was expected. I even wrangled an invitation to the official presentation for the boat alongside the yacht club dock the night before the first race. This in itself was interesting as Kate has no engine and had to be towed in through the bridge.

I wanted to see the boat, but more than that, I wanted to see her sailing and get a few pictures. This is where being a card-carrying reporter for Caribbean Compass comes in handy. In no time I filled in a form at the yacht club and found myself in possession of an official identity tag, a beautiful tote bag and a really top-quality hat (much better sewn than the standard ones), all inscribed with the Classic Yacht Regatta logo, plus a seat on the press boat (had I been earlier I probably could have got on the helicopter, too).

Good for one evening’s work — now how about the boat? I went down and took a look. She is painted a creamy pale yellow with light-tan sails. The decks are teak and the brightwork varnished. Although 60 feet long, she is so low and narrow she does not look impressively large, and while she looks beautiful at the dock, she is not at first glance a boat that will turn many heads. She has plenty of room down below with a master’s cabin forward, a long saloon with very long upper and lower bunks and a couple of pilot berths aft. The cockpit is long and very narrow.

The next day the wind was light with some gusty periods. Ten good-looking classic yachts turned out for the start. It was here, with Kate under full sail, that everything came into place. She was stunning — my heart beat a little faster to see this boat under sail, and it was hard not to exclaim “Wow!” When the sun broke through the clouds and shone on her, the colors and form all came into focus, and you could see exactly why Philip would spend four years on this project and what a spectacular working piece of art he had produced.

We watched her fly out ahead of the fleet, easing through the water at great speed with virtually no wake behind. I would like to report that she got round first, but with light winds and many of them headwinds, she had dropped back a bit before the end. But speed is not of the essence here — beauty is.

This boat is going to draw crowds wherever she sails. I came back with some several hundred photos — nearly all of them of Kate.
Folkboat design he was familiar with growing up in the Scandinavia. He still has a fine reputation of that country's boatbuilders. He wanted a smallish craft, about seven metres LOA, to keep maintenance and marina fees to a minimum, and to get into the cabin.

In 1990, Aebi’s Contessa 26 was built in Canada by J.J. Taylor. It became the youngest woman to circumnavigate single-handed, and besides being a popular female Danish name, Jette never had sails during her working life. Dale opted for an aluminum cabin top. It would entail less maintenance than wood and cost the same. The boat’s hull below the waterline was also sheathed in aluminum, apparently as established custom in Denmark as opposed to copper sheathing in some other countries.

Jette lost cargo tanks and gained a sailing rig to go from fuel-delivery ship to blue-water yacht.

When cruising people and seamen talk about tankers, the usual vessel they refer to is one of those mega-ships, ten football fields long, that you see on the horizon every now and again. Specialized vessels for the transporting of bulk liquid cargo, may be a how a dictionary would describe them.

Yet, they can come as small as 43 feet long and be made of wood. That was how the 40-year-old Danish Jette started off its life. Instead of the traditional fish holds aft of the mainmast, it had one big tank holding 30,000 litres of diesel. It serviced the fishing fleet in Scandinavian waters until sold to a fish farm where the tank was cleaned out to carry water for live fish. The present owner, New Zealander Dale Calvert, bought it in 2000 to carry him back home from Europe where he had been working as a fisherman.

“In the beginning, an oil company owned it. Apparently, it was just the right size to service the fishing fleet. It also had basic stores for the lads out on the banks. After the stint with the fish farm, it was laid up for nine years in southern Denmark where I found it. It was exactly what I wanted and I think I found a treasure,” said Dale as he relaxed on Barbados’s Carlisle Bay after a 28-day run from the Cape Verde Islands in January. It had been built to traditional Danish high standards of two-inch oak planking on oak frames fastened with iron spikes. He was looking for such a boat. “I was a fisherman in the North Sea and built wooden dories to sell and from my talking with people, the Danish wooden boats have a really good reputation even in England. I also liked the shape because I had a similar style boat in New Zealand,” said Dale.

The five-year restoration work didn’t have to do much with the still almost-like-new hull. Main problem was interior. The first thing that went overboard was the old cabin. The main cabin is beautifully paneled in traditional Norwegian pine. The five-year restoration work didn’t have to do much with the still almost-like-new hull. Main problem was interior. The first thing that went overboard was the main cabin. The main cabin is beautifully paneled in traditional Norwegian pine.

The boat actually sails. With “a good wind”, it can make seven and a half knots.

Because of good planning, no big problems so far. Just outside Barbados, the hydraulic system on the steering however gave way and it was fixed, partly with the use of a hand-operated portable drill press carried in the tool locker. The boat actually sails. With “a good wind”, it can make seven and a half knots, Dale lets you know.

Swiss national Konrad Metzger came along as crew. Leaving Barbados to have “a look at some of the other islands” before transiting the Panama Canal, they hope to be in New Zealand in mid-2007.
Today was a good day. I’m sitting in the cockpit, looking astern, watching a crimson sun drop into a cloud on the horizon. There will be no green flash tonight, but it was a good day anyway. Off the port side the western shore of St. Kitts strikes an arc into the northwest, showing a panorama of rugged hills and green fields. Off the bow, a troop of green velvet monkeys playfully makes their way to the north end of the bay, along the stony beach. This afternoon we snorkeled off the boat. Three hundred yards toward shore, among rocks and new coral growth, we found an abundant variety of fish. There were, also, sea slugs, some conch and Nancy saw an eel. It was especially comforting to see the coral in new growth mode. The stretch of sandy bottom between the boat and the rocks was littered with starfish, some the size of dinner plates. Then, on the way back to the boat, I saw my first eagle ray. Three feet from wing tip to wing tip, this graceful creature swam with me for a few yards then vanished as quickly as it appeared. It was a good day.

We are anchored in Ballast Bay, St. Kitts. We are the only boat anchored here. There are two or three others a mile north, in White House Bay and some further north in South Friars Bay, so we do not feel isolated. While 12-foot northeast swells hammer the Atlantic side of the island, we rock gently at anchor. There is enough wind to run the wind generator but not enough to create an unpleasant chop. With our anchor buried shank-deep in sand, we are quite comfortable here.
We came into the country at Charlestown, Nevis, from Antigua, ten days ago. Charlestown is a quaint town of old stone buildings and brightly painted wood. There is a good dinghy dock at the town dock, a trash bin at the shore end of the dock and easy access to the town itself. Customs is right at the dock and Immigration is at the police station, three blocks away. The procedures were simple and the officers very pleasant and helpful. There are several grocery stores, from small storefront operations to large, well-stocked supermarkets. Buses and taxis put everything within easy reach. It seemed cruiser friendly enough to me. There must be a substantial financial industry in Charlestown, because it is unusual, in our experience, to see a town this size with significantly more banks than bars. No problem finding an ATM here. We enjoyed the place thoroughly.

The anchorage at Charlestown is open, a bit rolly, but very tolerable. Perhaps the most significant feature of Nevis was the friendly attitude of the people.

North of the city, there is a long stretch of sandy beach with many places where it is easy to beach a dinghy. One spot many people choose is near Sunshine’s beach bar. Sunshine’s has good food, reasonable prices and a festive but relaxed atmosphere which attracts a mix of cruisers, locals and tourists. We met some interesting folks, including the owner and crew of a newly launched “First Rule Twelve” boat (design circa 1909) named Kate. She was built in St. Kitts and launched earlier this year. This gaff-rigged beauty turned every head in the anchorage when she came in. [See related story on page 14.]

From Charlestown, we went to Basseterre, the capital, on the island of St. Kitts. We anchored just outside the marina. The anchorage was really quite comfortable, with occasional swells generated by the ferries. There is a dinghy dock at the marina, providing easy access to downtown and the duty-free shopping area. Basseterre is a great town with wonderful shops, some good restaurants and ample access to groceries. The Circus, the center of town, is colorful and well kept. On Saturday, the open market provides a great opportunity to stock up on fresh produce. There was one negative: on Friday and Saturday night there was very loud Spanish music blasting across the anchorage into the wee hours of the morning. We never did pinpoint the source. When we return to check out, we’ll use the Customs office conveniently placed next to the marina. And we’ll be sure it isn’t a Friday or Saturday.

We came to Ballast Bay on Sunday. In this pristine setting, we’ve enjoyed the panoramic view of the entire west shore of St. Kitts by day, glorious sunsets (with one green flash) and the clear view of the stars at night. The water is the clearest we’ve seen since coming to the islands.

Yesterday we took the dinghy north, along the shore, to do a bit of exploring. The beach in Ballast Bay is very rocky, unfit to land a dinghy safely. There is a reef that extends one hundred yards west from a rocky outcropping on the beach, defining the north end of Ballast Bay. The middle of the reef is deep enough to take a dinghy across, but only with someone on the bow looking out for the large rocks strewn about the reef. The rocky shore has a stark beauty all its own which holds the history of the formation of the island. The beach remains rocky through White House Bay and into South Friars Bay. About a third into South Friars Bay, the beach turns to coarse gray sand. We beachted the dinghy and stopped at the Shipwreck, a classic, shack-style beach bar. The patrons were a mix of mostly locals, a couple of tourists and a few cruisers. The beer was cold, the food was good and the conversation friendly and interesting. It seems we meet more interesting people when we get off the beaten track. The scenery and the folks we met made for a most pleasant afternoon. I guess yesterday was a good day, too.

Tomorrow it will be time to move. Study of the charts and cruising guides tells us there are several good anchorages on the south tip of the island, just around the point which forms the south side of Ballast Bay. If what we find there is consistent with what we’ve found in the rest of this lovely country, the next few days should be good days as well. In case anyone asks us, we think it is a mistake to leave St. Kitts & Nevis off your list of cruising destinations.
We anchored off St. George’s in Grenada. One day after our arrival our boat’s starter motor quit. A big “thank you” goes to Jonathan from Island Water World in St. George’s, who sent — and even drove us — to several mechanics. Without his immense knowledge about where to find what and whom on Grenada, we would have been really stuck. The first mechanic was not able to fix our starter in the open air between his flowerpots. Another mechanic had a fine workshop in the north of the island, reachable by bus in 45 minutes. After multiple visits, we got our starter back repaired. When we installed it, the starter motor ran, but it did not jump into the flywheel to actually start the engine. The mechanic concluded that the solenoid switch of our starter must be broken, but spare parts weren’t available and rewinding wasn’t possible. But in one of his dusty boxes he had the same type of starter, 24 volts, with a burned commutator. With great goodwill he got the rugged armature more or less fixed up, so that our starter would do the job for the moment.

While waiting to get the starter fixed, we had the opportunity to look around Grenada, which we had last visited in 1989. Our first impression had not been great. We had memories of a horrific bus ride over the mountains to the town of Grenville on the east coast. After that trip we were deaf for days; the music on the bus was so loud it was a wonder that all the windows had not shattered. Out of ill-kept shops the same noise volume blared. Bored-looking young shop clerks sprawled in front of head-high speakers stacked on the counter, and seemed annoyed when we asked for any of the articles. Discarded washing machines, stoves and engines were strewn along the beach.

Today everything is different. What a positive transformation has come over Grenada during the last 18 years! Traveling in the small Toyota buses, with a maximum of 15 passengers, is now an enjoyable experience. The music is played at a decent level, so you can take pleasure in the reggae and calypso. Most of the buses are painted red, to be easily recognizable as public transportation, and on the front window’s upper right side is written a large number and the destination. The buses are scrupulously clean inside and out. The seats are usually covered with a thick plastic foil to protect the fabric covers — no worn-out spots or burn holes from cigarettes. During the trip, nobody is eating or drinking. Whoever wants to stop the bus knocks his fingers against the ceiling. Because the bus has only a sliding door on the side, guests sitting near the door have to disembark to let the guests from the rear seats leave.

—Continued on next page

CONGRATULATIONS TO GRENAADA

by Angelika Gruener

A lot of the former small wooden houses have been replaced by real villas built out of concrete
—Continued from previous page

On long-distance trips such a bus ride can abound in physical exercise, but it’s all done good naturedly.

At the bus terminal is a big sign listing fines for diverse offences. Just some examples (in US$):

- Nuisance by noise or smoke $40
- Importuning passengers $35
- Public filth $10
- Harassment or public indecency $40
- Overloading of vehicle or speeding $50
- Unauthorised posters or advertisements $200
- Loitering or urinating $10
- Failing to comply with directions of authority wardens $60

Grenada now runs a tight ship!

We saw no litter or garbage lying around, although rubbish bins are rare. As far as I could tell, there seems to be no unemployment. The Rastas with their long dreadlocks, sometimes covered under a huge hat, are seen working at jobs ranging from farmers to stevedores to vendors. On a trip around the island we noticed that a lot of the former small wooden houses have been replaced by real villas built out of concrete with big verandas, all painted in discreet pastel colours, with nicely laid out gardens.

The people wear tidy, new, spotlessly clean and ironed clothes, sparkling white shirts, bright white socks and gym shoes. Grenada must have the best washing powder in the world; my laundry never gets so white! Women and teens step out in high-heeled shoes and fashionable clothes, often tailor-made. On a trip around the island we noticed that a lot of the former small wooden houses have been replaced by real villas built out of concrete with big verandas, all painted in discreet pastel colours, with nicely laid out gardens.

The young women endeavour to be as slim as possible. The most stylish ladies dress modestly, from the neck down to the calf. It seems that the island’s churches, whether Anglican, Presbyterian, Catholic, or any of the multiple sects, have a great influence. Modern bikinis, however, adorn the young women when they go for a swim. Nobody is hanging around any more; nobody sprawls anywhere in public. There are even signs: “no loitering”.

In shops you will be served immediately by attentive, competent, and very friendly staff. There has been a big investment in general education, and the young people took the opportunity to learn a lot. They noticed as well that tourism provides huge possibilities, from which every single person on the island can earn his income, but only if the tourist is given the proper attention. Grenadians enjoy being tourists, too. We met a local woman who was in our homeland, Germany, last year on a two-week holiday to attend World Church Day. She was extremely enthusiastic about her trip, even if she still has to pay the loan for it!

Nearly every day one or two cruise liners come to St. George’s to discharge hundreds, sometimes thousands, of tourists onto the island. The business goes well; taxi drivers offer their service for an island tour, women sell spices and souvenirs, boys take passengers on small boats to the next beach for a swim.

Yachtspeople come, sometimes with charter guests, visiting family or friends, sometimes with broken equipment like ours, and provide employment for Grenadians in another sector. A statistic from 2000 shows that Grenada estimated the overall contribution of yachting to their economy at more than 13 million US dollars. The study further notes, “Charter incomes and charter tourist expenditures are not included and contribute a minimum of US$80,000 per bareboat per year.”

Of course, Hurricane Ivan in September 2004 and Emily in June 2005 blew away or damaged many buildings and cars, and these have been replaced. Most of the houses now have new red or blue roofs; the houses have been renovated and repainted. But the contention put forward by some, that Grenada’s general upswing is simply due to donations received after the hurricanes cannot be true. It is obvious that this transformation developed over many years.

All is not so easy for the island population, though. The farm industry was terribly damaged. It will take years till the nutmeg trees bear fruit again, so that Grenada can once again be one of the world’s top exporters.

As we saw on our recent visit, Grenada is prospering quite well. The frequent arrival of the cruise liners and the booming yacht industry are proof of it, and the inhabitants have worked hard to reach that level of development we can find now. Our big congratulations to all Grenadians.

Angelika Gruener is cruising the Caribbean aboard S/V Angelos.

Buses can be a great way to get around an island, and the traveling public in Grenada probably likes these rules ‘just fine’!
In the early ‘80s when we were exploring Tobago on Iolaire, I had on board the latest British charts. One day in a dive shop I saw an old British chart, and noted that the old chart did not agree with the modern one in a number of places. I presumed that the area had been re-surveyed, thus the differences between the old and new BA chart. However, when I checked with the Admiralty they told me that there had been no re-surveying of the island of Tobago and that the charts should be the same. But they were not.

A few years later I found Alan Wilkinson (whom the late Tom Wilson of Imray, Laurie, Norie and Wilson described as “The fastest pen in the West”) re-drawing our Imray-Iolaire chart A271 for the northeast corner of Antigua. I asked why. He explained that the Admiralty had produced a new chart and that it did not agree with the old one. I could not believe the Admiralty had re-surveyed the northeast coast of Antigua so I called the Admiralty. They reported that there had not been any new survey work done, and that the charts should be the same. But they were not.

I spotted two cases: how many are there worldwide? Alan Wilkinson, who has been with Imray for 48 years, is coming up for retirement. Unfortunately there is not another fast pen to take over, so Willie Wilson, the head of Imray, decided it was time to redraw all the charts electronically, making them all metric (some were in metres and some in fathoms and feet — which was confusing at times), they would then redraw them electronically which would simplify the printing process (the old press was being wound down), plus it would allow Imray to present their charts electronically on a disc.

I pointed out to Willie the above two stories of errors being introduced when charts were re-drawn. Willie said no worry — they will be exact reproductions of the existing waterproof chart.

When the first batch of about 12 charts was ready, Willie asked me to check them. I discovered that there were several differences between my chart and the new. The Admiralty had drawn their chart for the same location, but used a different scale. As a result, I have had to spend innumerable days going through all the British Admiralty charts, listing all the errors chart by chart, then sending the list to our electronic chart agents.

By the end of March I will be posting on my website — www.streetiolaire@hotmail.com — the above list of errors plus a list of errors that I have found in the British Admiralty Leisure Charts of the Caribbean.

Successful electronic charts can be an enormous aid to navigation, but not the be-all and end-all: they are only an aid. A book could be written about the problems caused by a crew studying the electronic charts and not using eyeball navigation.

The accuracy of electronic charting varies widely. My son Mark felt that the electronic charts he was using in New England waters were absolutely dead-on. However, I have repeatedly heard stories from very competent captains who reported that their Caribbean electronic charts were occasionally off by 300 or 400 yards. At times, if information is divided up on a chart, they would have been hard aground.

Furthermore, experienced skippers who have electronic charts feel that they are useless unless they are shown on a decent-sized screen — say, approximately 16 by 12 inches: the larger the better.

Not being up on electronic charts, I asked Simon Dexter, the Digital Chart Production Manager for Imray, to describe the differences to me and to give me the advantages and disadvantages of both systems. I have added my comments — comments from an old-time seaman, cruising guide writer and chart compiler.

Computer Drawn and Electronic charts

Electronic Charts: Raster or Vector?

Raster charts are wonderful aid to navigation, but not the be-all and end-all: they are only an aid. A book could be written about the problems caused by a crew studying the electronic charts and not using eyeball navigation.

The accuracy of electronic charting varies widely. My son Mark felt that the electronic charts he was using in New England waters were absolutely dead-on. However, I have repeatedly heard stories from very competent captains who reported that their Caribbean electronic charts were occasionally off by 300 or 400 yards. At times, if information is divided up on a chart, they would have been hard aground.

Furthermore, experienced skippers who have electronic charts feel that they are useless unless they are shown on a decent-sized screen — say, approximately 16 by 12 inches: the larger the better.

They all felt that there should be paper charts for back-up. Some yachtmen may say that this is unnecessary, as they have a good electrical system with backup — they would not have what is referred to as a “dead ship”. But if you are hit by lightning, ALL electronics are fried, and there go all your charts.

There are two types of electronic charts: raster and vector. Not being up on electronic charts, I asked Simon Dexter, the Digital Chart Production Manager for Imray, to describe the differences to me and to give me the advantages and disadvantages of both systems.

RASSTER CHARTS are basically electronic photographs of the original official paper charts, which are stored in a computer-readable form. The image is built up of a large grid of tiny coloured dots (pixels), normally at resolutions of 100 by 100 dots per inch. This is the fastest, easiest and least expensive way to create electronic charts and they are created by simply scanning the paper chart. Various more expensive methods are then added so that latitude and longitude positions can be calculated.

The resulting raster charts can then be reproduced on a computer screen with the appropriate navigation software.

Because raster charts are basically a photograph of the paper chart, all the information is shown on the computer screen exactly as it is on the paper, i.e. all the symbols are the same, the text is the same, the white border of the chart is present, etcetera. This can be an advantage (the electronic chart is immediately familiar and understandable to the user) or a disadvantage (the chart cannot be easily manipulated depending on the user’s requirements. Zooming and panning is also generally limited with a raster chart, since when zooming in for greater detail, the photographic image is simply magnified and no more detail can or will appear. (The Iolaire-Iolaire charts avoid this problem by providing detail via harbour plans inserted in the main chart.)
HYPERBARIC CHAMBER 
FOR ST. LUCIA

by Kai Wulf

For more than a decade attempts to estab-
lish a hyperbaric facility in Saint Lucia have
failed, but this is going to change soon
through a donation of over $500,000 by Ms.
Barbara Perfect, an American national and
keen scuba diver who recently purchased a
villa at the Jabouillet Plantation Resort, and
her sister.

A trust fund has been set up and a com-
mittee comprising Saint Lucia’s Dive
Association, the Soufriere Marine
Management Association and individuals
from the medical and private sectors
have been formed to purchase the necessary
equipment and to set up the facility. The
chamber will be located at the Tapion
Hospital, where there are already four physi-
cians trained in hyperbaric medicine.

The traditional use of a hyperbaric facility
in a decompression chamber as it is commo-
nally known, is the treatment of dive acci-
dents, when divers exceed the limits and body
issues become oversaturated with nitrogen,
which forms bubbles in the blood stream
upon direct return to the surface. This condi-
tion, decompression sickness or “the bends”,
can cause paralysis and even death if not
treated immediately.

When planning a dive vacation, many individuals choose their destination based on the availability of a hyper-
baric facility. In the past, dive accident victims had to be sent to Barbados or Martinique, putting Saint Lucia at
disadvantage in the development of this lucrative tourism sub-sector. Additionally, conch divers often lack for-
eral planning, but for entering and leaving harbours
other features on shore that may have been eliminated
ranges/transits were on windmill towers; the charts
were done in the middle of the 19th century, and the
windmill towers could not possibly still be there. Once I
explained to them the size and construction of the wind-
mill towers and pointed out that they would be there for
another hundred years, they decided to leave the ranges/transits on the new chart. Had that been a vec-
tored chart, they could have been eliminated and use-
ful information deleted from the chart.

The advantages of vector charts are as follows:
- Smaller memory requirements and therefore the
charts generally display faster and can be distributed
in memory cartridges and on floppy disk rather than
CD-ROMs.
- The displaying of vector charts is very flexible,
since different layers of information can be shown at
different times. As you zoom in, increasing levels of
detail can be available without any sacrifice in image
resolution. Chart presentation can be changed to
remove layers of information that may not be required
for the task that is currently being executed.
- Chart plotter manufacturers can build low-cost,
water-resistant, dedicated chart plotter units.
- The major hydrographic offices of the world, includ-
ing the largest mapmaker in the world, the US Defense
Mapping Agency (DMA), have already announced that
their electronic charts will be in vector format. The
advantages and benefits of using vector charts are
almost limitless and we can expect to see mapmakers
of all types moving to the vector electronic chart in the
years ahead. The world’s most advanced hydrographic
institutes will use seamless vector chart technology
when they build electronic charts in the future and the
International Hydrographic Office standards are for
seamless vector cartography.

That may be so, but the majority of experienced skip-
ners I know prefer to use raster electronic and Imray-
foliate-water. Add panel charts. They say that the
former raster chart as it has all the information that
appears on the paper chart, presented in the same
fashion. Therefore, they can operate with the raster
chart, but have on standby to take out on deck for eye-
ball navigating the equivalent paper chart, and the two
are (or should be) the same. Notable landmarks and
other features on shore that may have been eliminated
on the vector chart are there to be seen.

Ultimately, electronic charts are a great aid to gen-
eral planning, but for entering and leaving harbours
and for coastline navigation, paper charts, a hand-
bearing compass and fathometer, a good look-out and
experience in eyeball navigation are still the best
means of minimizing the chance of grounding.

A typical hyperbaric chamber. Thanks to a donor’s
donation, there will soon be one in St. Lucia.

—Continued from previous page

The advantages of raster charts are as follows:
- Faithfulness of reproduction. The electronic chart
looks just like the familiar paper chart.

DMS comment: A faithful reproduction of the chart, but
on most raster charts the chart’s source is unclear. Is it
Imray-Iolaire, Nautical Publications, British Admiralty?
An exception to this is C Map, as there I was able to ascer-
tain that the references were Imray-Iolaire, BA, NOAA
and the (excellent) Colombian Hydrographic Office. The
boys in the drafting room inserted mistakes from BA and
(continued on next page)

Kai Wulf is the Manager of the Soufriere Marine Management Association.
German born, he went to sea at the age of 16 with the Norwegian Merchant Navy right after World War II. He’s sailed square-riggers and trained merchant seamen how to do the same using technology closer to that of three or four hundred years ago than to the modern gadgetry found on most boats today. In his time, he’s had young Polynesian native girls row out to his boat in their dugout canoes upon his arrival in port. Having seen too many movies, I’d always had a fantasy about that: the girls would be topless, they would feed me coconuts filled with some intoxicating brew and would then seductively beg me to become their God of Virility. But, alas, my dreams never came true. All I ever had come out to welcome my vessel were overly aggressive boat boys! Yes, they were topless, yes they offered intoxicants, but alas, my dreams never came true. All I ever had come out to welcome my vessel were overly aggressive boat boys! Yes, they were topless, yes they offered intoxicants, but the only god they wanted was in my wallet. Not nearly what I’d had in mind. I guess, unlike Utz, I started cruising just a little too late!

To see Utz, you’d never guess all he’s done. Sure, his tanned and weathered features tell of a long life at sea, but his slight physique seems less than that required for such solo accomplishments as his. That made me wonder from where his true strength must come. I suspect it comes from his brain, where he’s stored all the skills and knowledge learned over 59 years; from his heart, where he’s kept his zest and passion for sailing for so long and from his belly, where he’s found the guts to do it, again and again — alone. Those inner strengths have enabled Utz to do all he’s done when bigger men would have never dared leave the dock. If he likes you, he’s a pleasant fellow in his own salty way but not altogether tolerant of us new-age cruisers, nor would I be in his place. He’s got an opinion on all things nautical, some timeless, some you might view as out-of-date, but all richly deserved and every one warranting your consideration. But that takes work. Utz is a fascinating character in his own right, but equal to that, he is a living chapter in the history and tradition of cruising. Talking with him, listening to his stories, connects me somehow to that rich past and a long life well lived at sea. His story deserves to be told in full and, although my pen could never do it justice, I still wanted to acknowledge Utz and his accomplishments here, now that the twilight of his days at sea are upon him.
Babe Ruth. You see, to me, Utz is famous and, for me to sail with him would have been noth-
the final page in the final chapter of such a celebrated history of one man's cruising ry both, it would have been my once in a lifetime opportunity to witness, first hand,
was crushed. I had already begun fantasizing what it would be like to crew for theStories of old and, more importantly, those I'll forever remember of you….
whipper-snapper cruiser on his newfangled, gizmo-filled boat will want to hear my
appreciate. Like Utz, they have shown the way, one that most of us can now only fol-
longer and, in important ways, better, with far less than we can ever really begin to
pay homage to those who have gone before us, those who have done this further and
timeless wisdom or legendary stories, but (at least for me), because it's a chance to
one like him. Not just because they're fascinating people, not just because of their
button future. That's why I'll never miss an opportunity to sit down with Utz or any-

Snapped through a porthole, this photo captures
Utz, at age 75, two-thirds of the way up
Froken’s mast

was crushed. I had already begun fantasizing what it would be like to crew for the
man on what would be the last voyage of a career spanning 59 years, four solo cir-
cumnavigations and five other ocean crossings. As a student of cruising and histo-
ry both, it would have been my once in a lifetime opportunity to witness, first hand
the final page in the final chapter of such a celebrated history of one man's cruising
life. You see, to me, Utz is famous and, for me to sail with him would have been nothing
less than accompanying Eric Clapton with my guitar or pitching a baseball to
Babe Ruth.

Are there more like Utz out here? Yes, I certainly hope so. We all should. Seafaring
is older than known history and, although well documented in endless shelves of
books, how often do we get to sit down and talk with such history, to put our lifestyle
into that kind of perspective, before it's all lost in our hurried rush into the push-
buttock future. That's why I'll never miss an opportunity to sit down with Utz or any-
one like him. Not just because they're fascinating people, not just because of their
timeless wisdom or legendary stories, but (at least for me), because it's a chance to
pay homage to those who have gone before us, those who have done this further and
longer and, in important ways, better, with far less than we can ever really begin to
appreciate. Like Utz, they have shown the way, one that most of us can now only fol-
low with our GPS, chart plotters and autopilot in hand. But try making a gear box
gasket with your chart plotter.
Fair winds, good luck and God bless you, Captain Utz. May I gain even a kernel of
your knowledge and experience so that, one day when my time comes, some young
whipper-snapper cruiser on his newfound, gizmo-filled boat will want to hear my
stories of old and, more importantly, those I'll forever remember of you....

---Continued from previous page

They're not good. The paper they use for those charts is too thick for good gaskets."
"Utz, why not just get some gasket material?"
"What for? Charts work just fine — but not British Admiralty charts — they're too thick."
Although skeptical, I promised to keep that in mind. And sure enough, Utz
announced the next day that he'd rebuilt his gear box and that the nautical-chart
gaskets had worked just fine. I left the bar that night wondering.

Great news for Compass readers — on-line subscriptions to Caribbean Compass are now available! When you're not in the Caribbean, with an on-line subscrip-
tion you'll be able to read each complete monthly issue — every page, with all articles, photos and advertisements including the classifieds — at home (we assume marine-related research is approved) or while traveling. On-line subscribers will enjoy the complete Compass promptly every month while "back home" — without anxiously waiting for the postman to arrive! The entire on-line issue is downloadable and each individ-
ual page is printable, for those articles you want to file or share with friends and family.

Check it out! Tell your friends! For full details on getting your on-line subscription to Compass, visit our website:


WE SHIP TO ANY PLACE IN THE WORLD!
Courses will be held 8:00AM to 5:30PM Saturday and Sunday, with an evening "Ice-tem patterns, and interpreting surface and 500mb charts. Marine weather, tropical cyclone basics and avoidance, basics of ocean wave forecasting, and drift are covered in this intensive course in marine weather. Back by popular demand, former NOAA senior professional regatta skipper on request for regattas in the Caribbean.

If you are planning to head from North America to the Caribbean this fall, the Seven Seas Cruising Association is offering a valuable and highly informative week-long course in marine weather. Back by popular demand, former NOAA senior professional regatta skipper on request for regattas in the Caribbean.

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Island Hop from Nevis to Montserrat
Air Montserrat, a private charter airline, has just made it easy to island hop from Nevis to Montserrat. With only 16 minutes of flying time each way, visitors to or residents in Nevis now have the opportunity to discover and explore nearby Montserrat's eco-adventure activities along with the natural phenomenon of the Soufrière Hills Volcano.

Flights leave the Vance W. Amory International Airport in Nevis at either 8:00am or 9:30am and return from Gerald’s Airport in Montserrat at 3:00pm or 4:00pm. Round-trip fares start at US$118 per person, based on the number of passengers. Montserrat sightseeing tours are available at an additional charge.

Air Montserrat is owned by Philip Rogers, a native Montserratian, and is operated by Trans Anguilla Airways (2000) Limited. The airline, operating since late 2006, operates sightseeing tours are available at an additional charge.

For reservations or more information on Air Montserrat, call (649) 491-6728, e-mail customerservice@airmontserrat.com or visit www.airmontserrat.com.

Coming South? Know your Weather!
If you are planning to head from North America to the Caribbean this fall, the Seven Seas Cruising Association is offering a valuable and highly informative week-long course in marine weather. Back by popular demand, former NOAA senior professional regatta skipper on request for regattas in the Caribbean.

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No Limits Offers Racy Charters
No Limits Charters of Palapa Marina in St. Maarten now has two brand-new Joubert-Nivet-designed A40 racing yachts available for charter. The boat comes with high-tech regatta sails and sleeps up to eight people. While the A40 is rented out mainly as a bareboat charter yacht, the company provides a professional regatta skipper on request for regattas in the Caribbean.

For more information contact info@spectrawatermakers.com.

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

This large capacity 6 liter engine comes in a compact package and only takes out only 225 hp. By comparison our nearest competition take that out of a 4 liter engine. Running at a low 2500 rpm vs the competition’s 3300 rpm or higher, the M225Ti will have a longer life (minimum 12,000 hour TBO) and quieter operation.

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

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

Call us for the dealer nearest you.
The issue of personal security has gripped the cruising community for some time. Meetings have been held with many pleadings for improved security for cruisers. I hold the view that these countries that we visit simply do not have the resources to protect visiting yachtsmen and -women. The locals have a hard time protecting themselves against crime. Police protection, although essential, is difficult in small island communities with open borders.

I think that we in the cruising community must do more to protect ourselves. At home one would not leave the house without locking up, so why not make the boat secure? One’s dinghy should always be locked too. Remember the slogan “lock it, or lose it.”

One common argument against locking up the boat is “It’s too hot. We need the air.” This argument has validity when the day is a furnace and at night particularly when the breeze dies. The answer is some form of security grille to replace the companionway doors at night. This would allow air to enter the boat but prevent unauthorized entry.

Two problems need to be solved: first, somewhere to stow the additional item, and second, a bolt design that keeps the companionway hatch secure and stowable.

The first picture shows my solution to those problems. The grille is simply made with 7/8 inch stainless steel tube welded up to fit the companionway entrance. The bolt one can see in the picture. The bolt is simply fabricated but has several advantages. It lies totally flat within the dimensions of the grille which allows for easy stowage of the grille under a berth for example. The lock is easily accessed and very visible from both inside and outside the boat. I offer this design as it may provide a solution for your boat.

Having solved the problem of companionway security my attention then turned to the hatches that we used to open at night. These hatches were Lewmar designs and, having replaced one recently, I was aware that it would be very difficult to install a system of bars. In any case I felt that we do not want to live in a prison and we do require a means of escape in an emergency. In our case we are fortunate that the boat is fitted with opening side ports but even when open these provide little air when at anchor as they are wrongly situated to catch the breeze.

A good friend of mine, Alan on Blue Gull, had faced the same problem and had come up with the design of vacuum-formed wind scoops which one could attach to the cabin sides with industrial Velcro. Alan had several of these made up and we were given a couple of them for our boat.

You can see from the second photograph how they attach to the cabin side over the opening ports and scoop the air flow into the cabin interior. These items have solved our security problem. We insert and lock the companionway grille at night, we lock the Lewmar hatches which can be unlocked by us from inside in a second, then open the two portlights with wind scoops for plenty of airflow through the boat.

One final point, the wind scoops DO NOT keep out the rain. Unfortunately the rain is blown in by the scoops right over my berth so I have to close them when it rains during the night!

I hope these ideas might inspire you to think more about your security at night.

Mike Beaumont is cruising the Caribbean aboard S/V Phantasie.
The stern is supported by stainless rails.

Wandering Star's dinghy has found a secure onboard home, neatly inserted aft. The stern is supported by stainless rails.

The next problem was to find a way of hoisting the dinghy out of the water when it wasn't being used. I have to admit at this stage that I had always thought that davits gave a boat a sort of grown-up air; they made a boat look like a real cruiser and not something that just day-sailed out of a marina. I was delighted when I found a used pair of davits which looked the part, all shiny and purposeful. Some engineering was required to mount them off the stern deck at sufficient height to hold the dinghy well clear of any following seas and minimise the dragging of the dinghy over the large step created by the sugar-scoop stern, but eventually our little Avon was swung into position and looked just the ticket, hanging there ready for action.

Our maiden voyage was to be across the Gulf Stream to the Bahamas and for that we lashed the dinghy tight on the davits, but that turned into the trip from hell with the roughest passage we have ever experienced. The poor little Avon bounced and swayed, loosening some of the lines, but it was too rough to risk venturing onto the aft deck to retie it and we were lucky to arrive in West End without serious damage. After that baptism of fire, the Avon found a home stripped out and upside down on the foredeck for serious passages. Up and down the islands in the sheltered Bahamian waters and back in the States on the ICW and Chesapeake, even up to Maine, all went well for a couple of years.

Then we came down to the Caribbean, with real wind and seas to contend with. Days getting soaked every time we dinghied ashore soon lost their appeal, and we knew we had to get a sturdier dinghy with big tubes and a bigger engine to raise it on the plane above those beating waves. The imminent arrival of friends to be carried about forced us to find a bigger dinghy with a bigger engine to raise it on the plane above those beating waves.

The only thing missing, as we refitted the ship which didn't improve with the passing of the years, until finally we divorced the issue, and a nine-foot Caribe with 15-horsepower Mercury was soon riding on our stern.

Passages between the islands were generally pretty boisterous and trying to lash the dinghy on the davits so it couldn't move was almost impossible. Overnight in an anchorage we would lift the dinghy — complete with engine, fuel, etcetera — but this was very close to the structural limits at the heavy end for the davits and the strain was showing. For passages, we would remove the engine onto a bracket on the stern, but just as our clothes seem to shrink as we get older so the engine gets heavier!

To be fair, the davits were spaced for a longer dinghy so they were not lifting directly vertically, but try as I might with spring ropes and breast ropes and all-round ropes, something always seemed to come loose and would need retying as we roared down the waves. On one passage to Trinidad we arrived with a deflated dinghy — a hole had been chafed through the fabric.

Slowly but surely those davits lost their appeal and I knew they would have to go, and I certainly wasn’t going to get a new dinghy and risk the continuing wear and tear that I was experiencing. I wasn’t alone in this. I watched others with davits and saw similar scars on many of the dinghies of typical davit abuse. Handles torn off and chafe patches around the ends.

We visited the boat show in England and looked at the big boats. 60 feet or more and way out of our price range, to see what they did with their dinghies, but most of them expected you to use a soft-bottom dinghy and roll it up and stow it in a deck locker. Who are they kidding? Clearly more thought was needed!

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Looking around at other cruising boats it was apparent that some people had found their own solutions, ingenious platforms on sliders allowing the platform to slide down the transom and the dinghy to be floated on, and then the whole platform winched back up. A large catamaran had a huge and obviously very heavy stainless hydraulic arm mounted under the bridge deck to raise and lower a similar platform. Most noticeable of all was the absence of davits on motorboats, which seemed to favour small cranes which would pick the dinghy out of the water and swing it onboard onto some form of cradle. A simple and elegant solution.

Wandering Star is a centre-cockpit boat with a small aft deck and large sugar-scoop stern. The backstay was split about ten feet above the deck and connected to two chainplates on the stern about five feet apart. A Caribe dinghy is a little over five feet, but the beauty of an inflatable boat is its flexibility! Stripping all the pieces out of the dinghy to lighten it, and with the help of friends, I tried maneuvering the dinghy lengthwise into the stern of Wandering Star, between the backstays, and it looked like it could fit.

A plan started to take shape! If we could mount a swiveling crane to one side of the rear step and make some rails to support the dinghy above the sugar-scoop stern, a little above the aft deck so the V of the dinghy bottom would be clear of the deck, then the dinghy would be supported in a similar fashion to when being transported on a boat trailer or trolley. The flat fibreglass portion of a nine-foot RIB is fairly short and support would only be needed along a section about three feet long and close to the transom.

Some old bimini frames from a catamaran provided the stainless tubing with one bend already done. Two rails rising from the large rubbering strap around the stern platform and then curving around the shape of the stern to tie in with the pushpit formed an obvious gateway where we could mount our swim ladder. Two more rails would “T” off these and run forward to the aft deck to support the dinghy.

Changing the backstay to twins would open up the entry onto the aft deck a little more, and all that was left was to find was a crane. Easy you might think, with all those motorboats around, but a troll through the various catalogues and even the internet was to prove frustrating. We found one manufacturer in the States but his prices for stock items was, for us at least, prohibitive, let alone the customised crane we required to fit on our crowded stern. Trinidad is normally a great place to get things fabricated, but last year trying to get anything done also seemed frustrating. Pricing also seemed to be prohibitive, but that’s another story.

Eventually I sourced some four-inch schedule 40 aluminum tube to make a stand-pipe to be bolted to the flat deck on my stern and fixed at the top to my old davit mounting, a four-inch base plate inside the tube with plain Delrin bearings top and bottom would allow the crane constructed out of three-inch aluminum tube to be supported and yet swivel freely. Designing the cranes offset to clear other fixtures on the stern and still give sufficient height and range to pick the dinghy up cleanly from the side of the boat, and bring it around and into the aft deck, was largely trial and error, playing with sections of plastic waterpipe and lots of measuring.

A one-and-a-half-inch tube bent to the appropriate radius, together with side plates, would support the weld of the offset joint and attachments for a winch, and turning blocks would complete the design. I cut all the sections myself and took the parts to a machine shop for the welding and bending operations, the parts looked huge but finally it looked like a crane. Once it was painted and fitted on the stern then it just seemed to blend in and fit in with the radar arch and solar panel structures already there.

It was another month before we were able to go back into the water and put the new structure to the test. The crane raised the dinghy together with all its load of engine, fuel and spares easily, and swung it round into the stern of the boat where it sat. It was so snug and secure that we felt confident about motoring up and down to the Trinidad anchorages without having to tie it in any way. It is a one-person job now to haul and stow the dinghy — no more damage dragging it over the rear step. The engine is probably better supported on the transom of the dinghy than it would be on its outboard bracket. Fitting in longitudinally means that the dinghy will always drain on either tack in the event of heavy rain. It is such a neat solution that many people going past our boat when the dinghy is mounted on the stern don’t even notice that it is there.

Some months down the line we have thoroughly tested the stowage with some very rough seas, but all remains secure. This project has had advantages we never dreamed about and makes our cruising not only easier, but also safer, as the dinghy with its 15-horsepower engine in place is readily available for use in any emergency, from a man overboard situation to just assisting with propulsion into an anchorage should the main engine fail or not be available due to a rope round the prop. Total cost of the project was less than US$1,000. Confident about the system, we got our new dinghy — but could only afford a used one with the handles all torn and the sides scuffed where the previous owner used to have trouble securing it on his davits!

About the author: Glyn is a supporter of the “If it looks right, it probably is right” College of Nautical Engineering. With his wife Jenny, he has been cruising full time for nine years, and in the Eastern Caribbean since 2000.
Unexpected downpours of rain in Cumaná had led us to take a break from the boatyard and head for some of Venezuela’s inland wonders. Who could paint a boat in the rain? And who wouldn’t want to see Angel Falls? Arriving in the nearest town, Canaima, totally exhilarated by the small-plane flight (see last month’s Compass), it seemed the short wait for the tour operators to get their act together was considered by some people as disorganization. I would rather think of it as a collective calm among the operators themselves. They knew how many people had to show up and they would not leave anyone behind.

Our group consisted of French, German, Colombian and Swiss couples, with a few singles thrown in. As with most of our South American adventures, we were the only ones representing the Maple Leaf. We loaded up in an enlarged pickup 4X4-style vehicle which I am sure was military salvage used to carry troops in some war years ago. No one really minded, as the seats were clean and the view was great. Too bad they forgot to fill the truck up with fuel; halfway up a hill the 4X4 part of our trip came to an unceremonious halt.

Gear in hand we all hopped out and proceeded to partake in the short hike to our next conveyance — a canoe — with laughter and joking that transcended any language barrier. This was really going to be fun. The 12-person canoe powered by a 45-horsepower motor awaited us at the end of the trail. At this point we realized that our intended itinerary had changed and although a bit concerned, the ‘go with the flow’ attitude prevailed. Having watched all of our gear being stowed meticulously in a manner that shouted to us that we were about to be involved in something more then just a little meander on a quiet river, our group cautiously boarded the vessel.

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This is it — the highest waterfall in the world. Angel Falls has a total drop of 3,212 feet and a longest single drop of 2,648 feet.
We all knew we were going to get wet! This was going to be a great test for Barb’s new waterproof camera case. The canoe was expertly guided through what started out as tranquil waters and ended up as an embroiled river torrent. We literally jumped up the small waterfalls and careened around rocks and trees. The constant chant of the operator’s assistant, “mano mano” (in other words, watch out for your hands), was for good reason as our canoe and the rocks both showed the battle scars of paint. I am sure that these rocks have eaten a finger or two in their time. The boat trip came to a partial stop as we hopped out at a portage spot. The 40-minute hike over a flat savannah was a quiet interlude and offered everyone a chance to enjoy a 360-degree view of a spectacular piece of natural real estate. Once all the liquids were drained and...

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Our provisions preceding us on the river journey to the falls

‘The base was inviting the swimmers to partake in a magical dip in this magnificent location of rock formations, jungle and spectacular waterfalls’
—Continued from previous page

replenished our little band of international adventurers politely and silently negotiated for the best seats the high-speed canoe could offer and we were again speeding up this magical amusement park ride.

The halfway point was a place called Happiness Falls. All of the thrill seekers clambered over the rocks and ventured into the wonderful pools under this picturesque waterfall. The water was warm and refreshing and inspired this group of adults to giggle with glee like kids running through a sprinkler on a hot day. The lunch provided was devoured by all, leaving the birds and fish that hung around disappointed by our culinary satisfaction.

Off we went up the river for more thrilling turns, rapids and white-water excitement. We arrived at our hiking outpost after a trip that our minds were saying should have lasted longer but our bums were saying enough is enough. It always amazes me how the different parts of our bodies react to travel. If you are considering this trip take one of those bleacher cushions with you.

The hike to the base of the Angel Falls is well marked and started out as a lovely siroil through the jungle of Venezuela. Barb’s fascination with flowers and fauna found us meandering mostly alone with little intention of catching the others up, much to the curious frustration of our guide. He soon learned that we were fine and his initial worry for us wandering alone at the back of the pack was replaced by the silent understanding that only body language can interpret.

The Angel Falls lived up to its billing as a fantastic, almost divine sight as it towered above us after our two-hour hike. The base was inviting the swimmers to partake in a magical dip in this magnificent location of rock formations, jungle and spectacular waterfalls. We decided to forgo the swim as the hike had definitely taken the wind out of our sails and we found a powerful force holding us to the view. Our feet had taken the brunt of the hike as we had undoubtedly made the wrong shoe selection. A little hint to fellow travelers in regards to footwear selection. If you see a guide who normally goes around barefoot lace up a pair of hiking shoes, it would be wise to follow suit! The beach thongs just don’t cut it, even though we had been told that they would be fine.

The hike down from the falls was filled once again with plant photos and a surrounding sense of awe until dusk. We all popped into the canoe expertly and made the short journey to our camp. The chicken grilling on an open spit was a bit of distraction while we chose our hammock spot, but all was good for everyone (excluding the numerous chickens that perished to satisfy our hunger).

Morning came early, as I was given a hint that the Angel was best admired at sunrise right from our camp. I was not disappointed as the entire mountainside changed from a dark looming shadow to a brilliant gold spectacle in the matter of an hour. Completing the morning ritual by skinny dipping in the river brought all the sensations of this magical place to a wonderful climax and the day was only just beginning. With a hearty breakfast and the obligatory coffee, we were all ready to climb into the canoe for a race down the rapids to Canaima. Our international band of travelers had thought through their collective awe at the Angel Falls that this would be the highlight of the trip. The digital cameras and videos whirled and clicked until most batteries were down to their last few drops of power to get every possible photo. You will see in our next episode that as spectacular as Angel Falls were...the best was yet to come.

The trip began and ended in tranquil waters. Tepuis, or table mountains, are this area’s signature geological formation.
Panama’s Gamboa Rainforest Getaway

by Suzanne Longacre

Got your Panama Canal transit date, but it’s still days or weeks away, even though you’ve worked like beavers to get everything ready on your boat for your Pacific or Caribbean adventure? Or are you in Panama City to check out expat retirement alternatives, real estate investments, picking up boat supplies or getting your last “urban fix” for a while? You could be a perfect candidate for a truly remarkable, close-by getaway — for one day or several — a visit to Gamboa on the Panama Canal.

We recently spent four days there with family visiting for the two grandchildren and their parents.

Because our rooms weren’t quite ready (checkout is at 1:00PM), we hopped the free shuttle to Los Lagartos, the riverside luncheon restaurant at the resort’s marina. Seated on the terrace, you can see all the Canal traffic passing through a few hundred yards away. We were also graced with wildlife company just over the railing — turtles on a log, small ferret-like animals and many birds in the trees above.

The six-year-old Rainforest Aerial Tram is a bit smaller than the one in Dominica, but it boasts a marvelous, very tall Observation Tower at the top of the hill, with user-friendly ramps instead of steps. The breathtaking views over the rainforest canopy are of Soberania National Park, which Gamboa Resort is located, the Rio Chagres all the way up to the dam, and the Canal itself with its never-ending stream of marine traffic. Our guide was extremely knowledgeable regarding the flora and fauna, providing a fun educational tour for adults and children alike. After the tram, we also visited the on-property Aquarium (learning firsthand the difference between crocodiles and caimans), the Butterfly House, the Orchid Nursery and my grandson’s favorite, the Serpentarium (Snake House).

Our spacious rooms boasted a balcony overlooking the grounds, pool, river and mountains beyond, with hammocks so comfy I bought one for Zeelandia, plus the usual five-star amenities. The next morning, we boarded covered launches at the marina for tours of Lake Gatun: the men went to Radio Island to see the remains of one of the strategically important military post established to protect the Canal during WWII, as well as the wildlife ashore and along the lakeshore. The rest of us opted for the Monkey Island Tour, which also featured a crocodile sunning on the banks of the lake. I remembered vividly when we were last here in 1995 how relieved we were to jump in the cool lake after anchoring for overnight after a very hot day after transiting halfway through the Canal. Little did we know at the time that the lake is home to many resident crocs! The howler monkeys were hard to spot — they’ve learned to camouflage themselves very well — but on the next island, hungry capuchins were awaiting their regular treats. They actually climb on board the roof of the lunch for real up-close encounters. Yes, the grandchildren were thrilled (as were their mother and grandmother).

We spent the afternoon veeging out at the huge tropical oasis they call a pool. In the Monkey Bar that evening, we had an interesting conversation with a marine bio-engineer from the Smithsonian Institution, which has a Research Center on the Canal, as well as the excellently designed Marine Environmental Exhibits at the end of the Anamador Causeway on Culebra Island in Panama City. My 11-year-old grandson is considering a career in Environmental Engineering, so who knows — maybe a seed was planted!

While the rest of the family arose at daybreak the next day for a Birdwatching Safari to see the famous Pipeline Road in Soberania National Park, your sybaritic writer opted for a therapeutic massage in the resort’s very well-stocked and elegant new spa. After dinner that evening, we all went on the “night chiva” (open-sided truck) to see nocturnal wildlife with a spotlight. Both the night cichlid and the kayaking are two resort activities, as are guided nature treks along the Las Cruces Trail or the Chunga Chagres Trail. The pool, restaurants and tours are all available to day visitors, a wonderful option for those with limited time or resources. Gamboa Resort’s location, about midway between Colon and Panama City, makes it easy to reach from either the Caribbean or the Pacific coast. Checkout their website at www.gamboaresort.com.

Bidding farewell the next morning was not easy, though we chose a very special way to return to Panama City: a partial Canal transit, terminating at Fidencio Marina on the Pacific. Gamboa’s unfailingly helpful guest relations staff, Katarina Litvinova, had our luggage transferred to their barefront higurisse sister property, the Intercontinental Miramar on the Bay of Panama. The location was superb, service was top-notch and the facilities first-rate. We hope our family was as thrilled going through the Pedro Miguel and Miraflores Locks as we were many years before. Our three guys took a side trip out to Miraflores Locks from the City to see the excellent new bilingual museum there — especially for engineering types. We all visited the well-done Panama Canal Museum in Casco Viejo (the area is being restored to its former Colonial elegance), though it would have been more helpful with the addition of English translations. Fine restaurants (our favorite was Eurasia), city sightseeing and shopping awaited — gifts and clothes for the landlubbers, boat parts for us. We truly enjoyed our city fix off the boat, but the real winner was escaping to Gamboa — a wonderfully stimulating and relaxing way to spend a day or more.

Circumnavigators Suzanne Longacre and John Gideonse are currently cruising the Western Caribbean aboard their 39-foot Privilege catamaran.

ALL ASHORE...

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Circumnavigators Suzanne Longacre and John Gideonse are currently cruising the Western Caribbean aboard their 39-foot Privilege catamaran.
For the past 15 years, we’ve lived on our sailboat, Camryka, presently in Bocas del Toro in Panama. We don’t know much about living in a house anymore, but we think it might be getting close to time to think about “landing” somewhere. So we thought trying out a few houses might be a good idea. When Jim and Sumayyah McCarren, owners of Buena Vista Bar & Restaurant and Buena Vista Realty in Bocas asked if we’d like to stay in their house out at Bluff Beach and take care of their two dogs for three weeks while they went to the US, we said, “Sounds interesting!”

We knew we’d be ‘sitting’ two big dogs (seen here having beach time with our boat dog)...

So we went for a visit mainly to see if Mandy, our little Miniature Schnauzer, could hold her own with Guinness and Bluff, their two huge Rottweiler/Dobermans. Guinness, who’s still a youngster, seemed delighted, treating Mandy like a brand new mouse. The two of them took turns chasing one another up and down the beach, Mandy giving it her all-out best and Guinness just loping along in low gear. The more mature “boss hog” Bluff looked upon all this foolishness with complete disdain.

We looked at the house. Solar power? Cooking with propane? Water collection? Back-up generator? Really remote area? No problems, kinda like living on a boat that doesn’t move. Yeah, we can do this. We packed drinks and food and books and computer and chose for Mandy — oh, and a few clothes.

We must confess to being a bit intimidated by the condition of the road out to Bluff Beach. Jim and Sumayyah took us out to their house in their big four-wheel drive SUV, only six miles from Bocas Town but it takes nearly an hour through the incredible potholes. It only took one look at those little planks called “bridges” to make us say “huh-uh!” to driving the SUV.

Instead they left us with their two all-terrain vehicles — ATVs. We were there several days before we got up the nerve to for a trip back into Bocas Town. But woohoo! What a ride! We raced through the jungle, splashed through surf, and plowed through those incredible potholes, ending up with mud splattered to our knees. Yes! I want one of those things for the boat!

Life was definitely a beach out at Bluff Beach and my fingernails were even growing with no boat chores to keep them broken down to the quick. Mornings we sat on the porch, muy tranquilo, reading, listening to the waves whooshing just across the road, the parrots coming and going through the trees, the geckoes squeaking down the walls, howler monkeys in the jungle surrounding us. Carl liked the rocking chair and I liked the two wicker chairs with purple cushions.

Well… at least until I decided it might be more comfortable to sit with two backrest cushions in one chair. I’d been snuggled in for about an hour or so, feet propped up, reading, relaxing. The sun had moved. The other chair would be better. So I grabbed the backrest from the chair I was sitting in and — ohmigawd, a SEAT MATE! There, curled in the crevice under the backrest, where I’d been keeping him snugly warm, was a three-foot long boa constrictor. Maybe next time we’ll ask a few more questions about exactly what kind of pets we’ll be sitting.
Caribbean Sports for Cruisers:

Conversations, Connections and the Cricket Cup

by Ralph Trout

When was the last time you played a sport other than "who can consume the most cashews?" What do we cruisers do for exercise besides bend press a few cock-tails at sundown every evening, or labor our jaws on the morning net? Card games don't count, but competitive sailing or windsurfing does. (Pool, billiards or snorkler also count because you are walking around a table.) Most boats have snorkeling gear, but other than going to scrub the waterline, when's the last time you actually went for a swim? We've all got the required canvas sports shoes, shorts, jerseys and hats, but is your vessel equipped with a volleyball, a baseball, a basketball or another type of football? A few yachtsies have a handy tennis racquet for cool mornings, while even fewer stow slightly rusty sets of iron and woods. The universal claim is we cruisers are spectators to the natural wonders of the islands, yet islanders are very competitive in sports. A lot of us read about the islands before we visit. We learn of the natural wonders, the flora, the animals and birds, and most try the local cuisine and beverages to really understand and mingle with the locals. Yet we stick to our version of sports, and they stick to theirs. How hard is it to get a grip on the sports connections as an easy common denominator?

In the mid-Eighties, Luperon on the north coast of the Dominican Republic had one lone dock with a half a dozen rusting hulls. Once we satisfied all the hurdles of clearing in and were satisfying our thirst with "muy fria Presidentes", the local kids took to our New York Yankee and Pittsburgh Pirate ball caps. A few cold ones later, we were bantering in broken Spanish with partial English with others at the bar as to who were the best baseball players. After sharing a bottle of Brugal we realized that both Babe Ruth and Ty Cobb had been born in the Dominican Republic. Weathering the hurricane season on the south side of Punta Cana the year following dramatic Hugo rejuvenated my dormant baseball fever. It seemed every Puerto Rican was either a friend or a relative of a major league player. The Amonar family, Sandy Senior, Sandy Junior, and Roberto, all extraordinary pros, are from Salinas. Roberto Clemente, the Hall of Fame right fielder, is from Carolina. Puerto Rico was a great place to watch the World Series. If you can see the Serenissima PR, try the DR around Laguna Verde or San Pedro de Macoris, from whence Sammy Sosa and Pedro Martinez hail. Check out the Stadium Milwaukee built in Puerto Plata to cultivate players. Nearby, differently aspiring teens cultivate sugarcane.

If you aren't truly competent in Spanish and are headed for Havana, try speaking English. The USA's long-standing embar- rassment, the sorry history of stopped quality players from emigrating, transforming from socialists to capitalistic millionaire Idols. The great twin Canesco brothers, Jose and Ozzie, are Cuban, along with Luis Tiant, Tony Perez, and Bert Campaneris.

Every nationality has its own internal sports clock to know the dates of championships. During the '96 season I was in Bequia drinking at the Frangipani and trying to locate a TV with cable to see the sixth game of the NBA Championships. The bartender recommended a small rum shop in the village of Hamilton. It was a rainy Saturday in Nevis, I didn't have enough in my pocket to get a Four Seasons' breakfast with a "complimentary" New York Times. I was downing greenies and learning about "sticky wickets". In those days, Sir Vivian Richards and Gary Sobers were the men whose pictures adorned shop walls and who were emulated by every West Indian boy.

My first encounter with cricket was on Sundays next to the high school in the sand-dirt on St. Thomas where dapper men played casually in white, usually adorned in floppy-brimmed hats. Finding the game as complicated as French verbs, and too hot for me to sit and watch, I usually headed to the beach. Finally cricket was explained to me as the Brits' method of defending India. I learned the rules at the East Harlem Shelter Bar on a rainy Saturday in Nevis, I did not have enough for the entrance fee.

Once the match finished, grandmas, mothers and daughters started to wine to calypso. That's a real "tail gait"!

During the Cricket World Cup, I was anchored in St. George's Lagoon in '95 as the Grenada Yacht Club crowned with the opening cricket match at their new national stadium. More than slightly claustrophobic, I instead climbed the hill to the grave-yard close to Maurice Bishop's monument and watched thousands of locals packing into standing room only. As usual, local rum shops buzzed for months as to which player should have done what, to help win that match. If you are a cricket dummy like I was, get knowledgeable quick, because this year a huge crowd will be arriving from the far reaches of the extinct British Empire. The Caribbean is holding the Cricket World Cup throughout the islands. There will be parties everywhere, and you have to learn to talk if you want to imbibe with the revelers and realize that bowlers aren't only on the lanes, but in the fields. On April 12th, Grenada hosts the Winner B versus C. The semi-finals are at St. Lucia on April 17th. On April 24th, Barbados hosts the best of hosting the finals. Once the match finished, grandmas, mothers and daughters started to wine to calypso.

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On April 21st, Barbados hosts the finals. The price of tickets to the semi-finals start at US$8300 and soar from there — seats for the finals are listed on the internet at over US$8800! I just hope there are enough hotel rooms, but cruisers have the luxury of bringing their own accommodations with them, and several yacht charter companies are offering Cricket Cup specials. Whether is it the pitch, kick, fut, shot or hoop to win a game or a match, a medal or a trophy, Caribbean sports always revolve around a serious party, and if you speak sports you're in.

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Aurelia is Chasing Me
by Betty Karl

The first guy arrived with THREE duffle bags of stuff — guess I told him to pack light. His personality, no sense of humor: I figured it’s gotta get better....

Second day, at lunch, he informs me that this was the vacation he wanted — he wanted the fun in the Bahamas where they go to a new place every day, dive and they have a giant watermaker AND air conditioner! I was nice enough not to inform him he was my fourth or fifth choice.

This guy was a PE teacher — physical education. I figured he would be out right? He could hardly bend over and couldn’t keep up with my walking pace. He was so strong he could “primitive” a 47-foot boat: all his friends had assured him that a 47-foot boat would certainly have air conditioning! Nope, he was talking to motorboat people living at docks.

First trip was a short one, he brought his own camps and, thankfully, I told him to point the boat into the wind so I could put the mainsail up — no problem. Then I go back to the cockpit and proceed to put staysail out — no problem. No help either. I put out the foresail — no problem, no help either. Finally, we were cooking along about seven knots, beautiful conditions, wind on the beam. I’m comfor… and so he, sacked out in the shady part of the cockpit with his cute little wrist bands to prevent seasickness, one arm thrown over his face. Hmmmm — I thought he looked a bit pale. On his first trip in the Caribbean, he did not sit up once, never looked around, until we entered the next harbor. At least he didn’t get seasick. Those bands must work.

So my first crew lasted three days. Gee I was sure he might want to redo it. I thought it gets better — sure can’t get much worse.

The second guy arrived with enough luggage for an afternoon at the beach. He was wearing one t-shirt and one pair of swim trunks during the month he was aboard, except for the rare occasion when we went to a cruiser gathering.

He would go swimming every afternoon and after about a week, I noticed he was behind for the bow after every dip. Strange. So I watched one day while he faced the stern of the boat with his back to the wind and lifted the back of his swim trunks in order to dry off. What a treat for the group anchored in front of us having drinks and munchies in their cockpit.

They had trouble with a very complex area of the amazement, the piece of machinery on the boat. For some reason, he just couldn’t get the concept of roller furling. You let out on one of the lines (maybe I should say rope, in his vocabulary) couldn’t get the concept of roller furling. You let out on one line (maybe I should say rope, in his vocabulary) couldn’t get the concept of roller furling.

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After we were anchored at the next destination, I told him about these problems, as well as some of the others who had reminded him that he claimed he wanted to learn about cruising. At that point, his ego got the better of him and he told me that he was upset for him to pee on my fiberglass, he got up out of the cockpit, walked to the transom, looks down and then comes back and sits down. “Gee, it doesn’t look yellow...”

First trip was a short trip between islands, luckily. I figured he would be in great shape, right? He could hard-...
Many of you have seen the Windjammer Barefoot Cruises lately, so it’s very nice in Antigua to see her sail by. She is a beautiful ship, and the passengers are always happy. Many of them are repeat visitors, and they bring their families with them to enjoy the beautiful scenery and the warm hospitality of the crew.

The next good guy I had on board wandered down to the beach one day. He asked me if I needed help with any of the crew work. I told him that I did, and he got right to work. He was a very enthusiastic fellow, and he seemed to enjoy being on the boat. He was a bit of a joker, but it was all in good fun.

He was a great help to me, and I came to rely on his assistance. He was very knowledgeable about the boat, and he was always willing to share his expertise with me. He was a great addition to the crew, and I was very sorry to see him go.

I think it’s important to remember that everyone is different, and that we should respect and appreciate each other for who we are. We should not judge others based on their appearance or their behavior, but rather on their character and their actions.

I hope you found this story interesting, and I hope you will think about the importance of respecting and appreciating others. Thank you for reading.
MARCH 2007

ARIES (21 Mar - 20 Apr)
A female crewmember or boating buddy will be a source of help in business, but it’s best not to get too involved on a personal level as it could turn into complications after the 18th.

TAURUS (21 Apr - 21 May)
Romance will take a tack towards rough seas after the 18th. This could have a negative effect on your business plans.

GEMINI (22 May - 21 Jun)
You’ll have gale-force work energy this month. Use it to best advantage on board by attacking that boat project you’ve been putting off for so long.

CANCER (22 Jun - 23 Jul)
High tides of creativity and communications will be flowing this month. Make the most of this aspect by clearing up any correspondence or business left undone.

LEO (24 Jul - 23 Aug)
Romance will be of assistance in keeping your business on course this month. You will have happy sailing at this time.

VIRGO (24 Aug - 23 Sep)
The aspects that are positive for Leo this month will cause problems for you in your love life. Reef down — there could be some bad news around the 16th.

LIBRA (24 Sep - 23 Oct)
You’ll have a full cargo of energy and drive. Use it towards improving conditions on board. A touch of paint on the bulwarks will do wonders for your sense of accomplishment.

SCORPIO (24 Oct - 22 Nov)
March is a good month for you to work on creative ways to improve your personal life and relationships with crew or cruising pals.

SAGITTARIUS (23 Nov - 21 Dec)
With Jupiter in its home port of Sagittarius, things will be bright and cheerful for you. Make the most of it by spending your off watch having fun with friends and family.

CAPRICORN (22 Dec - 20 Jan)
Romance in your life will change course from sailing away to tacking towards you, bringing calm seas and fair skies.

AQUARIUS (21 Jan - 19 Feb)
You will have lots of work energy so put it to good use doing repairs on board. There may be a spinnaker broach on your business course around the 20th.

PISCES (20 Feb - 20 Mar)
Don’t get overwhelmed by the plethora of things demanding your attention. Make the situation into a positive by completing some of the easier tasks aboard ship to clear the way for more difficult ones in the future.

Crossword Solution

ACROSS

2) SWINGS  4) STAYS  6) SLOE  8) SWAGE  9) SLANG  10) SW  12) SUPPORTS  13) SWIRL  14) SUD  15) SUDS  16) SW  18) SURVEY  19) SWASH  21) SURF  22) SE  23) SALINE  24) SWEAT  25) ESS  26) SCUD  27) SILL  29) DOWN  10) SW

DOWN

1) STEW  2) SETS  3) SWIRLS  4) SOS  5) SWEEP  7) SALTY  9) SWORD  10) SUDS  22) SETS

Island Poets

Mozart under the Coconut Fronds

"Imagine La Bohème on Bequia!"
I said to a friend at intermission.
“And from a little soprano, no less!"
She was in a group of Oslo conservatory students, "Pirates from the Norwegian Fiords," doing Schubert, Chopin, and Debussy.
But the first half was a mere warm-up, a turn-on, as were the violin slopes of the woman dressed in see-through fabric and waving a fan in the audience beside me.

Then, as they began the evening’s main offering, a squall came through. A squall!
As the clouds drove over the hills and across the bay, blackening the sky above Piano Concerto 11, a fierce wind was followed by fierce driving rain.
Coconut fronds reared back, roused by the gusting winds. Inside, rain drummed on the pavilion roof and the wind scattered sheet music,
while the musicians, unheard, played on,
only smiling to acknowledge the drowning rain.

And then, as quickly as it came, the squall left, leaving the island wet, secretly glistening.
The piano, tempo di minuetto, regained its dominance, augmented now by a chorus of tree frogs — could Mozart possibly have imagined tree frogs?
The tree frogs had come alive in the wake of the squall. They came in concert not only with the piano, but with the slopes of my neighbor’s shapeliness, in a fantastic confluence, an ecstasy — not that she’d stayed past the intermission.

— Richard Dey
Compass Cruising Crossword

‘Nautical Alphabet: S’
Part 6

ACROSS
2) What a boat at anchor does when tide turns
4) Fore-and-aft standing rigging
6) Gin Fizz ingredient
8) Type of fitting for standing rigging
9) Vulgar talk
10) Compass point (abbr.)
12) Reinforces
13) Whirling motion
14) South, in France
16) Pack for sea
18) Vessel inspection
19) Shifting of liquid from side to side
21) Ride the waves
22) Compass point (abbr.)
23) Seawater is this
24) Haul line as tight as possible
25) Letter of the day
26) Run before a squall
27) Timber at the foot of a dry dock

DOWN
1) Good hot meal at sea
3) Drinks
4) Morse distress signal
5) Long oar
7) Sea dogs are this
9) Pirates fight with this
10) Soap by-product
11) ‘Sink or _____’
12) Wet accidentally
14) Tidal wave action
15) Fast
16) Methods
17) Curse
20) A snatchblock can be this type
22) Waves come in these
24) Deckhand

— Solution on page 36

DOLLY’S ANSWERS:

1) SURROUNDING
2) SEINE
3) TRAWL
4) DREDGES
5) LIFT
6) FALLING
7) ENTANGLING/GILL
8) TRAPS
9) HOOKS/LINES
10) GRAPPLING/WOUNDING
11) HARVESTING

Derek

HON, HAVEN’T SEEN A DECENT SIZE FISH ALL DAY!

Parlumps marooned

Parlumps left the gruesome image as a warning to all mosquitoes.
THE BUGGY RIDE

by Lee Kessell

MARCH 2007  CARIBBEAN COMPASS  PAGE 38

ELAINE OLLIVIERRE 2007 ©

Matilda between the shafts, it took some trial and
Ernie had only been out in the buggy once and
to go and play dominoes with his friends and the
boys were determined and poor Matilda really had
no choice in the matter.

Trevor climbed up on to the left-hand side of the
buggy and Ernie walked Matilda into the yard and
onto the coral road that ran along the edge of the
cliff where the Atlantic waves hissed and thundered.
He then leaped up onto the seat beside his cousin
and pulled the pony's head back from the tough
grey grassy verge.

Naturally Matilda wanted to walk in the grass
and munch at the tufts, but Ernie knew that between
the road and the cliff edge there were many hidden
hollows and Matilda could hurt herself if she stepped into one of them. He allowed Matilda to walk slowly on the crushed
coral road because her delicate feet were unshod.
He would let her head go when they reached the paved sur-
face. Once around the bend in the road and Matilda put
her foot on the paved surface, off she went into a rat-
ing gallop. This gave Ernie quite a start and he pulled
back on the reins and made the pony trot.

Soon the road began to climb the hill and the village
houses opened up on either side of the road. Little
children came out of their doors and waved pleasant-
ly. The boys waved back. Parents stood and looked at
the boys sternly.

"Hello Mr. Hodge!" called Ernie politely.
Mr. Hodge frowned. "You boys be careful with that
buggy. Does your father know you're out?"
But Ernie had walked the pony on and he escaped
telling a lie by turning his head back and waving. Not-
so-polite dogs barked at them crossly.

After a short plateau on the road, it took a very steep
climb so Ernie jumped out and helped pull the cart as
Matilda drooped her head and plodded upward. Trevor
lazed back in his seat enjoying it all.

The road made a perfect right-angled bend onto a
much busier road and as the pony wanted to move
straight on into the middle of this road without a
pause, (after all, the blinkers stopped her from seeing
any approaching danger), Ernie had to pull back on
the reins as hard as he could and Trevor, in alarm,
jabbed on the brakes on his side with all his might.
He wanted to go back home to St. Lucia in one piece!

Now that the road was approaching the junction
with the main road, cars sped up behind them at a
fast clip, only to stop with an alarming screeching
of brakes when the drivers realized that the vehicle in
front was a slow-moving pony cart. When Ernie grand-
ly gave the pass signal by a wave of his hand, children
leaned out the windows, waved and laughed and
called to their mothers, "Mummy, Mummy, look de pony cart!"

Adults gawked as they drove by, heads turning to
stare out the back windows. No one could believe
that such an old-fashioned vehicle still existed. Trevor
and Ernie didn't care; they were proud of
Uncle Solly's buggy.

Matilda was on the straight, paved road, trotted on
to the junction but as those annoying blinkers stopped her
from seeing the main road up ahead, she was prepared
to trot right into the cars speeding both ways at the T-
junction. Ernie pulled back on the reins with a neck-
breaking pull and Trevor pushed on his brake lever as
if his life depended on it, which of course, it did.

Ernie waited at the junction while the cars raced
along the road that would eventually come out of the
cane fields to arrive in Bridgetown. Trevor looked
out to make sure that the road was clear behind them,
and then when all was safe, Ernie turned the pony's
head for home.

Aahh — this was just what Matilda was waiting for!
She picked up her feet and galloped full pelt back
down the road. The buggy bounced and rattled and
Ernie yelled "Hang on!"

—Continued on next page

CRUISING KIDS' CORNER

DOLLY'S DEEP SECRETS

by Elaine Olivierre

Apologies are due to those readers who tried last month's word puzzle. A font
problem apparently omitted some of the symbols. So let's make this month's arti-
cle one big puzzle!

A report in the journal Science says that the world's fish stocks will collapse
by the year 2048 because of over-fishing, pollution and destruction of habi-
tats. Fishermen have so far used new technologies to improve their vessels and
their fishing gear to increase production. Now they must develop equipment
which must have less impact on the environment if the fishing industry is
going to survive.

The word gear means the tools used to catch fish. A fishing method describes
how the gear is used. The United Nations Food and Agriculture Organization
(FAO) classifies fishing gear in 12 different categories. Use the definitions given
below to help you unscramble the headings and identify all twelve.

1) SONDRUGRUnets. These look like purses which can be drawn up around
beneath a school of fish.
2) INSEEnets. These are long rectangular nets which can pull a school of fish
towards shore or to a boat.
3) WRALT nets. These are large nets towed behind a single boat or a pair of vessels
capture any fish which swim into them.
4) GERSDEDDevices are dragged along the sea floor to catch bottom-
dwelling species, especially shellfish.
5) FLIT nets. These nets with their catch can be raised out of the water by hand
or by a mechanical device on a boat.
6) GLAPLIN gear. This category includes cast nets which can be dropped on top
of a school of fish to catch them.
7) LAGGINNENT and LIGL nets. These form walls of netting which hang
vertically in the water to trap fish as they swim along.
8) SPITFishspots are left at sea for some days. Fish/lobsters swim in and are
caught inside.
9) OSHIKO and SNELL Fishing with these is one of the oldest fishing methods.
They can be used by individuals or towed at length from a boat.
10) PLANGRIP/INOUDUNG gears. These include harpoons and spears which
target individual fish.
11) SHIVERGANT machines. These use pumps to suck up their catch.
12) The last category is MISCELLANEOUS and includes anything not covered
by the first 11 methods, for example, gleaning by hand (with or without
diving equipment), poisons, explosives, trained animals and electrical fishing.

— Answers on page 37

So, which of these methods is/are causing problems for global fish stocks? Find
out next month!
Martin’s Marina, situated on the south coast of Grenada, is one of the Caribbean’s finest marinas. Located outside of the hurricane belt in the well protected and sheltered waters of Mount Hartman Bay, Martin’s Marina is considered one of the safest marinas in the Caribbean.

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- Electrical tools
- Diverse hand tools
- Vacuum cleaner for water
- Scaffolding

LEAVE YOUR BOAT IN SKILLED HANDS

---Continued from previous page---

“Oh God, de road ending!” hollered Trevor. It was the right-angled corner. But Matilda saw the cautionary black board with its white chevrons just in time and she clipped the corner on the wrong side almost tipping the buggy over and throwing the boys from their seats. Fortunately no car was coming around the corner or they all would have been goners!

Now the road began its steep descent and Ernie held on to the reins as hard as he could and pressed his foot forward on the brake. Trevor grabbed his brake lever with both hands and pushed. The buggy jumped and bucked and the struts holding the roof over their heads creaked and shook.

“Trevor!” screamed Ernie. “Use your feet! Press hard with your feet!”

Trevor let go of the brake lever; leaned back against the backboard and using his feet put all his strength into stopping the buggy. The brakes sang a high, unrelenting soprano interrupted by baritone groans and tenor screeches. It was enough to wake the dead, but the buggy slowed and so did Matilda. She skidded into an uneven trot and then into a sliding walk.

Children ran out of their doorways and screamed, “Stop de ruckus! You boys need licks for so!” Small, quarrelsome dogs raced out on to the road and ripped at Matilda’s little feet. Big, angry dogs yanked at their chains, half choking themselves to get at the black monster behind the little fawn pony. Chickens flew squawking up into the highest branches of the nearest trees. The gentle brown cows looked up in alarm. Black-and-white goats sneered and laughed into their beards. But Ernie and Trevor had no breath left in their bodies to answer these protests.

At last, their lips white with fear, their whole bodies aching with the jolts riding up into the buggy from the rough road, the boys and the buggy and Matilda made it down to the coral road. Matilda turned the corner into the homestretch and walked delicately on the sharp crushed coral to home where the fresh green grass was waiting for her, topped by the bucket of delicious oats. Ernie and Trevor never said a word as Matilda stepped through Uncle Solly’s gate, but they looked at each other to make sure they really were still alive just as the blood red sun sank down behind the peaceful hills.

THE END
The pictures tell the story in this “coffee table” style book. Michael Wissing has been a self-employed still-life photographer for over 20 years.

Writer Regine Hodeige, a German who with her husband has set up a villa rental business on the island, loves Virgin Gorda for what it is — and isn’t: “There are no McDonalds or Hiltons, and, despite the economic importance of tourists, no high-turnover tourism with its pervasive infrastructure of high rises, night clubs and the seediness and crime that often results. It is not so easy to get here and you must pass through at least one other Caribbean country to do so. Perhaps the pace of life has led to... a sense of the people here being happy with the lives they lead. This adds to our feeling of privilege at being able to become a part of such a society.”

She explains in the preface that the idea for this book came about as a personal journey, wanting to illustrate what stands out most to her and her husband about the place they love. Their collaborator Michael Wissing, also German, “wanted to show reality away from the banal and the clichés.”

The photos are an eclectic collection of land-, sea- and skiescapes, interiors, portraits, found objects, and still-lifes featuring local food. The numerous portraits of cocktails seem to be incongruous escapees from a bar menu; they would have been better placed with their respective recipes in the appendix. But otherwise we are given an intriguingly offbeat view of a Caribbean island and its inhabitants.


When we think of Caribbean culture we think of dancing — from quadrille to limbo to “dutty wine”, perpetual rhythm has always put bodies here in motion. *Seasons of Dance* is a beautifully illustrated record of a 20-year journey that self-taught Jamaican photographer Monica DaSilva took with five of Jamaica’s most prestigious dance companies, providing a unique insight into the highly evolved dance culture of the island.

A dancer is mobile, a photograph is static. The art is to capture the motion, which DaSilva does in a variety of ways. Some images are sharp, some blurred, some grainy, some high-contrast, some sepia-toned — a visual tour de force worthy of her talented and well-trained subjects. Although it would be a natural assumption that the dancers’ bodies would be the main focus, their faces often steal the show.

If you’re tempted to think that “wining” is all that Caribbean dance is about, you haven’t seen this book.

These books are available at bookstores or from www.macmillan-caribbean.com.
the Mona Marie.

As cook on several of Lou's ships, until the couple

Connecticut. It was a match that endured tough times

were not thrilled at the thought of a rough-and-tumble

Pat's parents

his wife, Pat, the beautiful socialite daughter of a

... a tightwad, so tight, he squeaked. ...

; he would choose the names of ports in which to register his

Lou's ships often plied the "milk run," hauling

Bajan rum and molasses, then filling the

salted cod or lumber to Barbados and returning

salt, but Lou was never without com-

the city's name on the stern.

In the Northeast he used RYE (New York) several
times. "MIAMI" was a favorite because it only took three
stencils. If he was forced to register in a port

where too many stencils were required, he simply

would not bother painting the name on the stern.

Lou's ships often plied the "milk run." Hauling salted cod or lumber to Barbados and returning with Bajan rum and molasses, then filling the hold full of salt, but Lou was never without companionship. He always had Butch with him. As a perfect example of his frugality, he would only buy to paint the city's name on the stern.

Lou started his sailing career in a rowboat with main

and jib, at age 11 graduating to a small keeled sloop

Sea Fox

was destroyed twice) into 11 chapters in chronological order.

Sailing romantics may be dismayed to find that Lou turned towards power boats in the ‘60s, hauling freight from Miami to the Bahamas, but he ended up by retiring on a 62-foot motorsailer (renamed Sea Fox, after his beloved schooner), which he and Pat cruised up and down the east coast from the Bahamas to Nova Scotia, visiting family and friends, until he was 75.

For all the years in between, author Russell combines compassion, wit, and thorough research into his telling of Lou's countless adventures of a lifetime at sea, including close encounters with hurricanes, the law, union toughs, and local hoods. Many photographs accompany the text to make this a compelling read.

The last schoonerman is one such gem. It

ters with hurricanes, the law, union toughs, and

coast from the Bahamas to Nova Scotia, visiting

The remarkable Life of Captain Lou Kenedy (1910-1991), a seafaring John Wayne with a penchant for hard work, and, if necessary, quick fists. A

documents the life of Captain Lou Kenedy (1910-

rare.

Second World War are becoming increasingly

and worked as a rigger at a New York yacht club before

and worked on cargo schooners in the 1920s and '30s and who served their country in the

the days of commercial sailing, and how the survivors

hauled Butch back on board, no worse for wear.

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Making lasagna seems to dirty half the bowls in my galley. So while I’m at it, I make sure I’ve got a huge pan full, enough for six large servings, that being either a company meal or three meals for the two of us. We don’t mind having lasagna two nights in a row, but if I’ve got those other two servings left over, I wrap them in foil and pop them in our plastic bag in our tiny freezer. Zapped in the microwave, accompanied by a salad and some garlic bread, we’ve got an easy dinner when I’m in hurry or don’t feel like cooking.

Another double batch I always make is rice, which takes more time or energy than a single batch, and we’re sure to put it to use within a couple of days. Those are examples of “planned leftovers.”

Lasagna, like a number of other dishes, just gets better with the re-heating. Stews, chilis, barbecued anything, meatloaf, sauces, soups, pots of beans — all are better for being left over. Extra helpings do, in the long run, cut cooking time. In fact, many cruisers live by the philosophy of “cook once, eat twice.” Saves time. Saves fuel. Saves heating up the boat. Generally more economical, too. But planned leftovers are like wanted children: we know what to do with them. It’s a finding a role for those little odds-and-ends orphans that challenges our creativity.

My friend Ellen Sanpere of the yacht Cayenne III is likely as creative as a cruising cook can be. She writes, “What do you do with a cup of cooked rice, half a green pepper, one carrot, one egg, one chicken breast, one pork chop (why do they always come three to a package?!)?”

She then proceeds to tell me exactly what she does: “I usually ad lib based on known recipes, e.g. chicken fried rice, black beans with mojo criollo, stir-fry veggies with pork, Ramen noodles with bits and pieces of meats and veggies.” Wonderful! And even though those bits were refrigerator orphans left over from planned meals, who would know it from the fine fare Ellen concocts with them? Can she set a place for me anytime?

One cookbook that I have found particularly useful in figuring out what to cook with what you have on hand is called How to Cook Without a Book: Recipes and Techniques Every Cook Should Know By Heart, written by Pam Anderson. This author teaches exactly what we should have/would have/could have learned before we left our childhood home.

It’s all a matter of having our lockers stocked with the basic ingredients we use most — mastering the variety of basic cooking techniques — sautéing, frying, baking, steaming, boiling, poaching, broiling, grilling, braising, etc. — and developing a sense of what ingredients combine well. Definitely a book worth reading.

Another useful tool for selecting recipes to match specific ingredients is a comput- erized cookbook program. Williams and Sonoma Guide to Good Cooking, Joy of Cooking, Julia Child Home Cooking with Master Chefs and dozens more are available. One I like very much is Master Cook Deluxe, though my all-time favorite (probably because it was my first and is most familiar) is Key Home Gourmet. With thousands of recipes in their data bases, these programs do the job of near-instantaneous searching for recipes that match your ingredients. For example, in Key Home Gourmet, if I type in “pork, egg, and rice,” I get a recipe for “Subgum Rice.” When I type in “rice, green pepper, and chicken,” I get 19 different recipes such as: “Cajun Dirty Rice,” “Lively Shrimp Casserole,” and “Gerry’s Savory Pilaf.”

So, let’s say I’ve got a small bunch of broccoli that really must be used today and, besides that, I’ve made way too much yogurt and want to find ways to use some of it. So what will I cook? “Broccoli plus yogurt”. How about some “Broccoli Quiche?”

But so far we’ve been talking about starting from scratch with those extra bits of ingredients. The bigger leftover headache is what to do with those single or half servings of already-prepared meats, veggies, pastas, salads, etcetera. Everybody has such leftovers as it’s impossible to judge exactly how much food to prepare for a given meal. If we serve them the next day, we’ll likely also listen to groans from the mate: “Arrgh, leftovers for dinner? Again?”

Guess we’ve all been subjected at one time or another to soggy broccoli, limp salad greens, stale bread, too-dry roast beef, or mashed potatoes with a decidedly scorched taste. We’re probably all guilty of feeding the trash can with leftovers that got lost in the deep recesses of the fridge or leftovers we can no longer identify. One friend boasts that she has a “creative” solution for all her leftovers: she puts them in her freezer, waits until they turn blue and fuzzy, then feels ever-so-justified feeding them to the fish. Hmmm, money overboard!

With a little creative experimentation, leftovers can turn into fabulous meals. Some of these One-Night Stands could even win prizes — if we could remember what we put in them! The main categories for using leftovers include soups, stews, pasta dishes, frittatas or omelets, casseroles, fritters and cake, salads, and stir-fries.

It’s important to deal with leftovers soon after they are cooked. To be safe, food should be refrigerated within two hours of cooking. It’s best to store leftovers in small batches so they will cool quickly and use them within a few days. If you won’t be able to use them that soon, just put them in the freezer where most foods will keep for three months or so. Be sure to label and date your containers so they don’t get lost. Little dabs and dabs of meats and veggies — a spoonful of peas, half a baked potato, a slice of steak — can be put in the same container in the freezer until you have enough bits to make soup.

Soups and stews are the easiest leftover answer — just a matter of tossing meats and veggies in some broth, adding spices and whatever else you have on hand to round them out. If you don’t have broth, you can always use bouillon cubes but it’s handy to keep a jar in the fridge just for saving the water from cooking meats and veggies. But if you’re like the crew of Camryka, the idea of a nice hot bowl of soup after a day sweating in the tropics is about as appetizing as another parade the day after Carnival in Trinidad.

So let’s take a look at omelets and frittatas. The difference between an omelet and a frittata? In my thinking, omelets have more eggs; frittatas have more meat and/or veggies. For these, you’ll chop up the wee bits of meats and veggies you have on hand, toss them in a skillet heated with a bit of butter or olive oil, and sauté them till they are just tender. Then you’ll add eggs and some cheese and vola! You’ve got a dinner.

—Continued on next page
Use-Em-Up Pasta Salad

An example is the Second-Hand Seafood Fritters. Stir-fries are naturals for leftover meats and veggies, even some fruits and nuts, in most any combination. While making these stir-fries, be sure to have your sauce first then heat the pasta right in the sauce and your meal is ready. Thin noodles also serve nicely as a type of "crust" for pizza or frittata. Just sauté them first, then adding any cooked ingredients. Cooked rice or noodles such as lo mein, chow mein or Ramen can be added right in the same pan and heated through. Or you can serve your stir-fry over a freshly-cooked batch of noodles or rice. Most of the time, these stir-fry dishes will be totally unique and no matter how satisfied you might be with the creation, you're not likely to have just the same combination ever again. There's a sample recipe below, Just-For-Tonight-Honey Fried Rice, or you might follow this tasty-sounding example from Ellen:

Rice left over from the Chinese carry-out restaurant is perfect for fried rice — fry in oil (I add a dab of sesame oil to canola oil) until golden, add a little bit of sautéed green pepper and leftover roasted pork loin (or shrimp or chicken) and maybe some peas, onion, garlic, ginger, any other leftover cooked veggies cut up, and one or two beaten eggs (scramble them in a hole made in the middle of the rice then break up and stir in.) Sprinkle with salt, pepper, soy and serve. I often make enough to freeze for a third meal.

Pastas and leftovers are another natural combination. Make either a basic white sauce or a tomato sauce, or use something store-bought, add cut up leftover veggies, meats or seafood, and serve over pasta. Fettuccini, spaghetti, or macaroni — most any pasta will do. If you want to include any fresh veggies or meats in the mix, just cut them into slices, strips, or cubes, sauté them in a bit of butter or olive oil, and then dump them in with your cooked leftovers. Got a small piece of cheese handy? Grate a bit on top of each serving.

And if you end up with some of the pasta itself left over? Not a problem. Make your sauce first then heat the pasta right in the sauce and your meal is ready. Thin noodles like spaghetti and fettuccini also can be chopped and added to stir-fries instead of rice. Noodles also serve nicely as a type of "crust" for pizza or frittata. Just add a bit of butter to the noodles and pack a layer about half an inch thick in the bottom and sides of a casserole pan. Add filling or topping as usual and bake. Another way to use leftover pasta is described in Spaghetti Pancake. You might also experiment with making pasta salads from leftover macaroni, penne, rotini, or other pastas. A simple example is the Use-Em-Up Pasta Salad.

We haven't even addressed using leftovers for sandwich fillings, tacos and quesadillas, pizza toppings, muffins, baked potato toppings, dips and spreads. The possibilities for what to do with leftovers are limited only by our imagination.

---

One-Off-A-Kind Soup

5 Cups broth (chicken, seafood, vegetable or beef broth or substitute 5 Cups water and 2 bouillon cubes) or 6 ounces of tomato paste and one 16-ounce can of tomatoes

1 Cup cooked or raw proteins (chopped chicken, beef, pork or seafood, or use already cooked beans such as pinto, kidney, black or Great Northern)

1 Cup cooked or 1/3 Cup raw grains (rice, pasta, corn, barley)

1 Cup cooked, canned, or raw vegetables

1 teaspoon each of two or three herbs or spices (choose from basil, cumin, garlic, thyme, rosemary, oregano, parsley, etc.)

Salt and freshly ground black pepper to taste

Bring broth (or tomato sauce) to boil in a large pot over high heat. Add any raw proteins and veggies. Reduce heat and simmer another 30 minutes. Makes 4 servings.

Just-For-Tonight-Honey Fried Rice

2 Tablespoons olive oil

1/4 to 1/2 pound cooked or raw meat, cut in thin strips or cubes (optional)

2 Cups raw or cooked veggies (onions, green pepper, carrots, broccoli, eggplant or whatever you have on hand)

1/4 Cup nuts (optional)

1 can bamboo shoots or water chestnuts (optional)

1 Tablespoon sugar

1 to 2 Tablespoons soy sauce

2 eggs

1 Tablespoon milk

3 Cups cooked rice (more or less)

Heat oil in a large skillet or wok over medium-high heat. Add any raw meat and sauté until tender. Remove meat and set aside. Add raw veggies, nuts, and bamboo shoots or water chestnuts; and meats. Sprinkle in sugar and soy sauce. Heat through. In a small bowl, mix eggs and milk. Push veggies and meats to the side, making a little hole in the center of the skillet. Pour egg into hole and cook until set. Add rice and mix all together, cutting the eggs into small bits. (Alternatively, you can remove the veggies and meats, make a little more oil to the skillet and cook the egg separately without the rice then put the rice into the skillet and throw it to the center of the skillet and cut it into strips. Return the meat and veggies to the pan. Stir in the rice and heat through. You can either mix the egg strips in or use them to garnish the top of the entire dish.) Makes 3 or 4 servings.

Dinner Omelet for Two

4 eggs

1/4 Cup milk

Salt and freshly ground black pepper to taste

1 Tablespoon butter

1 Cup chopped cooked veggies (onions, mushrooms, green peppers, tomatoes, etc.)

1/2 Cup shredded cheese (Cheddar, Jack, Havarti, etc.)

In a small bowl, beat together eggs, milk, salt and pepper. Melt butter in a non-stick skillet over medium-high heat. Pour egg mixture into skillet, reduce heat and cook until eggs are set. Gently lift edges with a rubber spatula and pull them toward the center so that egg cooks evenly. With the eggs set but the top still shiny, sprinkle with cheese. Fold omelet in half, cover pan, and let cook until cheese melts, usually 1 or 2 minutes. Makes 2 servings.

Variable Vegetable Frittata

1 Tablespoon olive oil

1 1/2 Cups cooked or canned vegetables, drained (potatoes, tomatoes, artichokes, corn, etc.)

Salt and freshly ground black pepper to taste
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Virgin Gorda Marina

---Continued from previous page---
Pinch of thyme or oregano
4 eggs, beaten
1/2 Cup bread crumbs or 2 slices of bread, cubed
Cheese, grated

In a frying pan over medium heat, sauté vegetables in olive oil. Sprinkle with spices. Pour eggs over all and add bread crumbs. Stir to blend, lower heat, and cover skillet. Cook until eggs are set in the middle. Sprinkle with grated cheese. Serves two.

Spaghetti Pancakes
1 1/2 Cups tomato sauce
8 ounces thin spaghetti, cooked and drained
3 eggs, beaten
1/3 Cup milk
3 Tablespoons Parmesan cheese, grated
1 Cup cooked chicken, beef, pork, or seafood, diced
3/4 Cup cooked veggies (peas, broccoli, onions, green pepper, cauliflower, etcetera)
Salt and freshly ground black pepper to taste
4 teaspoons olive oil

Heat tomato sauce in a small saucepan over low heat. In a medium mixing bowl, combine eggs, milk, and Parmesan. Add spaghetti, meat or seafood, vegetables, salt and pepper. Stir gently to combine. In a 6-inch non-stick skillet over medium heat, add 1 teaspoon olive oil. Put one-fourth of spaghetti mixture into skillet and press to flatten evenly. Cook about 4 minutes until bottom is browned, using a spatula to slide underneath to avoid possible sticking. Flip pancake and brown the other side, about 3 minutes more. Keep warm on a baking sheet. Make three more pancakes. Serve with hot tomato sauce on top. Four servings.

Use-Em-Up Pasta Salad
1 1/2 Tablespoons olive oil
1/2 Tablespoons butter
2 garlic cloves, minced
2 tomatoes, diced
1 1/2 Cups cooked veggies (carrots, zucchini, cauliflower, etcetera) juliened
3/4 Cup cooked chicken, seafood, pork or beef, cut in thin strips or diced (optional)
1/4 Cup honey
1/4 Cup lemon or lime juice
1 1/2 teaspoons grated lemon or lime peel
3/4 teaspoon dried crushed basil
3/4 teaspoon dried crushed oregano
Salt and freshly ground black pepper to taste

Heat olive oil and butter in a large skillet over medium-high heat. Add garlic and stir-fry for 1 minute. Add tomatoes and cook until just tender. Add cooked vegetables, any meat or seafood, honey, lemon juice, lemon peel, basil, oregano, salt pepper. Heat through, stirring gently. Remove from heat and toss with pasta. Cool. Sprinkle with Parmesan and serve chilled or at room temperature. Makes 4 servings.

Any-Old-Thing Stovetop Casserole
1 medium onion, chopped
1 green pepper, chopped
1 carrot, sliced thinly
1 1/2 Cups other raw veggies (green beans, eggplant, broccoli, etcetera)
1 Cup raw rice
Salt and freshly ground black pepper to taste
Pinch of thyme
1/4 teaspoon garlic powder
2 Cups water
1 small can mushroom stems and pieces with liquid
1 can of cream soup (chicken, mushroom, celery, etcetera)
1 Cup cooked chicken, pork, ham, beef or seafood, cubed
Put all RAW ingredients with water in a large heavy pot. Bring to boil over medium heat, stirring often. Cover pot and reduce heat to lowest and simmer about 10 minutes. Add canned soup and any ALREADY-COOKED ingredients, stir to mix, then re-cover pot. Continue to simmer another 10 minutes or until all water is absorbed. Makes 4 servings.

Second-Hand Seafood Fritters
1 Cup cooked seafood (shrimp, crabmeat, fish, etcetera)
1 small onion, grated
1 egg, beaten
3/4 Cup bread crumbs or crushed crackers
3 to 6 drops hot sauce
2 teaspoons Worcestershire Sauce
1 Tablespoon seafood seasoning (e.g. Old Bay)
1/2 Cup mayonnaise (preferably low-fat)
2 Tablespoons olive oil

In a medium mixing bowl, combine all but olive oil. Heat oil in skillet over medium heat. Shape seafood mixture by hand into round balls about 2” in diameter. Place in hot oil and with a spatula, flatten slightly. Brown about 4 minutes per side. Drain on paper towels. Serve with tartar sauce or cocktail sauce. Makes four main dish servings (leftovers are fine on sandwiches) or make smaller fritters to serve with crackers as an appetizer at Happy Hour.

Whatever You’ve Got Dessert Panckes
1 Cup plain flour (or 1/2 Cup plain plus 1/2 Cup whole wheat flour)
2 Tablespoons sugar
2 teaspoons baking powder
1/4 teaspoon salt
1 egg, beaten
1 Cup milk
2 Tablespoons cooking oil
1 Cup diced fresh or canned fruit (mangoes, peaches, pineapple, bananas, etcetera)

Whipped topping, maple syrup, honey or fruit jam

In a medium bowl, stir together flour, sugar, baking powder, and salt. In another bowl combine egg, milk, and cooking oil. Pour egg mixture into flour mixture. Stir just to moisten — batter should be lumpy. Fold in fruits. Coat a small skillet with cooking spray. Set over medium-high heat. Pour 1/4 Cup batter into pan. Cook until surface is bubbly and bottom is browned. Flip to other side and brown. Remove to a warm plate and keep warm. Repeat with remaining batter. Serve pancakes warm with whipped topping, maple syrup, honey, or fruit jam.
**French for (hungry, thirsty) Cruisers**

by Kathy Parsons

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**Ordering at the Counter**

Ordering in a bakery (boulangerie) or snack shop is the easiest. Items are priced with their prices on the menu board behind the counter. There’s almost always a line (une queue) at the bakery so find the end of the line and take your place. You’ll usually have time to plan your purchase while you wait your turn.

As you approach the counter, be sure to greet the clerk with **bonjour, madame or bonjour, monsieur** before you start ordering. The clerk will likely ask you **‘Sur place ou à emporter?’** so she will know whether to wrap up your purchase or serve it on a tray. There may even be two sets of prices posted on the signboard depending on whether you plan to eat in the bakery or **‘sur place’** or take your food and drink with you (**à emporter**).

If you want to order some delicacy behind the counter and you don’t know the name, point to it and ask what it is (**Qu’est-ce que c’est?**), so you’ll know next time.

Be careful, if you hold up fingers to show the number of **pains au chocolat** that you want. The French begin counting with the thumb. So if you hold up two fingers, you are likely to get 3.

---

**Bread and Pastries**

**Droits** (for breakfast) at a French Bakery. **Baguettes** (about €0.70) and **pains au chocolat** (about €0.50) are quite reasonable. For an even better bargain try the **petit déjeuner**, which often comes with coffee, **croissant**, and juice.

**Bakery items**

- **apple pastry**
- **le chausson aux pommes**
- shok-shab ah puhm
- **baguette**
- la baguette
- bah-ghet
- **boulangerie**
- baw-lahng-reh-
- **breakfast**
- le petit déjeuner;
- pah-tee day-zh-yuh-
- **buttered bread**
- la tartine beurrée;
- tah-teem bah-reh-
- **croissant**
- le croissant
- krwa-sahn
- **chocolate-filled pastry**
- le pain au chocolat;
- pahn oh shoh-koh-lah
- **small tart with coconut filling**
- la tartelette;
- tah-tay leh-
- **Santos ham & cheese sandwich**
- **le jambon-fromage**
- zhahn-fahn-foh-mahzh
- **sandwich**
- le sandwich
- sahrn-dweesh

---

**Ice Cream**

Ice cream (la glace) and sherbet (le sorbet) are wonderful in the French islands. Try a sample of the island flavors (parfums) before buying. Ice cream lovers should commit the question **“Je peux goûter?”** (Can I have a taste?) to memory. Ice cream is sold by the scoop (**la boule**)

Don’t miss the home-made sorbet **goyave** and sorbet **coconut** that are sold on the beach on weekends straight out of the hand-crank ice cream machines.

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**GREETINGS**

| Good day, madam / sir.       | Bonjour, madame / monsieur.       | Bahn-zhoor, Mah-dahm / Mahs-yuh |

**ORDERING AT THE COUNTER**

- I would like ... **Je voudrais ...**
  - Zhol voo-dreh-
- We would like ... **On voudrait ...**
  - Oh voo-dreh-
- and / with e / avec
  - e / ah-vhek
- Please **S’il vous plaît**
  - Souh voo plah-
- We are together. **Nous sommes ensemble.**
  - Noo suh mahn-sahn-blah.
- What is it? **Qu’est-ce que c’est?**
  - Kohn-buh seh-
- How much does it cost? **Combien ça coûte?**
  - Kohn-byehn sah kooot-
- That’s all. **C’est tout.**
  - Sef too-
- take out, take away **à emporter**
  - ah ahn-poh-tuh-
- to eat on premises **(à consommer) sur place**
  - (ehe koheh-sahn-nahy) sver plahs-
- Goodbye **Au revoir.**
  - Oh ruy-swahr-

**GOODBYES**

- Thank you, (madam). **Merci, (madame).**
  - Mehr-see, (Mah-dahm)-
- Have a nice day. **Bonne journée.**
  - Bown jeh-nurn-
- Goodbye. **Au revoir.**
  - Oh ruy-swahr-

---

**Drinks**

- **BEVERAGES**
  - a tea, (plain / with lemon)
  - un thé (nature / citron)
  - un citron pressé
  - un jus de fruit
  - une expresso
  - un café, un express
  - un café à lait
  - un grand café
  - un décaféiné
  - a draft beer
  - an local drink of strong rum, sugar and lime served in a shot glass
  - un ti-punch
  - a Planter’s punch of rum, fruit juices, spices with ice
  - another round
  - a bottle ...
  - a glass ...
  - a carafe ...
  - of (white/red/rose) wine
  - de vin ... [blanc / rouge / rosé]
  - of (sparkling / flat) water
  - d’eau [gazeuse / plate]

If you order water, you will likely get (and pay for) a bottle of mineral water. Ask for a glass or a carafe of water. **‘un verre / une carafe d’eau’** if you just want plain water. **Petillants** also means sparkling.

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**French columns:**

- **gray** - letter not pronounced, except *Il* (in *gri*py) pronounced as consonant
- **Pronunciation column:**
  - **Ah** pronounces as **au** or **aux**
  - **éw** sound between *é* and *œ* similar to *e* in *cate*
  - **blu** pronounced the consonants completely. *Il* is barely pronounced.
  - *Ah* is used to help you to pronounce the preceding consonants correctly.
- **nasal vowels** (pronounce the vowel through the nose)
  - **ju** = un bon vin blanc - **uhy** boh-blahn-blah-
  - **i** = un vin blanc - **i** boh-blahn-blah-
  - **y** always pronounce as **y** like yes
  - **zh** pronounce like in pleasure

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In addition to food, French for Cruisers covers boat repair and maintenance, fishing and diving, internet cafes and laundries, customs and immigration, radio and communication – 28 topics geared to the cruiser’s life, all indexed and illustrated. Available at marine and book stores throughout the Caribbean. More check sheets and tips are free for download on the www.frenchforcruisers.com website
My husband thinks cashews are one of nature’s strangest creations. It is an egg-shaped, brilliant yellow, orange or red fruit about three inches long, with one brown wrinkly nut attached to the bottom as if it were an afterthought. Related to the mango, the cashew’s soft, juicy fruit is incredibly sweet, but the raw nut is severely bitter. Portuguese explorers discovered the trees, which they called caju, in northeastern Brazil and transported the original cashews to Africa’s east coast shortly after Columbus’ voyages. Africans cultivated the trees for the nuts, which they sold back to the Portuguese. They shipped the nuts to India to be shelled and roasted. India soon took over cashew cultivation and now is the world’s largest exporter of the delicious nuts, with Brazil second and Africa third. Together they produce 200,000,000 pounds a year.

The cashew fruit or “apple” is a really a false fruit that develops from the blossom. The delicious apple is seldom sold since it is too fragile to market, spoiling within a day. The apples contain tannin and begin to ferment after being harvested. However, the nut can be made into a marmalade or jelly, and East Indians prepare the fruit into a liquor they call ‘fenny’, it is often simply discarded.

The nut is really the cashew seed. Cashews have a good local market; however getting the nuts is not easy. First you have to twist the nut from the fruit. Try to avoid staining your clothes with the fruit juice. Then the nuts must be shelled. The nut is encased in a hard, two-layered shell coated with a caustic natural resin called cardol, which can cause severe blisters if touched. Finally, the shelled nuts are parched or roasted. To roast cashews at home, place nuts in a preheated oven at 175°F for 20 minutes. [Editor’s note: Be sure to remove ALL of the shell before roasting; cardol fumes can be dangerous.] At room temperature cashew nuts spoil quickly since they contain much oil. Refrigerated nuts can keep for half a year.

It is easy to prepare a cashew version of peanut butter by just placing a pound of roasted nuts in a food processor until you get the desired consistency of crunchy or creamy style. Cashews are a great addition to vegetable rices, salads, stir-fries, pastas, or creamy or crunchy style. Cashews are a great addition by just placing a pound of roasted nuts in a food processor until you get the desired consistency of crunchy or creamy style. Cashews are a great addition to vegetable rices, salads, stir-fries, pastas, or crunchy or creamy style. Cashews are a great addition by just placing a pound of roasted nuts in a food processor until you get the desired consistency of crunchy or creamy style. Cashews are a great addition to vegetable rices, salads, stir-fries, pastas, or crunchy or creamy style. Cashews are a great addition by just placing a pound of roasted nuts in a food processor until you get the desired consistency of crunchy or creamy style. Cashews are a great addition to vegetable rices, salads, stir-fries, pastas, or crunchy or creamy style. Cashews are a great addition by just placing a pound of roasted nuts in a food processor until you get the desired consistency of crunchy or creamy style. Cashews are a great addition to vegetable rices, salads, stir-fries, pastas, or

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Dear Compass Readers,

Deborah's letter brings up our footnote policy. When we publish articles which have been received signed with a person’s name and a boat name rather than an address, we take them to be cruisers and therefore, unless they have supplied their own footnote material, we routinely add “So-and-So is cruising the Caribbean aboard Such-and-Such.” We apologize for any misunderstanding this might have caused in Deborah’s case. CC

Dear Compass,

I was inclined to ignore the letter from “Maritime Mobile” [Readers’ Forum, January 2007] concerning my thoughts on the Hog Island, Grenada development in the November Compass. Someone who doesn’t even have the courage to sign their name to such a letter doesn’t deserve a response. However, since he chose to not only attack myself but also many of my friends in their diatribe, I will respond. The so-called Hog Island “squatters” he refers to include a prominent business owner who is a huge contributor to the tourism industry, several people who hold work permits and are lawfully employed, and also permanent residents of Grenada. As for John and I on Sea Witch, after spending two years in a marina here, we are back at anchor. We could use the excuse that we are still working on Hurricane Ivan damage (very true). But, we love the country and the people and are in the process of applying for permanent residency. It is not a streamlined or inexpensive process. According to our Grenadian attorney, we should plan on the process taking anywhere from two to five years.

As for us not contributing to the economy, give me a break! We buy our groceries right here; we don’t load up in Trinidad and gripe about Grenada prices and don’t go to Venezuela and load up on fuel. We spend over EC$85,000 a month right here. Shame on you! As for your reference to the fact that we are not out cruising the Caribbean you are right: I never claimed that, the editorial staff selected the title of my commentary and added the footnote saying that I was cruising the Caribbean you are right: I never claimed that, and I was not aware that the Hog Island development is in the Tobago Cays Marine Park. I was not aware of the fact that on the first day that charges were implemented in the Tobago Cays Marine Park we were charged the correct rate. There was obviously some confusion regarding fees to begin with that has now been sorted out.

Sincerely,

Deborah Gerber
S/V Sea Witch

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E-mail: reservations@frangipanibequia.com
Fax: (784) 458-3824
Website: www.frangipanibequia.com

Dear Compass,

I just happened to be paging through the January issue of the Compass, and BAM! Right in my face, something that says “Here Comes 2007” by Julia Bartlett, listing her top ten resolutions for the New Year. Although I am a landlubber, I realize this woman must have been reading my mind, because all of what she wrote is in my top ten — out of 23!

So, here goes mine, I will be changing a few so it does not sound so, what’s the word... personal?

1) Save more money
2) Put photography and writing first
3) Eat healthy
4) No alcohol... or should I say less?
5) Veg-ah-bits!
6) Stay away from lowlifes
7) No smoking
8) Focus, focus, focus
9) Look for a better job
10) Watch weight
11) No babies until 30-something
12) Learn to be more patient
13) Always say thank you and please
14) Every day give the Almighty thanks and praise for life
15) X-boyfriend(s) out for good!!
16) Last but not least, BE HAPPY!!

Sorry I could not put in all 23; the others would be inappropriate for your paper. I am a landlubber, landlubber, call it what you want — and, no, humans don’t come any better!

Cheers,

Kedisha Compton
Bequia

Dear Compass,

I am mortified that you printed my letter without clarifying the fact that on the first day that charges were implemented in the Tobago Cays Marine Park, we were charged not only EC$80 per person but EC$850 as well for the boat! For goodness sake, no-one, surely, can have a problem paying EC$80 per person, least of all me.

Since then we’ve been back to the Cays twice and have been charged the correct rate. There was obviously some confusion regarding fees to begin with that has now been sorted out.

Susan Bruce
S/V Makayabella

—Continued on next page

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Dear Compass,

I’m wondering if any readers know whether anything similar to the old fashioned kind has ever been published on the following.

Laura Sargent
S/Y The Vagrant
Miami, Florida

Hi Compass,

I have noticed this year quite a few boats that use a strobe at night as an anchor light. My question is “Why?”

Dave Fernding
S/V Cielo

In approximately 1802 a ship left England bound for the coast of Venezuela to the ABCs.

In 1806 the British Empire invaded Buenos Aires and Montevideo and held them for six months. During this time Mrs. Clark turned worse many of the wounded caused by the war in South America. The British sailors and soldiers because of this England for-

Apologies if my bad memory was the cause of any mortification. Your February letter simply stated “longstanding tradition of Buenes Aires, this woman made a plan to murder all the crew except for a few sailors. Mrs. Clark stabbed the captain.

The ship came to Buenos Aires and soon this woman married a rich man. After his death she received an inheritance.

In 1806 the British Empire invaded Buenos Aires and Montevideo and held them for six months. During this time Mrs. Clark turned worse many of the wounded caused by the war in South America. The British sailors and soldiers because of this England for-
Where the concrete road ends at the river there is no discernible path and the route is as described by Saint Christopher: “follow the river from rock to rock”. What he does not say through his rose-tinted spectacles, is that the rocks are extremely slippery and even with the most suitable footwear are hazardous to say the least.

However we set off with a will and waded and slithered our way for the first hundred meters or so. Faced with an impassable wall of slimy giant boulders, we detoured into the rainforest until the river looked more benign and then continued our slippery way from rock to rock occasionally sliding into one of the many lovely pools. We rewarded ourselves with lunch in one of the lovely pools.

We finally emerged onto the road, which presumably follows. Thirty minutes’ brisk walking returned us to Deshaies two and a half hours after we had started out. We rewarded ourselves with a cold drink.

**Dear John,**

We passed your letter on to Chris Doyle for comment, which follows.

**CC**

**Dear Compass,**

John is not the first to write to me about the dangers and difficulty of the Deshaies River. Another reader gave up and said, “No way without proper hiking shoes”. I have, of course, been up there quite a few times in either flip-flops or sandals. I have to say it took me some years to make it all the way up to the waterfall; it is a long way and I usually fainted out on the top road and was not sure whether the fall was the figment of someone’s imagination. But one year I pushed on up and there it was, not too far up from the top road. Anyone who gets to the beginning of the Deshaies River and thinks it needs special equipment or the back-up of a search-and-rescue team, might do better to visit the Botanical Gardens instead, which are truly delightful, and do not normally include slippery rocks.

In a similar vein, I say in my Leewards guide that in calm conditions you can attempt a landing in Saba at Ladder Bay which was, after all, the only way to get ashore until recent times. I am changing the wording this year to discourage this, since many people have damaged themselves in the attempt.

**Happy sailing and hiking!**

**Chris**

**Continued from previous page**

—Continued from next page
Dear Compass Readers,

As cruisers, we share many similar experiences and concerns. I believe that most of us would say that, despite the lovely surroundings, our fondest memories are formed around the people we meet. Cruising is an opportunity to meet a far broader cross-section of people than life on land provided. In the short time (20 months) that we have been cruising, we have met many wonderful and interesting people. Recently, on St. Lucia, we met the family that operates the Harmony Beach Restaurant & Bar. They are some of the finest people we have met anywhere. The food and service was some of the best we have experienced anywhere in the Caribbean. We would highly recommend them to anyone stopping near their Soufriere location. They will transport you from and to your boat, and also provide land-based taxi and tours.

As we are all aware, St. Lucia has been in the spotlight recently for the crime and the sometimes hostile environment for the cruising community. We realize that no place is one-hundred-percent safe. Major North American cities have struggled to reduce crime for two hundred years, and continue to do so. That does not prevent us from visiting places like New York City. St. Lucia is a beautiful and interesting island, as are its people. We are happy that we stopped for a visit. Our cruising experience, and our memories, are better because of them. We hope you all take the time to share our positive experience.

Tony and Kris
S/V Ticketoo

---Continued from previous page---

But most importantly, we have found claim processing to be relatively easy and painless. The folks at Global Assurance Group are attentive to your needs and quite responsive. Their quality of service far surpasses anything we experienced in the US and Europe. If you can scan documents, you can process claims exclusively by e-mail. Cruisers know that e-mail is the only efficient way to “take care of business” with distant providers in the US and elsewhere. For six years now, Global Assurance Group has been processing the claims we send them from the Caribbean and Europe with try-try — or almost a hitch. If a hitch occurs, they are prompt to help fix it.

Go to Medishealth.com and see for yourself. There really is no excuse to go cruising without health insurance these days.

For the suspicious (and in our experience, all good sailors are suspicious), we have no connection with Global or Generali, and receive no consideration from them. It’s just that when we have tested a product for six years, and found it to work well, then we like to share the experience. We all know that very few things on boats work as advertised.

It’s easy to pick the best whatever “it” is you want on the internet. The difficult question is whether whatever it is you just bought with your precious cruising dollars will stand the test of time in a difficult environment. Our health insurance has done just that; and that’s worth writing home about.

Please sign us,
Happily Insured Sailors

Dear Compass,

We are currently in Panama. We left San Francisco in 1996 for the start of our circumnavigation. In 1998 we purchased a Four Winds II wind generator directly from the manufacturer, Everfair. We brought the unit down to Mexico from the west coast and installed it there. Because Mexico has very light winds, we never really got it going. After running around in circles like hamsters on a treadmill with the old management at Everfair and getting the run around from them, we got lots of “It’s not our fault; you must have broken it or did something wrong; try to fix it yourself”. Most of the problems were manufacturing related.

Recently, a friend of ours and fellow SSCA member, circumnavigator Bruce Dage, told us that Everfair has a new name, Four Winds Enterprises, and new management and appeared to be some nice folks (Paul Marcuzzo) who were genuinely interested in helping some unhappy customers from years past. We e-mailed Paul and told him our story. He e-mailed back the next day and told us he was going to help fix it. He did; and did and showed us that there are still some good, honorable business folks around who genuinely care about their customers and their products. Even after the smoke clears. Even if it wasn’t their smoke. We highly recommend Paul and his company with no reservation.

When we got to New Zealand we discovered we had light air we never could really test the unit until we headed out across the Pacific, eight months later.

As cruisers, we share many similarities and concerns. We all know that very few things on boats work as advertised. It’s easy to pick the best whatever “it” is you want on the internet. The difficult question is whether whatever it is you just bought with your precious cruising dollars will stand the test of time in a difficult environment. Our health insurance has done just that; and that’s worth writing home about.

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---Continued from previous page---

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Tony and Kris
S/V Ticketoo

Dear Compass Readers,

We want to hear from YOU! Please include your name, boat name or address, and a way we can contact you if clarification is required. We do not publish individual consumer complaints or individual results. But we need to know that complaints (stories are okay!). We do not publish anonymous letters; however, your name may be withheld in print at your request.

Letters must be edited for length, clarity and fair play. Send your letters to: sally@caribbeancompass.com or (784) 457-3410 or Compass Publishing Ltd., Readers Forum, Box 175BQ, Bequia, St. Vincent & the Grenadines
Dear St. Lucia Tourist Board,

I write with concern for the safety of visitors to Rodney Bay, St. Lucia. This bay, as everyone knows, is one of St. Lucia’s greatest assets for the hotel industry. It is about one-and-a-half miles wide and the same in depth, offering splendid sheltered waters for just about all watersports. Even those who do not participate in these water activities delight in watching the paragliding, kayaking, sailboarding, Hobie Cat sailing, pedal craft, and wave runners. This all sounds ideal and for the most part it is, but playing in beautiful water playgrounds needs supervision. I have observed that those hiring out watercraft do indeed have safety boats. However they are either too slow to react or have other duties to attend that keep them from responding quickly in situations that can put visitors at risk.

Just a case in point: a Hobie Cat was happily sailing towards the center of the bay in light winds, when it was caught by a gust that caused it to capsize next to the cruise ship Club Med 2. For an experienced sailor this is not too hazardous. Simply right the cat — loosening the sail and standing on one of the hulls would do the trick — and off you go again. Unfortunately the two men were tossed into the water, and the cat was caught in the anchor chain of Club Med 2 which made it difficult to right it. The hulls were sticking up out of the water and with another gust the cat freed itself and drifted quickly away, leaving the two men in the water and in a bit of a panic. In this case a fellow cruiser, realizing these people needed help, went to their aid in his dinghy. He had to pull them from the water and even though they both had life vests on, they were blue and not easy to spot. Also one of the men had a life vest that was too big for him so it was slipping over his head.

Having rescued the men, the cruiser offered to go after the Hobie Cat for them. The two men were not too worried, they had life vests on, they were blue and not easy to spot. Also one of the men had a life vest that was too big for him so it was slipping over his head.

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With the safety boat eventually arrived, the men, rescued the Hobie Cat and towed it in with the men staying on the safety boat. In this case inexperience, fear and the lack of an attendant safety boat almost caused a nasty accident. In a similar incident, tourists in a pedal craft, not realizing the dangers, had gone too far out into the bay. Pedaling furiously against a 15-knot wind and an out-going tide, they were getting nowhere. They ended up way out by Pigeon Island, and again the rescuer was a cruiser.

A sailboarder got too tired... a wave-runner whose craft would not operate... all rescued by cruisers. I could go on and on.

A water taxi was seen carrying four fairly large custom boats out to Pigeon Island – innocent you might say? But the weight of those four people and the operator left very little freeboard, and not a life vest in sight.

— Continued on page 53

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| 44’ Beneteau 44CC, 2cab/2hd, in great shape | $185,000 |
| 44’ CSY 44 2cab/2hd, Reduced – Motivated! | $185,000 |
| 43’ CSY Walkerson, 2cab/2hd, Great condition! | $169,000 |
| 43’ Nordhavn 43, 2cab/2hd, Fantastic! | $159,000 |
| 46’ Moody 31, 2cab/2hd, Great value! | $159,000 |
| 46’ 42” Tiara, 2cab/2hd, in excellent shape | $159,000 |
| 46’ Mason, 2cab/2hd, World Cruiser! | $159,000 |
| 46’ Seadordby, 2cab/2nd, Performance Cruiser | $149,000 |
| 46’ Outbox Gipsies, 2cab/2hd, Well maintained | $149,000 |
| 46’ Princess 44/2cab/2hd, Loaded! | $145,000 |
| 44’ Beneteau 42 CC 2cab/2hd Reduced | $140,000 |
| 42’ Hunter 370, 2cab/2hd, Fully equipped | $140,000 |
| 42’ Island Packet, 2cab/2hd, New Listing | $140,000 |
| 46’ Beneteau 565, 2cab/2hd, Loaded! | $140,000 |
| 46’ Bayfield, 2cab/2hd, New Listings! | $140,000 |
| 40’ O’Day, 2cab/2hd, Comfortable cruiser | $140,000 |
| 40’ Catalina 400, 2cab/2hd, New Listing | $140,000 |
| 38’ Hunter 388, 2cab/2hd, In St Vincent! | $140,000 |

Sail

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| 34’ ’91 Pacific Seacraft | $185,000 |
| 44’ ’82 Ta Chiao CT | $185,000 |
| 56’ ’95 Arthur Robb Design | $185,000 |

Power

| 30’ ’88 Fjord Diplomat, All around weekender, twin gas | $185,000 |
| 35’ ’94 Luhrs Alura | $185,000 |
| 42’ ’81 Post Sportfish | $185,000 |
| 48’ ’89 Hi Star Trawler | $185,000 |

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Every time we are anchored in the bay, there are two or three incidents a week. Visitors come to St. Lucia to relax, have fun, sometimes to get married on those beautiful sandy beaches, so romantic. They are not always people who understand that the sea commands respect, so that they can enjoy their holidays.

It’s all very well for me to criticize, you might say. However there is a solution, and it’s so simple it’s a “no brainer”. One safety boat contributed to by all watersports operators, patrolling the bay whenever any watercraft are out there. (The safety boat operators should be aware that rain squalls increase wind speed and many visitors cannot cope with these conditions.) For the sake of a few thousand EC dollars, Rodney Bay would be prepared and avoid any fatalities that would surely blight the reputation of this island paradise.

I do hope that this is taken as a helpful observation and not a criticism. I sincerely hope that my words are empty warnings and that for the sake of a watchful eye, a watercraft would not be drifting helplessly towards Venezuela or some pour soul drowning. This wonderful water playground is part of what keeps St. Lucia a top-class holiday destination and I am sure with your good offices and some much needed regulation, it will stay that way.

Yours sincerely,

Barbara Morgan
Yacht Fantasie

Dear Ms. Morgan,

Thank you for your letter which explains in detail some of your observations on the water-related activities which took place during your recent anchorage at Rodney Bay.

The Board recognizes the need for proper regulation of watercraft operators in the area, but we are guided by several initiatives which will lead to a more structured use of Rodney Bay and will redound to the safety of all users of the resource.

The Ministry of Tourism & MIASL — to explore new measures that will assure users of our coastal waters, such as yourself, that they need not fear for their safety or that of others.

The Ministry continues to work with MIASL on continuing efforts such as a coxswain training program which has seen over 300 men and women operators complete the course, the acquisition of published material on safe practices for jet ski operation, and the introduction of demarcated exclusion zones for specified uses, among others.

In addition, high level discussions continue on increased co-ordination between various agencies — St. Lucia Air & Sea Ports Authority, Marine Police, Ministry of Tourism & MIASL — to explore new measures that will assure users of our coastal waters, such as yourself, that they need not fear for their safety or that of others.

We take your well-grounded suggestions on board in the spirit in which they were delivered. It will stay that way.

Sincerely,

Maria C. Fowell
Director of Tourism
St. Lucia

---Continued from page 51---

Barbara Morgan

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Director of Tourism
St. Lucia

---Continued from page 51---
MARCH

1 - 4  27th St. Maarten Heineken Regatta. www.heinekenregatta.com
3  FULL MOON
8  International Women's Day
9 - 10  St. Vincent Blues & Rhythms Festival. www.svgtourism.com
9 - 11  Bared International Regatta, Puerto Rico. Club Náutico de Puerto Rico (CNPR), tel (787) 761-7541 or (787) 663-3761
9 - 12  8th Dark & Stormy Regatta, BVI. West End Yacht Club (WEYC), Tortola, tel (284) 495 1002, fax (284) 495-4184, mvh@surtvbvi.com, www.weyc.net
10 - 11  Antigua International Laser Open. Antigua Yacht Club (AYC), tel/fax (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
11 - 12  International Open Laser Championship. AYC
12  Commonwealth Day. Public holiday in some places
14  National Heroes Day. Public holiday in St. Vincent & the Grenadines
15 - 18  12th Annual Tobago Game Fishing Tournament. www.tgft.com
17  St. Patrick’s Day. Public holiday in Montserrat; Festival in St. Patrick’s, Grenada; 38th Annual St. Patrick’s Day Parade and Celebration in Christiansted, St. Croix, USVI; http://stpattysdayparadeseastcroixvi.com
17 - 18  16th Bananas’ Cup Regatta, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr
21 - 25  5th St. John Blues Festival. www.stjohnbluesfestival.com
22 - 25  34th International Rolex Regatta, St. Thomas. www.rolexcupregatta.com
24 - 26  Antigua Mega Yacht Challenge, English Harbour, Antigua. NOR and entry form available from Nehesia Nichols, yachtclub@candw.ag or www.antiguayachtclub.com or call (268) 460-1799
26 - 1 April  BVI Spring Regatta & Sailing Festival. www.bvispringregatta.org
27 - 1 April  St. Barts Bucket Race.
30  Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago

APRIL

2  FULL MOON
5 - 7  Caribbean Cup (Optimists), Martinique. Club Nautique Le Neptune (CNN), Martinique, tel (596) 51 73 24, fax: 0596 51 73 70, cn.leneptune@wanadoo.fr
5 - 9  Easterval Festival, Union Island. (784) 458-8350
6  Good Friday. Public holiday in many places
6 - 9  Spanish Town Fisherman’s Jamboree and 11th Annual Wahoo Tournament, BVI
7 - 9  Virgin Gorda Easter Festival
8  Easter Sunday. 7th Annual Model Boat Race, Catamaran Marine, Antigua
9  Easter Monday. Public holiday in many places
9 - 10  Goat and Crab Races, Mount Pleasant and Buccoo Village, Tobago
12 - 2 May  St. Maarten Carnival
14  Underwater Cleanup, Bonaire. www.dive-friends-bonaire.com
17  José de Diego Day. Public holiday in Puerto Rico
19  Declaration of Independence Day. Public holiday in Venezuela
20 - 22  Tobago Jazz Festival, Plymouth, Tobago
21  Virgin Queen Pizza Pursuit Race, BVI. Royal British Virgin Islands Yacht Club (RBVYC), tel (264) 494-3286, fax (284) 494-6117, www.rbvyc.net
21 - 22  Trikeli Trophy Race, Guadeloupe. See ad on page 12.
21 - 29  Barbados Congaline Carnival
22  Earth Day
22 - 28  St. Thomas USVI Carnival
25 - 29  Caribbean Film Festival, St. Barts. www.st-barths.com
26  Guadeloupe to Antigua Race. AYC
28  National Heroes’ Day. Public holiday in Barbados
28 - 29  8th Annual Int’l Cancer Benefit Regatta. Trinidad. Trinidad & Tobago Sailing Assn, (TISA), tel (868) 634-4210/4519, fax (868) 634-4736, info@tissailing.org, www.thailing.org
29 - 5 May  40th Antigua Sailing Week. www.sailingweek.com Queen’s Birthday. Public holiday in Netherlands Antilles

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@cariibeancompass.com, or
• fax (784) 457-3410
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Pedro Miguel Boat Club

St. Lucia  
The Sail Loft, St. Lucia  
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As tested by Boats & Equipment, this is the best new design in decades! The anchors that performed best in tests were the ones that self-oriented themselves on the seabed with optimum penetrating angle. By using a “foot” even the weird HydroBubble exceeded all expectations.

Designed for lighter weight hang deployment, the Standard Design HydroBubble® features a stainless plow and an aluminum shank. The Standard model’s shank is made from high tensile heat-treated aluminum. The HydroBubble® anchor has a specifically designed strong but flexible joint, which is a uniquely engineered mechanical lock that cannot release under any circumstances except for dismantling purposes. The anchor easily assembles in seconds. By attaching a second line or a breakaway line, the safety shackle can be used for backwards retrieval of the anchor in bad anchoring conditions such as rock ledges, and other foulings.

In addition to the Standard Series of HydroBubble® anchors, the Captain's Choice Series® anchors have been specifically designed for use on large boats. They are designed to always return to an upright position whenever they are in the water without relying on ANY action with the ground or rode. Captain’s Choice® Heavy Duty Series anchors are made of satin polished stainless steel and Type III anodized marine aluminum. These anchors are weighty for faster deployment and are suitable for the heavy duty service that owners of large boats expect. Captain’s Choice® Heavy Duty Series anchors are available for boats up to 80 + feet in length.

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EMERGE N SEE LIGHT LED FLASHLIGHT:

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What you need

KYOCERA SOLAR PANELS:

Kyocera solar modules are a reliable, virtually maintenance-free power supply at the highest possible efficiency. Kyocera has installed thousands of systems throughout the world since 1978. These systems are ideal for charging storage batteries to power boats. Kyocera’s advanced cell processing technology and automated production facilities produce highly efficient multi-crystalline photovoltaic modules. To protect the cells from the most severe environmental conditions, they are encapsulated between a tempered glass cover and an EVA potting with a PVF back sheet. Available in 65, 85 and 130 Watts.

NEW SEAPRO WIND GENERATOR:

The D400 is a new direct-drive wind generator. It is exceptionally quiet and vibration-free in operation, qualities that are of paramount importance for any wind generator operating in close proximity to people. The D400 features a powerful 3-phase alternator, and computer-designed rotor blades optimised for low speed, user-friendly operation. This innovative machine is extremely efficient in low wind speeds, yet is capable of sustained high power outputs of up to 500 watts in higher winds. Distinctive and elegant in design, the D400 is superbly engineered for long, trouble-free service.

Want to know more about the only truly unsinkable boat... visit Island Water World!

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