LOOKING INTO THE CRYSTAL BALL:

Predictions for Sailing Season 2008-2009

See story on page 22
TOHATSU 5HP 2-stroke
TOH/M005BDS
The 5hp barely weighs 44 lbs. And even with a weight this low, this outboard packs a lot of power and performance.

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

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

TOHATSU 9.8HP 2-stroke
TOH/M009.8BS
The 9.8hp 2-cylinder 2-stroke engine is easy to start, maintain and durable, made of high marine grade aluminum alloy and has CD ignition.

Height / Weight: 19" / 27 kg
Fuel tank: 12 liters (3.1 gals) Separate Tank

TOHATSU 18HP 4-stroke
TOH/MF8030AEPTL
First priority when developing these engines was to make them lightweight and compact without compromising reliability or the quality performance associated with the Tohatsu brand name.

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

AB Ventus 12 VL
AB/80025-000010
The ‘Ventus’ meaning ‘air’ in Latin is an incredibly light-weight RIB with a single hull that has a leveled non-skid floor.

These dinghies give very high speeds with only small outboards.

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

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Tortola
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E-mail: bob@doylecaribbean.com
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Calendars

OCTOBER 2008

1 Eid Ul Fitr (Muslim festival). Public holiday in Trinidad & Tobago
2 Thanksgiving Day. Public holiday in St. Lucia
4 - 5 Pete Sheads Match Racing. BVI. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-3286, rbvyc@rbvyc.com, www.rbvyc.com
4 - 5 Delfs Guadeloupe Kayak race. ofranthony@gmail.com
5 - 11 41st Bonare International Sailing Regatta. www.bonarenegada.org
10 War of 1868 Anniversary. Public holiday in Cuba
11 Willy T Virgins Cup Race, BVI. RBVIYC
13 Columbus Day. Public holiday in Puerto Rico and USVI
14 FULL MOON
18 YSAT Marine Trades Show, Chaguaramas, Trinidad. Info@ysat.org
18 - 20 USVI Hurricane Thanksgiving Day (Public holiday in USVI)
20 19th West Marine Grenada 1500 sets sail from Hampton, VA to Tortola. www.carib1500.com
30 - Nov 2 St. Lucia Food & Rum Festival, Rodney Bay. www.foodandrumfestival.com
31 - Nov 2 World Creole Music Festival, Dominica. www.festivalmusiquecreoledominique.com

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Immigration Changes in Panama

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

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

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

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

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

Belize Coast Guard Launches ‘Neighborhood Watch’

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

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

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

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

—Continued on next page
A warm welcome awaits you and your yacht at Port Louis

Port Louis, Grenada

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

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

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

Limited availability

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

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

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

Yacht Fuel Now International Price in Trinidad

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

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

Eight Bells

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

Sunken Barge Removed in Montserrat

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

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

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

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

French Cruiser Killed at Caraballeda

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

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

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

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

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

Enhanced NY Driver’s License Allows Caribbean Travel

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

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

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

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

French Crew member killed in Caraballeda.

A man was killed in the early hours of Monday morning in a fight with armed robbers at Caraballeda.

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

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Hurricane Season So Far

The hurricane season as of this writing in late September has generated ten named storms, including three major hurricanes: Bertha, Gustav and Ike. Bertha brought rain and tropical storm-force winds to Bermuda on July 14th, but no damage was reported.

Gustav originated from a tropical wave that emerged from the West Coast of Africa on August 14th. Serious development began over the southeastern Caribbean Sea on August 24th. A tropical depression formed on 25 August about 260 miles southeast of Port au Prince, Haiti, becoming a tropical storm later that day. Gustav became a hurricane on August 26th and made landfall on the southwestern peninsula of Haiti as a Category 1 hurricane. It moved over Jamaica as a tropical storm. On August 29th, Gustav re-intensified into a hurricane as it approached the Cayman Islands. It passed through the Cayman Islands early on August 30th as a Category 1 hurricane and rapidly intensified. Gustav made landfall in the Cuban province of Pinar del Rio on the same day as a strong Category 4 hurricane and emerged into the southeastern Gulf of Mexico early on August 31st. Hurricane Ike was the ninth named storm, fifth hurricane and third major hurricane of the 2008 Atlantic hurricane season. It started as a tropical disturbance off the coast of Africa in late August. By September 4th, Ike was a Category 4 hurricane, hitting its peak intensity with maximum sustained winds of 146 mph and a pressure of 935 millibars — the most intense storm so far in the 2008 Atlantic hurricane season. Ike has been blamed for 143 deaths, primarily in Haiti, which was already trying to recover after the impact of three prior 2008 systems: Fay, Gustav, and Hanna. By the early morning hours of September 7th, Ike had passed directly over the Turks & Caicos Islands.

Hurricane Ike generated huge waves that blasted the Cuban coastal city of Baracoa. Caicos Islands with winds of 135 mph. It made landfall as a strong Category 3 hurricane in Holguin Province, Cuba on the evening of September 7th, near Cabo Lucrecia on the northeastern coast. In Baracoa, 200 homes were reported destroyed and waves were running 23 feet (seven metres) high and peaked at 40 feet (12 metres) in different areas of Cuba.

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

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

Lights products, Clean-Sep is Lloyd's Certified and ABS Type Approved and truly represents the newest innovation in clean, efficient energy production — the revolutionary Clean-Sep Filtration System.

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

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

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

Errol Flynn Marina, Jamaica, Weathers Gustav

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

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

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

New Superyacht Berths for Port Louis, Grenada

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

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

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

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

For more information see ad on page 6.

Northern Lights’ Clean-Water Filtration System

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

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

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

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

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

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

More Facilities at Barefoot Marine Centre

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

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

**Continued on next page**
people excelling in vocational training, especially in a field that will help to build. Instructor and finally Open Water Scuba Instructor. then reaching Advanced Open Water, Rescue Diver, Dive Master, Assistant worked extremely hard over a period of 18 months, starting at Open Water Diver, to reach this prestigious rating in a number of years. Both young men have studied and August. In Instructor Development Course and Instructor Exam held in St. Lucia at the end of the rating of PADI Open Water Scuba Instructor (OWSI), following a two-week construction branch. Their first product is the 27-foot Ballistic 27 Open, powered by twin 150-horsepower four-stroke outboards at speeds up to 45 knots. twin 150-horsepower four-stroke outboards at speeds up to 45 knots. Roy's. Now you can also tour the Art Fabrik workshop and learn about the complex and intriguing bathik process first-hand in their bustling studio. Located in an historic 250-year-old building just a short walk from the Carenage, you enter the premises on Young Street. First stop is the boutique where there is a wide range of stylish handmade "wearable art" accessories, Caribbean craft and jewelry on display and friendly, knowledgeable staff is ready to answer all your questions. Then you will be escorted through a beautiful arched entrance into a nostalgic courtyard where you can see the bathik technique process of dyeing. Up a half-spiral staircase and you find yourself at the heart of Art Fabrik's production, where a team of highly skilled local craftsmen — trained by internationally known artists Chris and Lilo — work alongside a small group of dedicated art students, designing, tracing, testing, creating, waxing and finishing the bathik fabric and its products. There's a unique charm and energy to the place that is very seductive, with the smell of hot beeswax, the artistic "disorder" and the irresistible air of sparkling creativity all adding to the experience. Compass readers can also expect a special gift if they bring along a copy of the Art Fabrik ad on page 51 when they visit.

Rodney Bay Marina, St. Lucia, Has New Docks
New floating docks that have been built under a multi-million-dollar expansion and development programme at the Rodney Bay Marina in St. Lucia have recently gone into use, even while work on the project is continuing. Cuthert Didier, the Marina's General Manager said, "We have completed the transfer of all vessels to the new docks and what were formerly D and E docks are now A and B docks. Right now we are waiting for three more docks to be completed in order to have the entire facility of docks ready for business." The construction schedule is delivering on its promise to have the docks ready in time for the Atlantic Rally for Cruisers (ARC) which ends in Rodney Bay every December. Didier said plans are in place for the grand opening of the new docks during the ARC and for the official opening of the mega-yacht docks, still to be completed next February. For more information visit www.igy-rodneybay.com.

St. Vincent's Newest Dive Instructors
Indigo Dive Academy of St. Vincent’s Dale Mascol and Vaughn Martin reached the rating of PADI Open Water Scuba Instructor (OWSI), following a two-week Instructor Development Course and Instructor Exam held in St. Lucia at the end of August. Dale and Vaughn are the first Vincentians, sponsored by a local dive shop, to reach this prestigious rating in a number of years. Both young men have studied and worked extremely hard over a period of 18 months, starting at Open Water Diver, then reaching Advanced Open Water, Rescue Diver, Dive Master, Assistant Instructor and finally Open Water Scuba Instructor. Ray Wilson, Owner of Indigo Dive Academy, says, "It is very gratifying to see young people excelling in vocational training, especially in a field that will help to build relationships across the Marine Tourism and supporting sectors." For more information visit www.indigodive.com.
Caribbean Eco-News

Antigua & Barbuda to Endorse Caribbean Challenge

According to a report by Aarati Jagdeo in the September 16th edition of the Antigua Sun, Antigua & Barbuda will endorse the Caribbean Challenge. The Caribbean Challenge (CC) is an unprecedented commitment by Caribbean governments to build political support and financial sustainability for protected areas in the Caribbean. The overall goal of the Caribbean Challenge is ambitious: Caribbean governments will protect at least 20 percent of their marine and coastal habitats by 2030. The plan aims to legally protect at least three million hectares of marine habitat and effectively manage at least 1.5 million hectares of new and existing protected marine areas.

As a participant in the Caribbean Challenge, Antigua & Barbuda will pledge to keep more of their coastal environments like this one clean, green and serene to protect marine areas has always been a problem, however, via a system of trust funds, the CC hopes to alleviate this. "As a region, we have committed our money to protect their waters. The Challenge enjoys broad-based support across the region, with The Bahamas, Dominican Republic, Grenada, Jamaica, and St. Vincent & the Grenadines all currently involved in the project. St. Lucia, St. Kitts & Nevis and Dominica are also considering the initiative.

For more information visit www.caribbean.org.

St. Lucian Kids’ Summer Camp Afloat

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

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

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

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

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

For more information visit www.caribbeansea.org.

Tobago Cays Marine Park Summer Programme

The Tobago Cays Marine Park in St. Vincent & the Grenadines hosted its first summer programme from August 11th to 15th. The programme featured an overview of the Tobago Cays Marine Park (TCMP) and its objectives of education and awareness raising. The programme included sessions on presentation and a trip to the Tobago Cays, combined fun, learning, and cultural and physical training, which turned the students’ summer programme into an extraordinary adventure.

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

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—Continued from previous page

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

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

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

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

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

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

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

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

Under the watchful eyes of their staff, the hawksbill began its month-long recovery in a large salt-water tank. So were upside down jellyfish, which the turtle relished. With the diet change and special care, the hawksbill began to heal and thrive.

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

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

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

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

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

This project is one of 11 projects funding by OTEP this year out of the 29 applications received.
Scientists have issued the latest warning that an estimated third of all reef-building coral species are in imminent danger of extinction. The threat, which had been steadily growing, has now become a full-blown crisis. A lethal combination of pollution, predators, disease, rising sea temperatures, over-fishing and the acidification of the sea have put our coral reefs on the critical list.

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

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

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

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

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

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

—Continued on next page
In some places protected zones have been set aside, but the fact is many countries lack the means to monitor them—there are no patrols in the area and no real measure of control,” the expert said. “Northeastern Cuba’s marine reserve has been set aside for snorkellers and divers. Others may be closed to fishing so that communities in better condition so they can reproduce the reefs to places where coral reefs have died off.”

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

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

Protected zones appear to be the new hope for saving our reefs. In January this year, the people of Rotuma, a nation of tiny islands in the central Pacific, established the world’s largest protected area: a marine reserve the size of California surrounding the Phoenix Islands. The 128,000 square-mile Phoenix Islands Protected Area holds one of the world’s most pristine coral reefs as well as a great abundance and diversity of healthy tropical marine life.

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

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

According to Dr. Peter Mumby, leading author and a Marine biologist at the University of Havana, emphasizes that “It is much better to conserve than to rehabilitate.” It is far less expensive, far more effective, and far more likely to succeed.

Cuba’s healthiest reefs, such as Los Colorados to the south, are in good condition, and that implementation of order is easier than in other Caribbean countries. There is one Caribbean island in particular where a bright ray of hope may still be found for Caribbean reefs. It’s going to tell us what we need to do to give corals a fighting chance of recovery.

Here an island of thriving corals flourishes amid a world of corals dying and disappearing, to this mysterious corner of the Gulf of Mexico there seems to be hope.”

Cuba’s marine reserve can provide coral reefs damaged by over-fishing, disease and bleaching caused by high temperatures. We need to maintain high levels of parrotfish on reefs in order to replace corals that have died as a result of disease, high temperatures and storm damage.

Researchers have discovered that Cuba has one of the world’s largest protected areas: a marine reserve the size of California surrounding the Phoenix Islands. The 128,000 square-mile Phoenix Islands Protected Area holds one of the world’s most pristine coral reefs as well as a great abundance and diversity of healthy tropical marine life.

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

Cuba’s healthiest reefs, such as Los Colorados to the north and Jardines de la Reina to the south, are far from shore, perhaps beyond the reach of harmful concentrations of coastal pollution.

Fishing in Cuba is highly selective, as fishermen principally use hook and line. Cuba is now phasing out all bottom trawling on its continental shelf.

• Use of fertilizers, and pesticides have dropped dramatically since the collapse of the Soviet Union. Nutrient pollution is a key factor in the growth of coral-smothering algae.

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

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

According to Dr. Peter Mumby, leading author and a professor at the University of Exeter: “Marine reserves can help coral reefs damaged by over-fishing, disease and bleaching caused by high temperatures. We need to maintain high levels of parrotfish on reefs in order to replace corals that have died as a result of disease, high temperatures and storm damage.

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

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

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

In this International Year of the Reef, the focus continues to be on developing coastal communities about the importance of healthy coral reefs, the use of non-destructive fishing techniques and the development of alternative livelihoods.

As the aesthetic loss of one of the most beautiful habitats in our seas, corals are a vital source of food and provide a livelihood for millions of the world’s inhabitants, somewhere between 200 to 500 million people. It really is important to save our last pristine reefs—and remember that there is hope.
New Heineken Regatta for Curaçao

Heineken Curaçao & Bonaire, along with the Curaçao Sailing Festival Foundation, have organized the 1st edition of the Heineken Regatta Curaçao, to take place from November 7th through 9th. This new regatta has been inspired by the world-famous St. Maarten Heineken Regatta, which has grown into an event where sailing and world-class music share center stage.

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

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

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

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

For more information visit www.heinekenregattacuraacao.com.

Guadeloupe’s Competitive Triskell Cup

Guadeloupe will celebrate the 8th annual Triskell Cup regatta from November 8th through 10th. This popular yacht racing event has evolved impressively from its first edition in 2001, which boasted 31 entries, half of them being bareboats. In recent years, bareboats have only made up about ten percent of the total regatta fleet of up to 80 boats, showing that boatowners are more and more motivated to race.

The performance bareboats, mainly chartered by racers from Europe, mostly come from Martinique, complementing Guadeloupe’s fleet of Swans and Sunfast 33s. Privately owned boats come from throughout the Eastern Caribbean and beyond. Last year’s competitors ranged from a Whitbread round-the-world race veteran to a Flying Tiger. The participation of boats such as a J/100 and a Henderson 30 in recent years fuels the expectation of attracting even greater numbers of competitive racing machines to this year’s event.

With dinners, cocktail parties, cultural shows and dancing, this regatta is fun for all. For more information see ad on page 5.

Holmbergs to Defend Nations Cup Title

Alastair Abrehart reports: The fourth annual Nanny Cay Nations Cup regatta will take place the weekend of November 15th and 16th off Nanny Cay Marina in the British Virgin Islands. The US Virgin Islands’ team of Peter and John Holmberg, winners of last year’s event, will be returning to defend their title. In a hard-fought
A portion of last year’s ARC fleet at Rodney Bay, St. Lucia. Still primarily a fun rally for cruising yachts, this year’s event sees increasing interest in the Racing Divisions.
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Yacht Regatta in February; and the Round Grenada Festival (ending February 3rd) in January; the Classic Island Billfish Tournament and the Grenada Sailing the December 2008 finish of the inaugural Spice Race boating events. On the Grenada calendar now are a smoothly flowing schedule with other Grenada nate conflict with the Bequia Easter Regatta and cre- to 15th.

Caribbean’s yacht-racing calendar: The Round Grenada visit www.grenadaclassicregatta.com. of Tourism.

Charters, Palm Tree Marine, and the Grenada Board Resort and Shipwrights Ltd., with Horizon Yacht food and drink, and live bands. enjoy the famous Grenadian hospitality with parties, view the Classic beauties as they race. give spectators great vantage points from which to

Grenadian winds and waters in that area, and also opportunity to taste the special characteristics of the southeastern coast. This will give participants an chance to taste the special characteristics of the Grenadian waters and winds in that area, and also give spectators great vantage points from which toview the Classic beauties as they race.

After racing each day there will be plenty of time to enjoy the famous Grenadian hospitality with parties, food and drink, and live bands. The event’s principal sponsors are Bel Air Plantation Resort and Shipwrights Ltd., with Horizon Yacht Charters, Palm Tree Marine, and the Grenada Board of Tourism.

For more information visit www.grenadaclassicregatta.com.

Round Grenada Race Dates Move Ahead

There’s been another major shift in the Southern Caribbean’s yacht-racing calendar. The Round Grenada Race 2009 will take place from March 13th to 15th. The move away from the Easter weekend will elimi- nate conflict with the Bequia Easter Regatta and cre- ate a smoothly flowing schedule with other Grenada boating events. On the Grenada calendar now are the December 2008 finish of the inaugural Spice Race from England; the Carriacou Sailing Series, the Spice Island Billfish Tournament and the Grenada Sailing Festival (ending February 3rd) in January; the Classic Yacht Regatta in February; and the Round Grenada Race in March. The organizers say, “Our goal is to work with the other committees to promote Grenada as a viable sailing destination.”

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

For more information on Le Phare Bleu Marina see ad on page 15.

Fishing Lines

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

The Angling Association’s Ron DuQuenessy, Jamaica’s IGFA Representative, gives the back- ground. Shortly after the end of the Second World War, James B. “Big Jim” Paterson, of Anchovy Farm, just to the east of the sleepy town of Port Antonio, Jamaica, mooted the idea of angling for the elusive and feisty Atlantic Blue Marlin. In 1948, after much trial and error, he and his friends brought to the scale the first marlin ever to be caught on rod and reel in Jamaica. As Port Antonio was the initial cradle of tour- ism, “Big Jim” Paterson became further convinced that deep sea angling in Jamaica needed to be pur- sued as an alternative tourism product. Ten years later, with this burning aim, his dream came true.

On Monday October 5th, 1959, he and a small, deter- mined band of sportfishermen, most of whom had never seen a marlin, much less caught one, set out from the Titchfield Hotel jetty, Port Antonio, in search of its deep oceanic billfish quarry. This was the First Port Antonio International Marlin Tournament. The rest is ongoing history — and you can be part of it!

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

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

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

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

For more information contact mwilson@candw.ms.

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For Grenada Classic Yacht Regatta 2009, a range of courses will be designed to concentrate the racing

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

Part One: 1962 to 1984

by Don Street

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

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

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

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

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

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

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

Grenada Yacht Club built up an active fleet of about 20 GF44 sailing dinghies, all shipped out from the UK as kits and built in Grenada. (Some built by Porgie and Al Raper were so beautifully constructed that compensating weights had to be added to get them up to the class minimum weight.)

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

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

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

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

Grenada was head and shoulders ahead of Antigua. Until 1966 did not have a hauling facility, so the Antigua-based charter boats came to Grenada for hauling and refit. Charter skippers liked to base in the lagoon, and they could haul on the GYS screw-lift dock or on the south coast where Bill Stevens had taken over Peter Spronik’s operation. Bill expanded it to the point that he could haul boats with up to seven-foot draft and 25 tons. A unique crane enabled him to haul multihulls by suspending them on their wings rather than on the floats. This became the most popular place to haul multihulls in the Eastern Caribbean.

There was also the “el cheapo” haul at the Yacht Club where the cradle was hauled up by a hand-powered windlass. But, you could find a friend who would man the winch for a payment a couple of bottles of Clarke’s Court white rum and a liberal supply of Heineken.

About this time, a few in the yachting industry sat three-day close or beam reach — then working your way back north in easy stages.

About this time, a few in the yachting industry sat around and wondered what to do with all the boats in a dry dock in Martinique or St. Juan. An idea was to go to a place where you could move the boats off the slipway, and this became the most popular use of a slipway. This is how Spice Island Charters started.

Grenada was a far cry from English Harbour, where everything was done on a larger scale. In Grenada, “el cheapo” meant that you had to come up with a way to haul it. This is how Spice Island Charters started.

Grenada’s profile on the international yachting scene during this time was growing in leaps and bounds. However, there were setbacks.

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

However, the then manager of GYS persuaded Dennis to invest in real estate rather than the side-tracking system. The money went into Port Jeudy, a development that took 20 years to really start moving.

Eventually GYS went downhill and never revived until being reincarnated recently as Port Louis marina.

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

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

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

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

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

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

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

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

The OnDeck crew was really good at teaching people what to do. Each of us was assigned a task: Joan and Amy were grinders, Jim and I manned the port and starboard drums, and Kari and Connie tended the sheets. The OnDeck crew did the steering and (with the assistance of willing volunteers) hoisting of the sails. We went out and did some practice maneuvers, learning the nautical terms for each — such as doing a “John Wayne” to throw the line from the winch when tacking. When we felt ready for the challenge, we raced two times around the outer buoys, then back into the harbor, the finish line being between the two inner buoys.

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

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

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

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

We see the light! Given the right encouragement, even hard-core cruisers realize the surprising fun of competitive sailing.
What’s your cup of tea? Around-the-buoys racing? Joining a congenial rally? Island-to-island sprints? Seeing classic yachts or traditional island craft under sail? The 2009 Caribbean sailing calendar offers something for every style. This is only a sampling of what’s in store and by no means a comprehensive listing. Websites are given where available. All dates for events mentioned are 2009. Stay tuned to Compass for more event news.

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


Rallies, Distance Races & Multi-Island Regattas
Want to keep moving? The Route du Carnival (February 14th to 24th, www.transcaribes.com) goes from Martinique to Trinidad, with stops in Bequia and the Tobago Cays.

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

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

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

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

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

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

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

Around-the-Island Races

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

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

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

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Canada, December 2008
Looking Ahead to the New Sailing Season: ‘Business as Usual with a Difference’

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

By Julia Bartlett

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

We asked the following questions:
- How do you foresee this coming season — “business as usual” or not?
- Do you predict (or already see) that there will be significant changes from past winter seasons?
- If so, what are the factors driving these changes and how will they affect cruising, chartering or marine-related business plans in the Caribbean this coming season?
- Are you doing anything special in relation to these changes?
- What else does your own “crystal ball” have to tell Compass readers about Sailing Season 2008-2009?

Cruising Business as Usual...

Steve Black is President and Founder of the Cruising Rally Association, which organizes the annual Caribbean 1500 yacht rally from the East Coast of the United States to the Caribbean. Steve says: “The growing wave of baby-boomer sailors is keeping the Caribbean 1500 growing steadily each year. Many of our participants made their major investment in a boat several years ago to begin preparing for Caribbean cruising. They have purchased all of the necessary safety gear and navigational systems and made many upgrades to their creature comforts. Things like a weak market and slow housing sales may add a year to all their plans for this year, we see little change from last year; we love the sailing and spending patterns as usual” or not?

In St. John, USVI, all mooring permits for liveaboards in Cruz Bay have been cancelled. The same action is underway in Great Cruz where expensive moorings, fees and restrictions on yachts in the anchorage. This will likely escalate in 2008-2009. The islands of Curacao and Bonaire are in governance transitions; these changes may impact Customs and Immigration rules and procedures. The uncertainties for the ABCs for 2009 are centered around potentially changing rules for Immigration and Customs, length of stays and developing restrictions on anchoring.

“Now, we are headed for the Western Caribbean. Over the past four years we have lived aboard our 42-foot Catalina and traveled as far north as Maine and as far south as Venezuela. We completed the Puerto Rico to Venezuela circuit three times, making loads of friends and experiencing a multitude of adventures.

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

Betty Price of the yacht Forever Young says: “The Caribbean is changing rapidly due to a number of factors. In my opinion, the rate of economic development in some of these islands is the largest single factor causing changes in the boating environment as high-end developments take over former anchorages. In St. John, USVI, all mooring permits for liveaboards in Cruz Bay have been cancelled. The same action is underway in Great Cruz where expensive new housing is going in. The boats ejected are moving to other bays, causing more crowded conditions. In addition, the National Park Service is preparing to actively enforce holding-tank requirements within Park boundaries (although pump-out facilities are rarer then her’s thens). And, new regulations by the US Department of Homeland Security requiring online notification of boats leaving and entering US waters are being enforced as resources become available. These factors all contribute to the often-heard cruiser complaints about the US Virgin Islands being expensive, too many visa difficulties, and too crowded.

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

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

‘Including Some Changes in Longitudes

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

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

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

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

—Continued on next page
Cruisers are currently being attracted by the uncommercialized nature of the Western Caribbean. But will their love for Colombia’s beaches, and safe, uncrowded anchorages.”

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

“I am surprised that there are still 80 boats anchored in Fofanamar, Margarita, even though in past years there have been nearer 150. The odds of having an unpleasant security experience here are higher than ever before. The Colombian Coast Guard/Naval are very friendly, professional and easy to work with. At this time there is a large US Coast Guard/Navy presence all along the coasts; the US ships frequently are in Cartagena.

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

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

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

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

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

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

“Trinidad will become commercialized and a disappointment to those with a jaded palate. Commercialization will continue to blossom because cruisers will continue to support it, despite what they say and despite the effects of the forecast recession.”

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

Mary Stone: “For cruisers from Euro Zone countries, Venezuela is still a bargain, which may explain the increasing number of European- and UK-flagged vessels. A higher concentration of Euro Zone yachts is expected in the future.”

Meanwhile, the Western Caribbean is increasingly popular and new boat-facilitating facilities are gradually being converted. I think that this isn’t going to over-flow into a more commercialized experience. The Western Caribbean is no safer than elsewhere in general. As cruisers drift west, the crime rate will increase in relation to the number of ‘rich’ boaters in underdeveloped areas, as it always has, and the Western Caribbean will become commercialized and a disappointment to those with a jaded palate. Commercialization will continue to blossom because cruisers will continue to support it, despite what they say and despite the effects of the forecast recession.”

Ellen Sanpere notes: “I see a lot less discretionary income in the US and a weak dollar as the vacation-planning season progresses. It’s hard to say how the charter industry will be affected. For the US vacationer, will the economics of a less-expensive bareboat vacation have greater appeal than a land-based vacation? Narendra Sethia, Manager of Barefoot Yacht Charters & Marine Centre in St. Vincent & the Grenadines, answers: “Our take is as follows: We noted a summertime trend in the cruising community: ‘Many people store their yachts for the hurricane season and return to their home country. While there are many cruising boats, there are fewer cruisers who stay aboard during the hurricane season.’

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

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

Chartering Demographic Shifts...

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

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

“The ‘with a difference’ is that we are seeing a clear demographic shift with a drop in North American bookings, primarily on account of exchange rates. Our future sales to North American customers both Canadian and American are around 15 percent down, but our European sales have increased by an identical proportion.”
Peter Cox, Director of TradeWinds Cruise Club (which timeshare-style charters out of the BVI, Bequia, Belize, St. Martin and Antigua): “There is no doubt that a successful club membership scheme assists the charter company in times of recession, the idea being that folk are much more likely to take their annual sailing vacation if it is already paid for.

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

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

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

…and the Flight Capacity Challenge

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

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

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

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

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

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

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

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

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

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

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

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

—Continued from next page

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

Red Tape and New Rules
Julie Sam Martin, Chairperson of the St. Croix International Regatta tells us: “We in the USVI have already been somewhat impacted by the visa requirement of homeland security.

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

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—Continued from previous page

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

**The Evil Twins: Inflation and Crime**

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

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

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

**Windier Conditions? Better Sails!**

Good sailors have sails and gear ready to deploy to meet a variety of conditions. Many commercial enterprises are studying our statistics. Steve Black: “This year the Caribbean 1500 will depart from Lamping, Virginia, on November 2nd. For the first time there will be a simultaneous start from the Windwards and subse-

**The Crystal Ball Predicts…**

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

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

Robert Holbrook, Managing Director of Admiral Yacht Insurance: “With the benefit of having sailed my own boat in the Windwards and Leewards and subsequently recently taken her to Venezuela, the ABC Islands and later through Panama via Columbia and having studied our statistics I can comment as follows. There seems to be a move by certain yards to make substantial improvements to their lay-up facilities. This started in the BVI, and then Grenada after Hurricane Ivan, but seems to have migrated to other islands such as Antigua, St. Lucia and Curacao. Tie-down facilities and engineered cradles are now much more prevalent. Due to these improvements we now have a better ‘spread’ of risk, which is obviously an advantage in the event of a catastrophe.”

**Events such as the Grenada Sailing Festival are continually innovating and improving, developing the Eastern Caribbean’s ‘Impressive Fun regatta circuit”**

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

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

Betty Fries: “The countries bordering the coasts of Central and South America have a prime opportunity to attract the significant resources represented by the large number of boats that will continue this way!”

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

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

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

With attractions ranging from simple palapas like this one in Margarita to full-service marinas such as CrewsInn in Trinidad, the Caribbean region will continue to be an excellent area for private yacht owners to visit!
What’s Going to Happen to Yachting in the Caribbean?

by Dick Stoute

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

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

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

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

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

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

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

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

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

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

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

Dick Stoute has been secretary and president of the Barbados Yachting Association and secretary of the Caribbean Yachting Association (now the Caribbean Sailing Association). He took over as Al Rapier as Chief Measure for the CYA in the 1980s and computerized the CYA rating rule. This helped to re-establish this rating rule in the northern islands. Dick has raced with Andrew Burke on Neferet and Countess and more recently has helmed Paul Johnson’s Brughardh II to second place in Tobago Sails Week. Up to recently he wrote a weekly column in the Barbados Advocate newspaper and was president of the Barbados Chamber of Commerce and Industry from 2006 to 2008. He is the author of a book called The Fear Factor and, having recently retired, he is planning to go to Reading University to study philosophy.
My husband Larry and I were about 24 hours out of St. Thomas, motorsailing hard to get to Nevis to pick up our friend Glen Hurd. We had been delayed for two days waiting for Tropical Storm Fay to pass and were trying to get to Nevis before dark on Sunday, August 17th.

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

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

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

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

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

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

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

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

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

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

So we sat for four hours in the police station with our friend Glen and his wife Erin while a group of officials tried to decide what to do with us. Now began a round of offers, negotiations, and re-offers. First was an offer of a fine of EC$10,000 and then one of EC$8,000. The captain responded that we’d have to go to court, since we don’t carry that kind of money. The last offer came through Erin, who was extremely concerned that we resolve the issue rather than spending the night in jail. She advised us to take the offer of an EC$8,000 fine and to be quiet. She went back to Nisbet and arrived shortly with the cash.

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

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

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

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

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

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

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

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

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

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

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

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

"I hope I’ve been able to assist Compass readers. I want to assure you that the Customs procedures are very simple and documentation processing is also speedily done. We welcome all visitors, even as we also ensure their safety and the security of our islands."
Growing up I often heard my Dad saying, “Flying by the seat of my pants….” This usually preceeded a tale of adventure. Whether the story entailed flying supplies over the Himalayas, rescue missions over the Burma Hump, or hanging on to a fuselage in the Atlantic for days, the adventures were captivating and dangerous. Perhaps these tales instilled a sense of adventure in me, planting the seeds in my soul.

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

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

ALL ASHORE...

CRUISERS IN PERU:

TREKKING BY THE SEAT OF OUR PANTS

by Honoree Cooper

—Continued on next page

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

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

After flying into Lima and then an eight-hour bus ride north of Lima the next day, we arrived in the city of Huaraz where we began our altitude conditioning by going on three different day hikes to 12,000 feet. We also began ingesting coca tea, an aid for altitude sickness, and an herbal supplement to help our blood absorb more oxygen. On day three Walt started to feel the effects of the altitude. He became nauseated and dizzy. He wasn't breathing deeply enough and needed to be almost hyperventilating to give his body enough oxygen. With that remedied, he felt much better.

Altitude affects everyone differently, but taking the hikes slowly and listening to the locals, most visitors — even those of us accustomed to life at sea level — can minimize the effects of high altitude. We would start the Alpamayo Circuit Trek with a three-hour bus trip north of Huaraz, which included a stop in Yungay. Perhaps this was to humble us before the earthquake gods and to pray for our safe journey. We stopped to pay respect to the thousands who lost their lives in the 1974 mudslide that buried the village of Yungay. An earthquake opened up a lake on Huascaran Mountain overlooking the village. Within 15 minutes, and with no warning, the town of Yungay was buried under 20 feet of mud. Today a beautiful flower garden covers the area with thousands of rose bushes in every color imaginable. It is a sight to behold.

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

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

We started out with five clients, seven staff personnel, 15 donkeys, one horse, and five chickens — the latter of which did not finish the trek. The horse was for emergencies or if someone became sick or injured, and for use over mountain passes should anyone need assistance making that difficult hike. Two of our passes would be at 4,900 meters or 16,170 feet. “The higher the fewer,” Scott often said, willing us up the passes. For those of you who have not hiked in a while, technology has caught up with the sport of trekking in fine fashion. After a visit to REI in the States, we would be using telescoping trekking poles, seal skin socks and gloves, whisk-away shirts, zip-away and climb-light pants, “smart” wool socks, lightweight rain gear, dry stuff bags, waterproof covers for our large and small backpacks, hand-cranked flashlights, chamomile tea, therm-a-rest mattresses, and fleece and down jackets that are lightweight. We also had memory cards, sticks and iPods.

The two mule drivers did the entire trek in tire-rubber sandals with no socks. More about the staff: Our cook, a strong woman of about age 40, was up early to prepare tea at 6:15am and then breakfast by 7:00. She would fix lunch ahead of time to serve picnic style on the trail. Hours after we had hit the trail, Myume and her assistant would appear, although we often heard their transistor radio preparations and our 4:00 teatime treats. We would often hear them laughing well into the night as they cleaned up and prepared for the next day. An Inca descendant once told us they do not work: it’s a labor of love.

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

before seeing them. They would be packing close to 40 or 50 pounds each and trekking at a rapid pace while Myume angled that transistor to get the best reception. Gosh, I wanted to give her my iPod. After serving lunch they would hustle off to make it to the next campsite to set up the kitchen tent and begin dinner
I remember vistas almost every step of the way...
DOLLY’S ANSWERS

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

Part One

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

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

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

When larger waves rolled under us lifting our view we could see lights in the distance. To the east, the horizon over the island was a dark irregular line defined by the absence of stars. Below this line marking the top of the mountains of St. Lucia there were areas where a few glimmers of lights could be seen. Now and then on the top of a wave I thought I could see the flash of the lighthouse at the entrance of Castries Harbour. We agreed we were more than ten miles out and were slowly moving away in the direction of Panama. We paddled with the only things we had, our hands and forearms. Side by side we used our outboard hand to the elbow as an oar in our effort to move the boat toward land. There was really no way to tell if we were actually making headway. Our efforts just focused on keeping the bow pointing in the direction of the lights. We stroked. Time passed. Our arms grew tired.

We cautiously changed sides so we could use the other arm. Before first light we changed sides four times with few words passing between us. I think we remained silent because we each didn’t want to say anything negative and were unable to say anything positive with sincerity. We silently welcomed the first signs of dawn as the definition of the dark island against the sky became more obvious. The sun rose behind the island with full daylight arriving before its direct rays struck us. We paddled with our hands to our narrator and Zuma in next month’s Salty Sexy Adventures. Find out what happens to our narrator and Zuma in next month’s Compass.
Stormy Weather

Word Search Puzzle by Pauline Dolinski

If stormy weather keeps you down below, pass the time with this appropriate word search puzzle. (It’s just as enjoyable on a sunny day!)
OCTOBER 2008

**ARIES (21 Mar - 20 Apr)**

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

**TAURUS (21 Apr - 21 May)**

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

**GEMINI (22 May - 21 Jun)**

A female crewmember or associate may cause squalls in a business situation during the third week. It may be best to just leave her ashore during that time.

**CANCER (22 Jun - 23 Jul)**

Although creativity and communication can be ebbing this month, and your sense of humor is at low tide, don't worry — shipboard romance will be a distraction!

**LEO (24 Jul - 23 Aug)**

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

**VIRGO (24 Aug - 23 Sep)**

Fair winds and following seas are yours this month. Things are looking very positive for your business or financial course and your overall outlook on life. Enjoy it to the fullest!

**LIBRA (24 Sep - 23 Oct)**

Get ready now for the sailing season. With the sun in your sign and Mercury also, you will have a full cargo of creative energy to tackle all the boat projects demanding your attention.

**SCORPIO (24 Oct - 22 Nov)**

That summer romance that has been the center of your life will start to be tempted by distant horizons, while you sit aboard mending the sails — and your heart.

**SAGITTARIUS (23 Nov - 21 Dec)**

A bout of flirtation will sail into your harbor during the third week to liven up the month and take your mind off any business problems.

**CAPRICORN (22 Dec - 20 Jan)**

Keep laughing. While you may have a wide variety of creative setbacks, your sense of humor will help you keep the sails full and drowning both absurd and in commercial dealings.

**AQUARIUS (21 Jan - 19 Feb)**

Mind the helm. Don't let minor relationship storms blow you off course in your creative endeavors.

**PISCES (20 Feb - 20 Mar)**

A developing personal relationship will help take your mind off issues with the cruising kitty. Enjoy the pleasant distractions it offers in the third week.

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**Crossword Solution**

<table>
<thead>
<tr>
<th>A C R O S S</th>
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<td>22) WACKES</td>
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**Great Help**

I took my first journey out to sea alone. My boat ran out of gas; I couldn't see light from home. As night stepped in, I fell asleep. When I awoke the boat had sprung a leak. It was leaking very fast. Within an hour the boat didn't last. The boat sank and I had to swim, but I was getting so tired; my chances were slim.

A dolphin passed my way and stopped, rubbed its body against mine, then I slipped onto his back. I held on with all my life, knowing that the situation wasn't nice. Minutes were like hours and hours were like days, dying at sea and never seeing land again were my biggest fears.

I closed my eyes for hours and on opening them again the situation was different; things weren't the same.

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

— Dillon Ollivierre

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**CREOLE WOMAN**

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

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

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

— Nicholas Lee

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**Island Poets**

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**bela-toon**

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**Don't mind me asking - but what's all that junk for?**
by Lee Kessell

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

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

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

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

One night, Stefan’s mother told him that she had decided to suck the blood of an infant sleeping next to her young sister Evee. She wanted Stefan to be there and make sure that Evee did not wake up and scream. Horrors! What was poor Stefan to do? He flew through the night wringing his hands and groaning. It was a difficult situation for Stefan, but what was poor Stefan to do?

He flew through the night wringing his hands and groaning. It was ten o’clock already and his mother was going to turn into a blood-sucking vampire at midnight! He had to do something, but what? Stefan couldn’t think of anything, and so he turned to his mother and said, “Why don’t you just sit on the bed and ...”

Stefan’s mother turned green, spreading to the rest of her body until all that was left was a curl of black smoke and then it too disappeared.

Stefan’s mother? I’ll teach you!” She slashed at him with her talons and gashed Stefan’s throat, and he stretched out his great arms and strong hands to throttle the vampire. But the ugly hag jumped back and hissed, “Thank you can kill your own mother? I’ll teach you!” She slashed at him with her talons and gashed Stefan’s hand. Big red drops of blood oozed from the ragged, blackened edges releasing such power that nothing could withstand it. Stephan reared high above his vampire mother and a drop of his blood fell on her evil face. Her wrists sunken burn with an acid green, spreading to the rest of her body until all that was left was a curl of black smoke and then it too disappeared.

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

The End

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DOLLY’S DEEP SECRETS

by Elaine Ollivierre

In the September 2008 issue of Compass, there was an article in the Caribbean Eco-News department about the flora and fauna of the British Virgin Island of Jost van Dyke. Five different species of frogs were identified. Their scientific names showed that four of them were closely related because they all belonged to the same genus. The first part of all of their scientific names was *Eleutherodactylus*. The scientific name of any living thing is made up of the genus (generic epithet) and the species; for example, its colour, shape, location, or to the particular character: the White-Lipped Frog!

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

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

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

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
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<tbody>
<tr>
<td>Brine shrimp</td>
<td><em>Acanthuras chirurgis</em></td>
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<tr>
<td>Coconut palm</td>
<td><em>Cocos nucifera</em></td>
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<tr>
<td>Mango</td>
<td><em>Mangofera indica</em></td>
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<tr>
<td>Mango shrimp</td>
<td><em>Dolichorhynchus labrisii</em></td>
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<td>Mango shrimp</td>
<td><em>Manta birostris</em></td>
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<td>Mango shrimp</td>
<td><em>Physeter macrocephalus</em></td>
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<tr>
<td>Mango shrimp</td>
<td><em>Delphinus delphis</em></td>
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<tr>
<td>Mango shrimp</td>
<td><em>Heteroconger halis</em></td>
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<tr>
<td>Mango shrimp</td>
<td><em>Arista salina</em></td>
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<tr>
<td>Mango shrimp</td>
<td><em>Acanthus chirugus</em></td>
</tr>
<tr>
<td>Mango shrimp</td>
<td><em>Eretmochelys imbricata</em></td>
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</tbody>
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—Answers on page 34
The population was reduced mainly, as in the other islands, by slavery and disease. In 1784, according to the excellent website of the Santa Rosa Carib Community Centre (www.kacike.org), Arima was established by a Catholic religious order from Spain, the Capuchins. Their stated aim was to convert the remaining Lokono to Christianity. By the 1780s, the native peoples were brought into the settlement even from neighbouring areas so that newly arrived French planters could have their lands. They were put to work on state farms as virtual serfs. As with other indigenous peoples in the hemisphere, the indigenous peoples in Trinidad put up a fight. In December 1868, the Arima Uprising took place in the

A VISIT WITH THE CARIB QUEEN VALENTINA MEDINA

by Norman Faria

Members of Trinidad’s ‘Carib’ community, circa 1940s. Back row, left to right: Isadore Hernandez, Nicola Farfan, Leontine Ferras, Gabriella Lopez. Front row: Jose Pilar, Ms. Severa, Mimi Farfan

island’s centre plains. Led by the great Carib warrior chief Hyarima (a monument to him stands in Arima today), they rose up in an incident in which all the Catholic priests lost their lives and churches and orna-
ments were damaged and broken up. On their way out of the mission to seek refuge away from inevitable reprisals by colonial authorities, the rebels met the Governor, José de Leon y Echales and an entourage of the mission to seek refuge away from inevitable reprisals by colonial authorities, the rebels met the Governor, José de Leon y Echales and an entourage. Unfortunately, the Governor happened to be in the wrong place at the wrong time and neither he nor his group (except one) got back to their residences. Afterwards, there was a massacre of the rebels by better-armed adversaries.

Today, there seems to be no long-held animosity against the Church, though there have been some demands that the Vatican should apologise for the slavery and atrocities. Today, most of the Lokono share

the Catholic beliefs held by the majority of Arima’s population. In August every year, the Carib Santa Rosa Festival, named after an Amerindian saint, is held. Heavily influenced by Catholic ceremonial pomp and pageantry, it features mass, a procession around town with the Carib Queen at its head, and other activities.

The concept of the Carib Queen is not an Amerindian one. Male chiefs (caciques) are the ‘female rule’ was introduced in 1875 by the Catholic Church, according to an article by Tracey Ran Assing in the Trinidad Guardian newspaper, and herself a relative of present Carib Queen Valentina Medina (elected in March 2000). In recent times, in an effort to maintain a balance and give a true picture of the native peoples’ history, attempts were made to remind public of the role, for example, of the shaman, the traditional Amerindian advisor and seer, and of traditional religious beliefs. One activist, Ricardo Cruz, is described in the Trinidad Guardian as a practicing shaman as among those re-introducing such traditional ceremonies as burning of herbs. Cruz is quoted: “Even if it is Catholic, (the Festival) is at least something the Amerindian peoples own.”

Among the aims of the Carib Community Centre, says Bharath-Hernandez is to correct the misconception of the ‘Caribs’ as war-like cannibals. Aside from the sensitivity about the name, he commends the Carnival planning authorities in placing an Indian police for consulting with them when organisers have a band depicting “Indians” (as in North American “red Indians” and cowboys). Traditionally, costume bands in Trinidad have always had some “Indians”, along with the ubiquitous devils and sailors. I was greatly honoured, after being briefed on the situation including protocol by the Guyana Honorary Consulate in Port of Spain, to be granted a courtesy visit to the present Carib Queen, Valentina Medina. A most gracious lady, she clearly took pride in her ancestry all the while noting the patriotic fervour she has for being a modern-day Trinidadian. Both she and Mr. Bharath-Hernandez spoke highly of the visits from delegations of Amerindian communities in other coun-

tries including those from Guyana, Suriname and Canada. On one occasion, Guyana’s present Minister of Amerindian Affairs, Hon. Carolyn Rodrigues, was present at a Festival as an invited dignitary.

In recent years, Trinidad governments have recog-

Then Prime Minister Basdeo Panday addressed them saying he fully supported “the call for Trinidad to recognize and respect its first peoples.” Subsequently, spokespersons for the administration of Prime Minister Patrick Manning have made similar statements.

Though not as well known as the more written and spoken about Amerindian communities within CARICOM as in Guyana and Dominica, the first peo-

ple of Trinidad & Tobago, seem to be worthy of the same respect. We must respect them, not only as equal citizens in today’s society but remember them as the descendants of once proud, resourceful and industrious nations who peopled our Caribbean civilization many years ago.

Those wishing more information may visit the Santa Rosa Carib Community Centre website. There, a compendious photo collection project co-ordinated by Maximillian Forte is on-going to preserve their history.
Caribbean Alternate Energy

Sustainable Earth Inc. — The Caribbean Alternate Energy company — has started operations from its corporate headquarters on the Nature Island of Dominica. Hervé Nizard says, “Thanks to our Dominican engineers, we have been able to test, select and now promote the best systems for alternate energy systems in the Caribbean’s harsh environment. Backed up by world-renowned manufacturers who granted us distributor rights for the Caribbean, we can now design, supply and install Alternate Energy systems on any Caribbean island. “And what might be of extra interest to Compass readers is that these systems are sold direct, at ‘shore’ prices and not ‘marine’ prices.” For more information visit www.sustainableearth.dm.

Maritime School of the West Indies Moves

The Maritime School of the West Indies (MSWI) in St. Maarten is moving to a new location in Simpson Bay — on Airport Road close to the Simpson Bay Bridge. Previous and new students, boat owners, crews, press and invited guests will be welcomed at the official re-opening cocktail party on October 3rd. The school will start the new season with the first STCW’95 course on Monday, October 13th. All crew working on vessels with paying passengers need to complete the official five-day STCW’95 basic safety course. Also beginning in October, MSWI will also offer a Day Charter Captain course, the four-day Mega Yacht Crew course, the Mega Yacht Stewardess course, and an MCA recognized RIB (Small Power Boat and RIB Master) course.

For more information visit www.MaritimeSchool.net.

American Resumes Non-Stop Flights to Antigua

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

Meet the Boats at Antigua Charter Show

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

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

For more information visit www.antiguayachtshow.com.

St. Lucia to Cuba Excursions 2009

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

For more information contact rawleharvey@hotmail.com.

Sweet Cry Festival Moves to English Harbour

After careful planning, producers of the Sweet Cry Festival, having taken a backseat in 2008 to the Antigua Music Festival, have re-branded the event as “Sweet Cry Festival – Antigua” and re-positioned it to capture a new market; the sailing crowd. Sweet Cry ’09 will be staged on Friday May 1st and Saturday May 2nd at the spectacular Dow’s Hill festival venue with its 360-degree panoramic view overlooking historic Nelson’s Dockyard. The relocation of the festival to English Harbour will make it irresistibly convenient for those in Antigua for the mammoth Sailing Week (April 26th to May 2nd) to attend.

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

Sweet Cry will appear in 2009 having undergone a musical metamorphosis as well. In the past, SCF has featured the world’s greatest reggae, dance hall and soca artistes as well as having presented the Sweet Cry Freedom Award to such esteemed individuals as Stevie Wonder, Professor Hilary Beckles and Third World. In 2009, the festival will diversify its musical line-up to include rock ‘n’ roll, surf, rave, zouk, R&B, blues, steel band and much more. Sailing Week in Antigua will never be the same! Make plans to be there for a great music festival that was worth the wait.

For more information visit www.sweetcryfreedom.com.

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

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

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

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

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

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


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

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

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

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

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

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**BERMUDA SHOTS**


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

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

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

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**St. Kitts Then and Now**


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

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

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

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

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

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**BERMUDA SHOTS**


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

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

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

—Continued on next page

**A TASTY TASTE OF ST. KITTS**

by Jo-Anne Nina Sewlal

IT'S said that an army marches on its stomach. Well, sailors and other island travellers do too! When I visited St. Kitts last year I was fortunate to visit many restaurants with my hosts and friends I made during my stay. I also discovered some on my own.

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

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

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

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

—Continued on next page

**Cruisers: Overcome Seasickness**

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Above: The yacht basin at Port Zante is just a few steps from the center of Basseterre
Below: You might be asked to share your street food...
NO STRIKE-OUTS WITH THIS BATTER!

by Ross Mavis

One afternoon while strolling along a street in San Francisco, many years ago, I was jerked to attention by a fragrance that caught me like a fish hook. It wasn’t painful but oh so pleasant and enticing. Seconds later, a couple strolled by with a handful of fish and chips. Although I am over 60 years old now, I can still remember the wonderful aroma that wafted off the newsprint – fish and chips, eaten from newspaper! At that very moment, I could have been convinced we were in London, England. But no, it was California. A few blocks away we quickly found the tiny shop called Big Ben’s. No more than three customers wide, the shop had two lines of eager patrons waiting to take out what the owner called “the best ruddy fish and chips this side of Piccadilly”.

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

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

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

There exists some debate on which oil to use for deep frying. Most taste tests will show that old-fashioned lard with all its saturated fat makes the best tasting cooking oil. However, few people today would promote using lard. I find canola oil gives almost as good a taste without the saturated fat time bomb. You can experiment with other oils if you wish but be sure to keep the kids out of the galley when you heat up the deep fryer. Hot fat is deadly and can scar for life or even kill a young child who pulls a pot of hot fat onto him or herself. Use extreme care and caution when deep-fat frying. Watch the weather also, as rough slopping seas can be deadly. Don’t even attempt to cook with hot oil in a regular pan on top of the stove. I successfully use a deep stock pot with a heavy bottom. The oil only comes one third of the way up the pot. Also, don’t guess at the temperature of the oil! Use a hot-fat thermometer.

Many boats and houses have been razed from overheated or spilled fat fires. Whether you eat them out of newspaper or off a fine china plate, fish and chips owe their wonderful flavour to several things. Foremost is the fish; choose cod, ocean perch, snapper or monkfish depending on your own preference. Secondly to the deliciously crisp but light batter. And finally, fresh, hot cooking oil is a necessity.

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

1 1/2 Cups (375 ml) flour
2 1/2 teaspoons (12 ml) baking powder
1/4 teaspoon (1 ml) baking soda
3/4 teaspoon (3 ml) salt
2 teaspoons (10 ml) vinegar
3/4 teaspoon (3 ml) dried chives
4 1/4 Cups (300 ml) water
2 teaspoons (10 ml) smoked paprika
2 teaspoons (10 ml) vegetable oil

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

Fish-and-Chip Fish Batter

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

1 1/2 Cups (375 ml) flour
2 1/2 teaspoons (12 ml) baking powder
1/4 teaspoon (1 ml) baking soda
3/4 teaspoon (3 ml) salt
2 teaspoons (10 ml) vinegar
1 teaspoon (5 ml) dried chives
4 1/4 Cups (300 ml) water
2 teaspoons (10 ml) smoked paprika
1 tablespoon (15 ml) vegetable oil

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

Tartare Sauce

1 teaspoon (5 ml) minced onion
2 teaspoons (10 ml) chopped sweet pickles
1 teaspoon (5 ml) chopped capers
1/2 teaspoon (2 ml) chopped green olives
1 Tablespoon (15 ml) chopped parsley
2 teaspoons (10 ml) mayonnaise

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

Coleslaw

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

2 Cups (500 ml) cabbage, finely sliced
1/2 Cup (125 ml) sour cream
2 Tablespoons (30 ml) cider vinegar
1 Tablespoon (15 ml) liquid honey
1/4 teaspoon (1 ml) salt
1 teaspoon (5 ml) celery seed

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

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

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

Fine-grained guava wood is valued for carvings. It is also a good wood for making charcoal. Guava bark and leaves are almost 25 percent tannin, which is used to process animal hides. Asians use the leaves as a dye for cotton garments. In the Caribbean, guava’s aroma and taste are strong. Guava is used green or ripe in punches, syrups, jams, jellies, chutneys, ice creams and a popular confection called “guava cheese”. Guava paste, used in some of the recipes below, can be purchased in Caribbean or Latino grocery stores.

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Guava Pastry

4 Tablespoons butter
3/4 Cup vegetable shortening
2 Cups baker’s flour
3 Tablespoons baking powder
1 Cup sugar
1 Tablespoon salt
3 large eggs
1 large egg yolk
1 1/2 pound guava paste, sliced 1/4 inch thick
3 Tablespoons dark rum (optional)

Melt butter and shortening in a medium skillet. Combine all dry ingredients in a large bowl. Stir in the three eggs and the melted butter/shortening. Work dough with your hands until everything is mixed well. Cut dough in half. Place one half of the dough in a greased 9x12” baking dish. Cover with sliced guava paste and sprinkle with rum. Cover with remaining dough and brush with egg yolk. Bake for 40 minutes at 350°F.

Guava Cake

3/4 Cup butter
1 Cup sugar
2 eggs
1 Tablespoon vanilla extract
2 Cups baker’s flour
1 Tablespoon baking powder
1 pinch of salt
1 1/2 pound guava paste sliced 1/4 inch thick

In a medium skillet melt butter and slowly mix in sugar. Add eggs one at a time and stir in vanilla. In a bowl, combine flour, baking powder, and salt. Then combine the flour and melted butter/eggs mixture. Pour half the mix into an eight-inch-square baking pan. Cover with guava slices, then cover with remaining batter. Bake at 350°F for one hour.

Guava Sauce

1/2 pound guava paste sliced 1/4 inch thick
2 Cups orange juice
Sugar and spices to taste

Place guavas in a large pot, cover with orange juice and simmer until cooked. Press through a sieve and discard the seeds. Serve as a topping for cakes or ice cream.

Guava Bread Pudding

1 1/2 pound guava paste sliced 1/4 inch thick
2 Cups scalded milk
2 Cups bread cubes
1/2 Cup sugar
Salt to taste
1 Tablespoon vanilla extract
4 eggs, beaten
1/2 pound guava paste

Pour half the mix into an eight-inch-square baking pan. Cover with guava slices, then cover with remaining batter. Bake at 350°F for one hour.

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in a medium skillet melt butter and slowly mix in sugar. Add eggs one at a time and stir in vanilla. In a bowl, combine flour, baking powder, and salt. Then combine the flour and melted butter/eggs mixture. Pour half the mix into an eight-inch-square baking pan. Cover with guava slices, then cover with remaining batter. Bake at 350°F for one hour.

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Poached Guavas

8 very ripe guavas
1 1/2 Cup water
4 Cups sugar
3 Tablespoons lemon juice

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

The Gardener

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

About the Tobago Cays, your recent articles have been positive, but the majority of cruisers consider the installation of moorings in the marine park (as report-
ed in the August 2008 issue) a big shame. This is all about money, not about protection of the reef! Remember the study conducted a few years ago, mandated by the BVI Marine Park Authority, that clearly had written that moorings in the park are not useful; moreover, they damage the view. A lagoon is now spotted with white bowls. Remember Chris Doyle’s articles in Compass about this subject? He clearly explained why this is a sham.

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

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

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

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

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

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

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

Cordially,

Frédéric Hollande
Manager
Nemovoile

Dear Frédéric,

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

Dear Compass,

Thank you for the opportunity to reply to this letter. First I want to state that the installation of the moorings is one of the planned activities set out in the TCMP Management Plan 2007-2009, which took into consideration a study done by Moor Seacure International (MSI, 2004). This study was commis-
ioned by the Ministry of Finance of St. Vincent & the Grenadines and did recommend the use of limited and strategically placed moorings in the Cays. We must stress that the 32 moorings installed are in line with the number suggested by the study. They are placed there solely for the protection of the park’s frag-
ile resources, the small fee collected for these moor-
ings goes towards its maintenance. The fact that the use of the moorings by NAMAL does not lend cre-
dence to the notion that they are placed there to make money. If the management of the park would have insisted that their use be mandatory,

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

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

Lesroy Noel,
Education Officer
Tobago Cays Marine Park

Dear Compass,

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

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

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

Chris Doyle

Ti Kanot

Open Letter to eSeaClear:

tem myself and form my own opinion.

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

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

The small change:

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

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

The “Show Stopper”:

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

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

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

I think I can find a way of doing something similar. I knew who used the French system in Martinique this year. It works very well and even with the difficult French keyboard it is quick and easy!

Thank you,

Dalton Williams
S/V Gently

—Continued on next page
Aft the two-and-a-half-day sail from Martinique, we arrived at Charlotteville, Tobago, on July 10th, 2008. After a hard night's sailing with squalls and rain, we dropped anchor between 0630 and 0700. My fiancée was already in bed, exhausted, when I came below. I was not much better, so I decided for our health and safety that we would have a short sleep before clearing Customs. After a two-hour sleep we ate breakfast, put the dinghy in the water and mounted the outboard engine. Around 10:30 I arrived at the Customs and Immigration building. Instead of "Welcome to T&T" I was welcomed with the words, "We see to fine you ten thousand dollars, because of not coming straight to the office." I explained my situation, and after some arguing, the Customs officer said, "Okay, go first to Immigration." When I returned to the Customs office everything seems to have calmed down, and I paid my fees and left. After a few days it suddenly occurred to me that I placed much more in clear in at Charlotteville than I had paid to clear in last year at Chaguaramas. So when I arrived at the office two days later, I asked what the second bill was for — an over-time fee? "Yes," the officer said. I said that I came within office hours. Then he stated that I arrived after office hours. I asked him, "So, if I drop my anchor outside office hours I have to pay the over-time?" "Exactly," he answered. When I was still in Charlotteville I spoke with other sailors who had paid the TT$159 (approximately US$25) overtime, although they went to clear in within office hours. The Customs in Charlotteville granted me permission to sail to Store Bay and make some stops in the bays between. When I arrived in Store Bay I went immediately to Customs in Scarborough. The officer told me that I could not clear in there, according to him. I should have sailed immediately to Scarborough and asked his permission to visit the bays between the two places! I tried to explain to him that I had made a float plan and had given this itinerary to the Customs in Charlotteville. I even showed him a copy. This made him even more upset. Luckily, just at that moment the Customs officer from Charlotteville who granted me the permission came in, and things were settled in my favor, which did not make the Scarborough officer's attitude to my person any better.

We then arrived in Chaguaramas, Trinidad. When I checked in at Customs I asked for a parcel that I had mounted on our dinghy. According to the tracker it should have been in the Customs office in Chaguaramas, having been delivered on July 14th at 1400 hours. It was not there. I told the Customs officer that I had

Dear Compass,

After a two-and-a-half-day sail from Martinique, we arrived at Charlotteville, Tobago, on July 10th, 2008. After a hard night's sailing with squalls and rain, we dropped anchor between 0630 and 0700. My fiancée was already in bed, exhausted, when I came below. I was not much better, so I decided for our health and safety that we would have a short sleep before clearing Customs. After a two-hour sleep we ate breakfast, put the dinghy in the water and mounted the outboard engine. Around 10:30 I arrived at the Customs and Immigration building. Instead of "Welcome to T&T" I was welcomed with the words, "We see to fine you ten thousand dollars, because of not coming straight to the office." I explained my situation, and after some arguing, the Customs officer said, "Okay, go first to Immigration." When I returned to the Customs office everything seems to have calmed down, and I paid my fees and left. After a few days it suddenly occurred to me that I placed much more in clear in at Charlotteville than I had paid to clear in last year at Chaguaramas. So when I arrived at the office two days later, I asked what the second bill was for — an over-time fee? "Yes," the officer said. I said that I came within office hours. Then he stated that I arrived after office hours. I asked him, "So, if I drop my anchor outside office hours I have to pay the over-time?" "Exactly," he answered. When I was still in Charlotteville I spoke with other sailors who had paid the TT$159 (approximately US$25) overtime, although they went to clear in within office hours. The Customs in Charlotteville granted me permission to sail to Store Bay and make some stops in the bays between. When I arrived in Store Bay I went immediately to Customs in Scarborough. The officer told me that I could not clear in there, according to him. I should have sailed immediately to Scarborough and asked his permission to visit the bays between the two places! I tried to explain to him that I had made a float plan and had given this itinerary to the Customs in Charlotteville. I even showed him a copy. This made him even more upset. Luckily, just at that moment the Customs officer from Charlotteville who granted me the permission came in, and things were settled in my favor, which did not make the Scarborough officer's attitude to my person any better.

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Who's Out There? Or, Is the Cruising Fad Fading?

by Bruce Van Sant

I snapped awake. Frightened and disoriented, it seemed to me that I had screamed in my sleep. I held my breath and listened for intruders. Nothing.

Then a strangled, terror-stirring voice from the stateroom, "Who's out there?" Then, "Who... ARE... you?"

George, a charter guest, slept in my stateroom while I slept on the port settee. I listened a little more. Then decided that George had had a nightmare. Now wide awake, I went on deck with a jigger of rum over lime and icewater. I sprawled in the port beamham and sipped from the cold, sweating pewter cup, naked and alone in the cool night breeze. Life offers little more pleasurable than the simple luxury of letting a night breeze powder dry your naked body muggy from sleep — and terror.

An Indonesian artisan had formed clay in my cupped hand to model the pewter cups I used on my boat. Squatting by the roadside, this ancient yet lithe Javanese begot ten of them from his hand-cranked wooden lathe, blessing each with an expression of contentment and fulfillment.

The other night I nursed one of those cups from a rocking chair on my hilltop verandah, content as my Javanese tinker, comfortably reminiscing over decades of fulfillment as a cruising sailor. A few of the cups will go with Tulok Ape when she sells. I thought: Will the blessings go with them?

As I moved to expose the last hidden folds of skin for the night breeze to dry, another breeze-drying night came to mind — the night of the screaming charter guest. I've seen lots of Peter Pan cruisers, staunch "we'll never grow up" middle-agers and seniors out to simulate youth; and lots of adventurers out to prove themselves; and some Georges, just out for a pleasant twilight-years cruise. Some find pleasure in a cooling night breeze in the blackness of a lone anchorage at an empty island amidst a lonely sea. Others get the creeps. And others, as George did, have night terrors. I wondered, as George did, "Who IS out there?"

More than 100 foreign-flag yachts lay in the moonlit bay below me at Luperón in the Dominican Republic, a number not grown larger in the last couple of hurricane seasons, and the winter season's boat count has declined each year from its 2005 high of 165. The largest website dealing with Luperón sells boats. Other formerly popular anchorages in the area, such as Samaná in the DR and Salinas in Puerto Rico, seem to have lost half of their heydays of the '90s. Georgetown, in the Exumas, which broke the record of 500 boats at the end of the 1990s, has seen a wobbling decline since. So where have they gone? Or why haven't they come?

You can't fault the economy, since the flow of North American cruising yachts to the Caribbean has hardly noticed the burst of the "dot com" bubble; and that one hit the economic indicators a lot worse than either of today's "dot bank" or "dot real estate" bursts have.

Well, George, you'll find a lot fewer Peter Pans and adventurers, and increasingly more escape artists "out there". I think expectations have cooled. Maybe George got scared and had a talk with Peter Pan. Whatever — Caribbean cruising has begun to lose some of its cachet to Caribbean real estate. A case in point follows.

Here in Luperón the outlanders still start and fold restaurants, cantinas and nightclubs. Margaritaville wannabes still get gleefully swallowed up by the cheerful wackiness of it all. But the 100 boats in the harbor no longer hold crews who in years past had spent an aggregate of US$72,000 a month ashore. The mix has changed.

A rough estimate might break down the 100 boats as follows: 5 percent, crews gone; 10 percent, long abandoned; 15 percent, crews moved ashore or building ashore; 30 percent, in storage (crews flown home); and 40 percent, liveaboards. That reduces the shoreside take from boaters to less than US$29,000 a month, roughly a quarter of the pre-burst-of-the-dot-com era days. Of the 100 boats in the bay, less than 30 percent might move on at the end of hurricane season.

The cruising sailor loves the departing and the arriving and, above all, the sea. His cruises span the seas, however, and his pleasure in the sea is sometimes less than in other aspects of his life. Cruising sailors, escape artists differ from cruising sailors in that they stop when they feel they've escaped. Ironically, the escape artists miss the commodore's cups and other trappings of the traditional cruising life. The escape artists develop a forerunning sense of criminality when inside the hard jurisdiction of real nature.

I wondered, as George did, "Who IS out there?"

LEARNING TO SWIM

We tend to think of summer as hurricane season or “off season”, when nothing much of importance happens. But every summer, something very important occurs. Every year, various organizations throughout the Caribbean include swimming lessons as part of their children’s summer activities.

Many years ago, Norman Faria wrote to Compass, stating, “Hardly a week goes by without our hearing of a fisherman, seaman, or sea bather in one island or another getting into difficulties and having to be rescued. Throughout the Eastern Caribbean some learn, as the popular saying goes, that the ‘sea has no back door’, and slip below the waves. . . . We are an island people, we know how to take our sea baths, but do we know how to swim?”

Some islands, Barbados, Grenada and Trinidad for instance, have seen a growth in the numbers of competitive swimming clubs. Many yacht clubs’ junior programs insist that children be able to swim before taking sailing lessons, and they are taught to swim if necessary. The University of the Virgin Islands announced the formation of a swim team last year.

Summer learning is important, too. Here, Union Island children take a swimming lesson as part of the Tobago Cays Marine Park’s summer program.
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**Continued on next page**
To advertise in Caribbean Compass Market Place, contact your island agent (see list on page 4) or contact Tom at (784) 457 3409
tom@caribbeancompass.com
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“The company’s new base is in Barranquilla, Colombia. It is strategically located in the duty-free zone on the waterfront, 500 feet from Customs and a half-mile from the port. It is also located an hour from the port cities of Cartagena and Santa Marta, giving the company the ability to ship from three convenient locations… company president Ivor Heyer began to search for a more business-friendly location for his manufacturing operation because of difficulties in finding dependable, skilled labor, along with aggressive labor unions and government red tape that affected the company’s efficiency and ability to ship product in a timely fashion.

“I know that last year, due to political reasons in Venezuela, we had a lot of problems with labor and with importing/exporting product, which caused delays and a lot of frustration to our distributors and dealers,” he said.

“After looking at the Dominican Republic, Costa Rica and Panama, he settled on Colombia as the new location. Not only did the country have a specialized labor force, which the other countries did not have, its stable democracy and the fact that it is a big exporter of products to the United States, were major drawing cards. More than half of all the nation’s exports and about 45 percent of All’s production go to the US market,” the website adds.

CC

Dear Compass Readers,

I am looking for cookbooks published in the Caribbean in 2008 to be considered for submission to the Gourmand World Cookbook Awards. Any information will be most welcome.


The event was renamed Gourmand World Cookbook Awards in 2001. The Gourmand World Cookbook Awards 2002 took place at the Château de Brissac, in the Loire Valley, on February 28, 2003. The event for books published in 2003 took place in Barcelona, Spain, on February 27, 2004, during the Mediterranean Cookbook Fair. The next event was in Orebro-Grythyttan, Sweden, on February 11, 2005. After Kuala Lumpur, Malaysia, in May 2006, the “Best in the World” were announced in Beijing, China on April 7, 2007. The event came back to Europe on April 13, 2008, at Olympia Theatre in London, England.

All cookbooks published between November 1, 2007 and November 15, 2008, qualify for this latest round of awards. Manuscripts and publisher’s proofs are also accepted. Books compete in their original languages in all categories except the Translation category, which was created in 2007. The jury decides in which category books compete, and may change nominees from one category to another at the final jury meeting. The jury may decide that awards for some categories remain vacant, and there may be more than one winner per category.

There are no entry fees. The competition is free and open to all. Books may be entered by anyone: authors, publishers or even readers.

Last year, Gilly Gobinet of Antigua won a “Best in the World Award” for her illustrations and recipes. The deadline for submissions is November 15th.

Thank you,
Edouard Cointreau
icrlatino@virtual.es
www.cookbookfair.com

Dear V. Lavia,

Will the V. Lavia who recently submitted a letter to Compass by post please contact Sally to clarify certain points before publication. No return address or contact information was given in the letter, so I am taking this opportunity to ask you to get in touch. Thank you.

We take this opportunity to remind all letter writers to include your name, boat name or address, and a way we can contact you (preferably by e-mail) if clarification of your letter is required.

Sally

Dear Compass Readers,

We want to hear from YOU! Please include your name, boat name or address, and a way we can contact you (preferably by e-mail) if clarification is required.

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

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