CARRIACOU REGATTA 2010
See stories on pages 14-17
WHISPERMAT™ WM1
AAR/WMI-RPT5

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

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

FEIN RANDOM ORBIT SANDER
MSF 636-1 (6“)
FEI/MSF6361110

That’s 15% off

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

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

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

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

INTERLUX INTERPROTECT
2000/2001
INT/Y2000EG1

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

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

SANDING DISC 6" HOOKIT
P080 CLEAN-SAND 734U
3M/01811
Disc with precise hole design for improved life and dust extraction. Use for fine featheredges or last final sanding step before priming.

SIX 10 ADHESIVE
WES/610

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

Includes a ‘static mixing wand’.

Stays workable in the static meter for 42 minutes.

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

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

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**Barbados**
Doyle Sailmakers
6 Crossroads
St. Philip
Tel: (246) 423 4600  Fax: (246) 423 4499
E-mail: andy@doylecaribbean.com
Get Weather on Grenada’s Cruiser Net

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

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

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

Puerto Rico: New Buoy Provides Weather and Water Data

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

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

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

IOOS is a federal, regional and private-sector partnership working to enhance our
ability to collect, deliver and use ocean information. IOOS delivers the data and
information needed to increase understanding of our oceans and coasts, so deci-

cision makers can act to improve safety, enhance the economy and protect

the environment.

For more information visit www.noaa.gov.

Eight Bells: Norman Faria

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

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

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

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

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

Beach Cleaners’ Seminar Held in Grenada

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

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

Another training programme will be held during the first two weeks of September. The current training emphasis of the Grenada Board of Tourism is part of the overall challenge to make Grenada more welcoming and amenable at a time when potential visitors are increasingly selective about their choices of destinations.

Cruisers’ Site-ings

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

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

• Dominica’s Portsmouth Association of Yacht Security now has a facebook page. Helen of Cabrits Dive says, “We want to use it both to build a community of people who love Dominica, and to promote the beauty of the island and the volunteer work of the group. The page is a work in progress and any suggestions or photos that you have would be most appreciated.” PAYS now has its own e-mail address,too: paysdominica@yahoo.com.

Update: Serial Yacht Thief Sentenced

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

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

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

—Continued on next page
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In January, he was found guilty by a Platte County, Missouri jury for renting and then failing to return a recreational vehicle in 2002, and in March he was sentenced to three years in prison. He declined to testify in his own defense in large part because he would have had to account for the two stolen yachts. He reportedly admitted, however, to helping illegal aliens enter the United States. Platte County Prosecuting Attorney Eric Zahnd said, “This defendant is an international con man who evaded justice for seven years.”

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

Tobago: Buccoo Reef Rules Explained

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

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

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

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

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

The solution? If the restriction is specifically against “alighting from a boat”, perhaps you could just swim out to the reef from Store Bay, Buccoo Bay or the shore. But those in the know say that Buccoo Reef is in very poor condition from over-use (or abuse), and there is much better snorkeling on the northeast end of the island. You can anchor at Anse Bateau, and nearby the snorkeling on the leeward side of Goat Island and Little Tobago (“Bird of Paradise”) Island is really nice, and they are well protected.

Paper Boat Wanted!

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

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

Welcome Aboard!

In this issue of Compass we welcome new advertisers The Lure restaurant of Trinidad, page 9; and Village Cay Marina of Tortola, page 11.

Good to have you with us!
assorted "store within a store" concept: Dive Buddy, a snorkeling, diving and watersports store; and Buddy, a snorkeling, diving and watersports store; and Fish Tales, our comprehensive fishing store. With nearly 7,000 square feet of total space we plan not to disappoint in terms of choice and availability. Our Store Manager is Jimmy Dunker, who is well respected, experienced and very knowledgeable, having run for many years his own chandlery in Curaçao.

The Moorings Comes to Port Louis, Grenada

The Moorings charter company has chosen Camper & Nicholson’s Port Louis Marina in St George’s, Grenada as its newest Caribbean base. More than 30 charter yachts will be based at the marina, together with offices, briefing rooms and other support facilities. Beginning in October, The Moorings will offer varied itineraries for bareboat charters and all-inclusive crewed vacations on a fleet of custom-built catamarans and monohulls from Robertson & Caine and Beneteau.

"We’re delighted to have been selected by The Moorings as their southern Caribbean base," says James Beaver, C&N’s operations director. "The momentum has been building in Port Louis since we first opened some 18 months ago, and we already have salamanders, provisioning, four operators and other businesses operating out of the marina. This shows the potential for Grenada as an international yachting destination now that the right facilities are in place. - Sunsail be coming to the marina as well. For more information on Port Louis Marina see ad on page 12.

The Next Wave in Hurricane Protection

Doyle Salmakers BVI, with more than 30 years’ experience building storm protection for world cruisers, has adapted that technology to home and business protection. Using fabrics that pass the Oade and Bradow County (Florida) Large Projective Test and Air Pressure Test, the Doyle Caribbean Storm Shells are easily deployed with a minimum of effort and will protect your property while providing some light and airflow.

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

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

For more information, contact Bob Phillips, Tortola, at bob@doylescaribbean.com or (284) 494-2569. For more information on Doyle Sails see ad on page 3.

Barefoot Yacht Charters Opens New Brokerage Division

Barefoot Yacht Charters of Blue Lagoon, St. Vincent has announced the opening of Barefoot Yacht Sales, a brokerage division of the well-known charter company and marine centre group. Leading the new venture will be professional US yacht broker Daniel Voorhees, who has recently arrived in St. Vincent after a highly successful tenure with Valarta Yachts in Mexico.

The brokerage will sell both new yachts and used yachts, regionally and internationally, both for charter and private ownership. The sales office can be contacted directly at dan@barefootsailings.com (804) 589-9114. For more information on Barefoot Yacht Charters see ad on page 15.

Northern Lights Holds 2010 Caribbean Dealer Conference

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

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

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

Dealers representing St. Thomas, St. Croix, St. John, BVI, St. Maarten, Antigua, Dominica, Martinique, St. Lucia, St. Vincent, Grenada and Trinidad were in attendance. Founded in 1958, Northern Lights is a leading manufacturer of marine diesel generators, Lugger propulsion engines and Technicold marine systems. The company’s products are distributed through a global sales and service network to more than 40 countries.

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

Ultrasonic Antifouling Available at Grenada Marine

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

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

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

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

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

International School St. Lucia Celebrates Its First Graduation Ceremony

On June 25th the International School St. Lucia’s... Continued on next page.
New Oil-Spill Response Boat for Barbados

Almattel Limited, one of the UK’s leading specialist aluminium boat builders, has gained recognition for its new oil spill response/downpollution control vessels. The most recent delivery was a 12.5 metre long and 5.3 metre wide displacement aluminium boat, powered by twin Cummins diesel engines, with an air conditioned wheelhouse, small WC, a five-tonne hydraulic deck crane, freshwater wash down facilities and a range of oil spill equipment. This equipment includes diesel-powered dispersant spray pumps and extendable spray arms as well as a hydraulically powered boom reel with 1,200 feet of oil containment boom that can be deployed and recovered over a stern roller system.

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

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

Further information and photographs can be found at www almattel.co.uk/boats/all_boats.html.

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

Changes at Fantasy Island, Roatan

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

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

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

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

New — Tapas in Grenada

LeBistro, overlooking Grenada’s Grand Anse Beach, opens up this morning serving tapas — a wide variety of cold and warm appetizers in the Spanish cuisine. Says Patrick Tobélem, chef at LeBistro: “It is a welcome addition to the Caribbean Meditteranean style meals we normally serve at LeBistro.”

LeBistro is a small, 20-seat quality gourmet kitchen. Its formula is simple: a selection of cold tapas, which means that it normally serves the meal the chef has chosen to prepare for the week. But if you contact Chef Patrick 24 hours in advance, he will customize the meal to fully match your taste.

Open daily except Sundays and Mondays. For more information, phone Chef Patrick at (473) 533-1362.

Nancy Cay Pledges More Support to BVI Spring Regatta

After eight consecutive years of hosting the BVI Spring Regatta (BVISR), Nancy Cay Resort and Marina (Nancy Cay) has committed to supporting the territory’s largest regatta for an additional five years.

The renewed contract confirms Nancy Cay as the presenting sponsor and host venue of the regatta through 2016.

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

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

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

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

For more information on Nancy Cay visit www.nancycay.com.

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

Air Service for Anguilla

Cape Air adds a new island destination in the Caribbean with two daily flights between Anguilla and San Juan, Puerto Rico beginning December 29th.

This new Caribbean route complements Cape Air’s existing Caribbean service for San Juan, St. Thomas, St. Croix, Tortola, Vieques, Mayaguaz and Ponce.

Tickets can be purchased on Expedia or Travelocity or at 866-CapeAir.

Flagship Charter Yacht Services Announces New In-House Charter Broker

The Virgin Islands Charter Yacht League, located on St. Thomas, USVI, has announced the addition of Kelly Kienman to its Flagship clearing house staff as in-house charter broker. Fleet maintenance services, including chandlery, marine contractors and shops also provide the boaters with extensive stock, repair and maintenance services.

Flagship Charter Yacht Services is a full service broker and provides chartering services for over 750 boats worldwide.

Kienman can be contacted at Kelly@flagshipvii.com or (340) 776-3630.
Free BVI Marine Awareness Guide Available

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

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

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

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

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

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

Leatherback Nest Relocated on Klein Bonaire

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

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

Sea Turtle Conservation Bonaire (STCB) is a non-governmental research and conservation organization that has been protecting sea turtles since 1991. Our mission is to ensure the protection and recovery of Bonaire’s sea turtle populations through the enforcement of strict laws and policies. STCB is a member of the World Wildlife Fund’s Sea Turtle Restoration Project (SSMR) in Dominica was one of the highlights in a regional policy discussion held in Roseau, Dominica on July 20th. The research was done by the Centre for Resource Management and Environmental Studies (CERMES) of the University of the West Indies, Cave Hill Campus, in collaboration with The Nature Conservancy (TNC), a leading US conservation organization, with funding from the United States Agency for International Development (USAID)

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

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

Tobago Cays Marine Park News: Training and Turtles

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

The purpose of the training was to build capacity in protected area planning and management and in support of sustainable livelihoods for countries participating in the OPAAL Project. The training was held in collaboration with the Organization of Eastern Caribbean States and the Nova Scotia Community College. The training was held as part of the OPAAL project, a five-year development project being executed by the OECS Secretariat through its Environment and Sustainable Development (the World Bank) acting as an Implementing Agency of the GEF; and the Fond Français de l’Environnement Mondial (FFEM) of the Government of France.

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

---Continued on next page---
Sustainable Grenadines Project to Continue as ‘Inc.’

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

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

Join 25th International Coastal Cleanup this Month!

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

A good example of this is the creation of marine debris. Marine debris is simply the term given to any piece of garbage found in the ocean, for example, a plastic bag that was blown overboard. It may seem trivial but this plastic bag can do a lot of damage. For instance, the favourite food of sea turtles is jellyfish. To a hungry sea turtle a plastic bag suspended in the water resembles a jellyfish. However, when the turtle attempts to eat the bag, it gets pierced by debris such as used hypodermic needles, rusty metal cans and other items. As the animal gains weight the ring becomes so tight around its neck that it cannot breathe or feed and will eventually die of starvation.

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

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

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

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

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

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

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

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

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

For more information, contact Project Manager Martin Barriteau at (784) 485-8179 or visit www.conhill.uwi.edu/cermes/susgrennews/index.html.
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In addition to its welcoming atmosphere and stunning natural beauty, Grenada is close to 12°N and therefore outside the hurricane belt, which means yachts can remain safely afloat throughout the summer. The island also benefits from its own international airport, with direct flights to Miami, New York and London.

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

www.cnportlouismarina.com
Cruisers’ Fundraiser Nets Big Bucks for the Education of Carriacou Children

by Ed Kalinka

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

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

Arawak Dive donated a certificate for a two-person, two-tank dive and Lumahai donated a certificate for an introductory dive course for two. Local restaurants donated certificates for dinner at the Lacy Turtle Pizzeria, the Twilight Restaurant and the Lambi Queen Restaurant. There were certificates for homemade donuts, a cake and pistachios. If you like to eat, drink and be merry, there were two bottles of rum, a T-shirt, a canvas shopping bag from Patty’s Deli and a massage from Genevieve’s Massage. Cruisers snapped them all up with big smiles.

While volunteers were selling the more valuable items, there was a lot more gear for sale at the bargain tables. “How much for these two cabin fans?” asked a prospective buyer. “How much do you want to offer?” answered the volunteer. “Will you take fifty EC?” “Sold. It’s for the kids.” Reasonable offers turned into happy purchases of lightly used electronics and boat hardware. The funds gathered make a difference, one kid at a time. The funds gathered make a difference, one kid at a time. The funds gathered make a difference, one kid at a time.

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

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

John and his wife Melodye are the driving force behind the CCEF fundraiser. “This program is now 11 years old and, with this year’s proceeds of nearly EC$81,000, we have raised a total of EC$124,500. All of the money has gone, and will continue to go, straight into education of kids. Not one penny gets spent on administration. Everyone who helps raise CCEF money does it on a purely volunteer basis,” said Melodye.

John added, “We have been doing this fundraiser long enough that we can now see positive results. Some of the kids that we helped with uniforms and school lunches at the primary level have graduated from the TA Marryshow Community College on the CCEF scholarship program. One of the kids who graduated from the high school college on a CCEF scholarship is now a teacher in the Carriacou school system. There are limited opportunities for kids in the islands. Education is one way out of the downward spiral. We can make a difference and I’d like you to join us and make a difference, one kid at a time.”

Carriacou is a very cruiser-friendly island. The local business owners and bus drivers are among the friendliest people in the Caribbean islands. The TBYH provides cruisers in Tyrell Bay with 24-hour WiFi in exchange for donations to the CCEF on an honor basis. The Tyrrel Bay anchorage is situated below 12°40’N, which is the southern extreme of the hurricane season “box” for some yacht insurance companies. The holding is good in sand patches and in coral ball and good anchoring spots. Boat boys will not pester you before you can even get your anchor down, as in some of the islands. If you want to find deals on everything for your boat, you can do it at next year’s CCEF fundraiser in Tyrell Bay at the end of July. Enjoy the fun and excitement of the regatta and help with education of kids at the same time. Come to Tyrell Bay during the Carriacou Regatta. Together, we are making a difference through education.

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

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

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

In the channel between us and Petite Martinique and between the reefs, two sloops — Glacier and Margeta O — are tacking to and fro. All eyes are on them, as both boats are serious contenders in the Decked Sloops Classes of the Working Boat division of the Carriacou Regatta Festival 2010. All along the beach and in the rum shops, each tack is being looked at and discussed, volubly. I am in Carriacou for the regatta and walk along the beach in Windward to where other decked sloops are being prepared for the racing, to be held August 1st and 2nd. Six days to go before the first of three races, and activity is pretty frantic.

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

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

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On the beach the older sloop Khaleb C has about six shipwrights working on her. A new lead keel has been cast and shipwright Fitzroy “Nero” McLaren is boring holes for keel bolts. Calvin Patrice, while being a true Carriacou sloop used in Decked Sloops Classes of the Working Boat division of the Carriacou Regatta Festival 2010, All along the beach and in the rum shops, each tack is being looked at and discussed, volubly. I am in Carriacou for the regatta and walk along the beach in Windward to where other decked sloops are being prepared for the racing, to be held August 1st and 2nd. Six days to go before the first of three races, and activity is pretty frantic.

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New Builds and Rebuilds in Decked Sloops Classes

by Frank Pearce

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

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

Frank Bethel’s Deep Vision has had a new transom, keel, mast and sails and is ready to do battle. I am not sure that a large “For Sale” sign on the transom is appropriate, though! The Glacier O, a past winner at Antigua Classic Regatta built in Carriacou in 2007, has had a huge rig; seems like his full staff is here.

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

In the smaller sloop class we have the just-launched Summer Cloud, built by Baldwin de Roche in Petite Martinique. It is owned and sailed by Cyril “Uncle C” Compton, while being a true Carriacou sloop used in Decked Sloops Classes of the Working Boat division of the Carriacou Regatta Festival 2010. All along the beach and in the rum shops, each tack is being looked at and discussed, volubly. I am in Carriacou for the regatta and walk along the beach in Windward to where other decked sloops are being prepared for the racing, to be held August 1st and 2nd. Six days to go before the first of three races, and activity is pretty frantic.

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

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Summer Cloud, built by Baldwin de Roche in Petite Martinique in 1997, has just arrived from Antigua. She is owned and sailed by Andrew Robinson of Woodstock Boatbuilders in Antigua. He and the guys in his yard had recently lengthened her and fitted a new rudder and sternpost. Six days to go, the mast has just been stepped and the rig is being fine tuned. She is owned and sailed by Andrew Robinson of Antigua; a new launch, Deep Vision.

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

SQUALL AND ALL FOR BIG OPEN BOATS

by Orbin Ollivierre

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

finish. So ah like dat; dat is a good change ah course.

We start ah little after 12 o’clock, winds touchin’ 12
knots an’ skies fair to fine. Is ah
open race so all who want fo’ sail could sail. From Bequia we got Lightning, Bequia Pride,

Double Bluff, Iron Duke, an’ Limbo from Carriacou is

Skylar an’ Ace. Skylar an’ Lightning
turn de Petit St. Vincent mark den hoist dem spinnaker.

Downwind dem gone; all we
could do is watch in disbelief. Is de first time in me years ah racin’ ah see
spinnaker on
turn de Petit St. Vincent mark den hoist dem spinnaker. Downwind
dem gone: all we

Double Bluff, Iron Duke,

open race so all who want fo’ sail could sail. From Bequia we got

finish. So ah like dat; dat is a good change ah course!

—Continued on next page

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...Continued from page 14

**...Decked Sloops Classes...**

Winsley has owned and sailed working boats up and down the islands all his life and is now building to his own design a very fast looking 45-foot sloop in Windward. Given the job of looking after the mainsheet I quickly become aware of how soft my hands have become: blisters in the first half hour. A singular lack of racing rules possibly makes life simpler and eliminates protests, but one does need a degree of courage and a crew with very loud voices. There are no handicaps, just a Big and Small class, first boat back wins. What is more confusing is that when the first boat crosses the start line, which could be an hour or so after the planned start, that is the start of the race. Maybe you can’t eliminate protests though. Summer Cloud was so fast that Andrew was accused of using his engine. He loved it: “Come down see, man. I have no engine in de boat!” No engine, no protest.

—Continued from previous page

**...Open Boats...**

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

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

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

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

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

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

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

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

In Fun Class, with frequent winner Andy Smeet from Yellow Bird suffering from dengue, the race was wide open. After 15 years of competing in the regatta, Uwe Gerstmann and his Soloi, with new sails, finally recorded his first win. The 40-foot Joshua-type steel ketch triumphed over Samadhi, with third place going to the immaculate still golden rule, sailing as Team Palm Tree Marine, recorded a fine win, with Tim Sudell’s S&S 44, Saga, second and Jerry Stewart’s Hughes 38, Bloody Mary, third.

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The hotly favoured catamaran, Don Marmo’s Ned Kelly, was not equal to the squall, giving victory to the aluminium cat Kayen, skippered by Auro. Paul O’Regan’s Warram cat, Stillus, recorded second. Mount Gay rum punch made to a secret Bajan recipe enlivened the post-race party at the Lazy Turtle pizzeria, where the race was relived all evening.

Racing continued for the diehards on the Saturday, when the Island Water World-sponsored Frigate Island Race was sailed in fine conditions. The best fuel dock in the Grenadines for:

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Monday’s Budget Marine Race featured typical Tropical Wave weather. Saga, while well in front, tried to relocate the tiny islet of Jack A Dan without success and the ensuing delay permitted Bloody Mary to achieve her first win in this year’s regatta.

Dominique Weber’s Jeanneau Sun Kiss 47, Sanctus, finally found her form to win Fun Class, with Soloi second and Samadhi third. Kayen soloed in the Multihull Class. Overall, after tiebreakers in both Cruising and Fun classes, Bloody Mary won Cruising and Soloi Fun Class. Kayen was champion multihull.

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

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

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

Yacht Races:

**Tiebreakers, a Tropical Wave and a Touch of Class**

Elly Birreell

Par left: Frank Peace at Samadhi’s helm, with crewmembers Sebastian and Judy. Left: Soloi, overall winner of Fun Class. Above: Yachts raced into the sunset.

Insets: A knowing look from Jerry as he dispenses Skippers’ Briefing info; and Spirited Lady taking the cut on south side of Frigate Island.

Carriacou Regatta Festival 2010

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Carriacou Regatta Festival 2010

Par left: Frank Peace at Samadhi’s helm, with crewmembers Sebastian and Judy. Left: Soloi, overall winner of Fun Class. Above: Yachts raced into the sunset.

Insets: A knowing look from Jerry as he dispenses Skippers’ Briefing info; and Spirited Lady taking the cut on south side of Frigate Island.
Gouyave’s Junior Sailing Talent in Grenada

On June 27th, 33 talented young sailors competed in the first Gouyave Sailing School Junior Sailing Championship, organized by instructor Kevin Banfield. A new feature of the village’s annual Fisherman’s Birthday celebrations, the event was sponsored by Budget Marine, with Catfish Boats, Marine Management, the Grenada National Sailing Academy, the Grenada Yacht Club, the Grenada Sailing Association and the Grenada Sailing Festival providing additional support.

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

Nicholas George, manager of Budget Marine Grenada, presented medals and certificates to every one who took part, plus trophies and medals to the first, second and third place winners in each Class:

Beginners’ Class
1) Jaiden Young
2) Kion St. Paul
3) Sheikin Robertson

Advanced Class
1) Kwen Paul
2) Noah Bellen
3) Dennis Bernardin

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

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

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

J/24s, two of which were crewed by youth teams. Race conditions were great: a 12-14 knot northeast breeze for the 10.00AM start off Reduit Beach. The J/24 Claudia Vogel took an early lead, with the main fleet closely grouped as they headed towards a rounding mark at Pigeon Point. The fleet then headed south to Marigot Bay on a run, with the J/24s putting up spinnakers and in the lead. Just outside Rodney Bay, near Barat C J/24 Beef Boat, the two-crew Fireball capsized. The IGY safety RIB was close by and towed the boat back to the Club.

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

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

Thanks go to prize sponsors Heineken, Digicel, Rail Sight Forest Skyrides, St Lucia Rum, Cotelette, as well as Edmon Chavez from EGY Marine for assistance with race support. Ted Bull and Adam Stayed (Rodney Bay start and finish line) and Bob Hotham from Marigot Bay Marina (Marigot finish line). Special thanks to the organizers Sean Futer and Danielle De Rouck.

For more information visit www.stluicyachtclub.com.

Sint Maarten Yacht Club’s Keelboat Series Winners

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

There were enough local races to set up the Netherlands-based, 12 Metre slope boat Kate has been chartered by a US team to participate in the event. Launched in 2006, Kate was built on St. Kilda by Philip Walwyn and was precisely designed to the “First Rule” (1907) of the International 12 Metre specification. She has been featured in Wooden Boat magazine and other international boating publications, and Wooden Boat is sponsoring the wooden vessel class in this year’s Golden Rock.

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

The Golden Rock Regatta race courses ranging from island to island. Participants from surrounding islands are invited to join at any point. Each day that has its trophy and entries are accepted on a day-by-day basis at a fee of US$10 per race for CSA members. For more information visit keelboatsymc.com.

Surroundings

Around Hispaniola Race: A Unique Experience

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

—Continued on next page
the years with support occasionally but generously
boat. The young Bequia sailors have struggled over
young Bequians to sail, train on and race. However,
made a fantastic gesture and bought a J/24 for
J/24 Windward Islands fleet, the Bequia Rotary Club
However, interest in the ARC 2010 has been truly aston-
become the ‘must-do’ event on the cruising calendar.
Bishop, said: “In its 25-year history, the ARC has
almost three months ahead of previous years.
The 2010 rally has already achieved full capacity,
auguste Ile-à-Vache in Haiti.
2010 is a significant milestone year for the famous
Happy 25th ARC-iversary!
For more information visit www.worldcruising.com/arc.
ARC will set off from Las Palmas de Gran Canaria to
Rodney Bay, St. Lucia this November. To help cele-
brate the occasion, event organizers World Cruising
Club hope to hear from some of those who took part in
the historic first rally in 1986, especially from anyone
who was under 16 years old when they sailed in
ARC 86. They’d like to know your story, your memories of
the ARC, and whether you still sail now as an adult.
The 2010 rally has already achieved full capacity,
almost three months ahead of previous years.
Commenting on the popularity of the 25th ARC,
Managing Director of World Cruising Club, Andrew
Bishop, said: “In its 25-year history, the ARC has
become the ‘must-do’ event on the cruising calendar.
However, interest in the ARC 2010 has been truly aston-
ishing and we have had to start a waiting list already.”
For more information visit www.worldcruising.com/arc.
Support Bequia Youth Sailing
Renata Goodridge reports: in the early days of the
J/24 Windward Islands fleet, the Bequia Rotary Club
made a fantastic gesture and bought a J/24 for
young Bequia sailors to sail, train on and race. However,
there is no consistent maintenance funding for the
boat. The young Bequia sailors have struggled over
the years with support occasionally but generously
offered, and have managed to keep the boat sailing
and racing through the Bequia Rotary Club.
The young Bequia Team raced their J/24 in the
Mount Gay Rum/Boatyard Regatta in Barbados in
May this year and beat a boat in a regatta for the first
time (although later disqualified for rule infringement).
Other J/24 owners very generously donated equip-
ment in Barbados at the Mount Gay Rum/Boatyard
Regatta. The Bequia boat really is in need of some
help now. Many other J/24s have found corporate
sponsorship, as the cost of maintaining these boats is
significant. But the Bequia boat at team need better
support if they are to continue to improve, and for
others to benefit from what the Bequia Rotary Club
very kindly set in motion.
Please contact Sylvester Simmons of the Bequia
Rotary Club at (784) 458-3412 or 458-3484 if you can
help in any way.
January’s Mount Gay Rum Round Barbados Race
The Barbados Cruising Club in association with Mount
Gay Rum and The Barbados Tourism Authority is orga-
izing a very special sailing race in Barbados on
January 21st, 2011. The tradition of racing around Barbados started back
in the days of the trading schooners and continues to
today. The event will be held annually on January
21st — a bank holiday in Barbados in honour of Emi-
Barrow, the island’s first Prime Minister and one of the
founder members of The Barbados Cruising Club.
Classes include Classics, Monohull Open (unlimited
length) and Multihull Open (unlimited length). The aim
is simple — the fastest time around Barbados.
For more information visit www.mountgayrumroundbarbadosrace.com
Voiles de Saint Barth 2011 Dates Set
The second edition of the Voiles de Saint Barth will
take place between April 4th and 9th, 2011, as con-
firmed by François Tolède and Luc Poupon, represent-
ing St. Barth’s Yacht Club, organizers of the event.
Following a well-received first edition this past April,
this date on the Caribbean racing calendar is now
well established, and the aim is to make it bigger.
The first Voiles de Saint Barth brought together some
30 magnificent yachts, including classics, mass and
racer-cruisers from all around the Caribbean and the
United States.
François says, “We would like to see this event become
a fixture on the calendar and one of the must-attend
events for skippers and owners. We paid particular
attention to taking care of the boats, setting up top-
quality races on the water and ensuring everyone
enjoyed themselves back on the island. It would seem
that everyone — racers, owners, spectators and partners
— were more than pleased with the event. We are lock-
ning forward to seeing even more boats here in 2011. “
All of the major regatta partners from 2010 have
already confirmed they will be alongside the St.
Barth’s Yacht Club in 2011, starting with the watch-
maker Richard Mille. Taittinger and Rémy Cointreau
will also be there.
Skipper Loïck Peyron says, “The setting is magnificent.
If the Voiles de Saint Barth did not exist, someone
would have to invent it. It is in place now and they
have intelligently brought together all sorts of boats.
It is fascinating watching them all sailing together.
Everything that makes sailing so interesting can be
found here and the concept has a great future
ahead of it.”
For more information visit www.lesvoilesdesainbarth.com
New Start Line for Transcaraibes 2011
The annual Trans-Caribbean rally to Cuba will start
from Saint Martin in 2011. Special pre-rally haulout
packages will be available.
For more information visit www.transcaraibes.com.
World ARC 2012 Entry List Open
World ARC, the round the world yacht rally, is gear-
ing up for another circumnavigation and the entry list
has opened for the 2012 edition. World ARC 2012 will
leave St. Lucia in January 2012, cruising across the
World’s great oceans on a circumnavigation of the
globe, returning to the Caribbean 16 months later.
Twenty-nine yachts from 13 nations are currently par-
icipating in the 2010 Rally, which set off from St. Lucia
in January. Since then they have cruised into the
Pacific via the Panama Canal, down to Ecuador and
on to the Galapagos islands and the Marquesas. During
April and May, they cruised through the
Marquesas, Tuamotos and Society Islands before
departing from Bora Bora in mid-May heading towards
the Cook Islands, Tonga, Fiji and Vanuatu. As this issue
of Compass goes to press, the fleet is in Australia,
regrouping for the leg across the top of Australia to Darwin and the start of the Indian Ocean stage.
The daily logs being uploaded onto the World ARC
website provide insights into the experience — see
For more information
The Forgotten Caribbean by Frank Virgintino

Part One:

South Coast of the Dominican Republic

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

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

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

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

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

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

How much time the entire trip from the eastern DR to western Jamaica would take depends on how much detail you want out of the trip, but an entire cruising season is off limits.

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

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

—Continued on next page
Take a taste of 16th century Europe at Altos de Chavon.
Austalian 31, our 43-foot ketch, had been waiting for me and my wife Yvonne in November. After a week, we were ready. We were at sea for eight months and looking for a sail. Good weather all the way. We met many friends, saying, as one does, “we will meet again,” not really knowing if this will happen. We finally headed out to sea with promise of a favorable forecast, all sail set.

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

Decision time. Cuba was appealing but now was too far away and Honduras, if we made a mistake and we wanted to get north. We continued past the Panama Canal, we headed through the banks towards Providencia. The wind god agreed and we made 300 miles in two days, sighted the islands, on our horizon as we bowled along.

The motorbikes continued around the island to get back to the dinghy. Mr. Bush appeared with the port master and we sat around filling out forms. Next, we wandered along turning left up a hill, passing three supermarkets with the possibility of fresh produce. Finally we found Mr. Bush. Everyone wanted to help and some had no idea where Mr. Bush lived but as usual, in the Third World, gave us a lead light we sailed between the reds and greens (USA system: red right return, not like most of the world, which is opposite) The folk from the Northwest Caribbean (6029 frequency at 1400 Zulu), who took our position twice a day and gave us weather reports, told us to go carefully between the reefs as wind abounds. Dropping all sail, we motored into nine feet of water and the anchor bit. We were deep in a bay protected from all but a westerly wind. All around us was the green of Providence's jagged hills with scattered houses and churches by the dozen near the shore, an appealing sight after a week of bobbing about. Connected by a 500-metre concrete bridge at the head of the bay on our west side was Catalina Island, a long, paved walk along its shore and, again, scattered, very colourful houses.

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

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

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

Another day passed many delightful beaches at high speed. We were deep in a bay protected from all but a westerly wind. All around us was the green of Providence’s jagged hills.

‘There were many jobs to do aboard but we fitted in a long walk each morning...’

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Arriving at the wharf where two motorcycles awaited us. The motorbikes continued around the island to get back to the dinghy. We wondered along turning up a hill, passing three supermarkets with the possibility of fresh produce. Finally we found Mr. Bush. Everyone wanted to help and some had no idea where Mr. Bush lived but as usual, in the Third World, gave us a lead light we sailed between the reds and greens (USA system: red right return, not like most of the world, which is opposite) The folk from the Northwest Caribbean (6029 frequency at 1400 Zulu), who took our position twice a day and gave us weather reports, told us to go carefully between the reefs as wind abounds.

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

Anchorage for peace and quiet: Chatham Bay, Union Island

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

Bar: Firefly, Mustique

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

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

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

Beach (windward): Macaroni Beach, Mustique

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

Beer: Stag, Grenada

A lovely hoppy tang that refreshes as it should but still has some bite.

Bread: De Breadman, Grenada

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

Bread (leeward): The Baked Pig, Bequia

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

Bread (windward): The Baked Pig, Bequia

Customs and Immigration: Any French Island

It’s still the French who make this cruising “necessary evil” the most efficient and painless.

Chandlery: Budget Marine, Grenada

It may be part of a chain and not the biggest store this season’s “Pandora Awards”, in our opinion, the best of the best.

Cocktail: ‘The Pandora’

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

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

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

Bimini when we sail, and yet its clean lines still stop it from looking like a tent.

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

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

Boat Boy and Tour Guide: ‘Seacat’, Roseau, Dominica

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

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

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Customs and Immigration: Any French Island

It’s still the French who make this cruising “necessary evil” the most efficient and painless.

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

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

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

—Continued on next page
is tickled to be chosen
Crabback restaurant in Grenada
Brian Benjamin of BB's
where. An invaluable free resource, the major credit of which should go to the ever-
yacht, and cruising the islands for the past two seasons.
Savoy in London and the result is exquisitely beautiful food that tastes amazing, too.

brilliant sunlight that you swim through to a waterfall at the end. Totally magical.
Ti Tou Gorge is an enchanting watery grotto punctuated with occasional shafts of
owe it to yourself to take a look and make up your own mind.

is a stunning, verdant, lush island with breathtaking vistas and a fabulous Saturday
morning fruit and veg market. Even if you just take the ferry there from Bequia, you
is a very civilised location to get connected.

After he finished, our generator was purring like a contented cat.
Augustin may not be imaginative with company names but he does live up to his.

Naturally beautiful place: Ti Tou Gorge, Dominica
With an occasional reputation as the bad pirate of the Caribbean, the truth and/
Most underrated island: St. Vincent
Possibly more like a beauty parade than a regatta, this annual gathering of
Event: Antigua Classic Yacht Regatta
Possibly more like a beauty parade than a regatta, this annual gathering of

—Continued from previous page
A Caribbean cruise might sound like an opportunity for a non-stop, run-swim-party time. But, for cadets at the US Coast Guard Academy (CGA), based in New London, Connecticut, it’s serious training albeit with some fun mixed in.

Bareuther, a third class cadet and lifelong resident of St. Thomas, USVI, was onboard the Coast Guard’s Tall Ship, Eagle, for the first six weeks of the vessel’s summer training cruise, which embarked from San Juan, Puerto Rico, and stopped at Cartagena, Curacao and Cozumel.

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

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

Bareuther, along with more than 100 of his fellow third class cadets as well as an equal number of first class or senior cadets, the cruise meant a break from classroom studies and a chance to learn hands-on with some fun mixed in.

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

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

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

Then came some fun couched in another lesson: anchoring.

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

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

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

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

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

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

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

“Another cadet and I were on the midnight to four watch and all of a sudden it started pouring, just howling with wind and rain,” Bareuther says. The two cadets, clad in life jackets, went to the front of the vessel by the anchor chain, clipped on their safety lines, and climbed up the side of the boat by the bow spar where it proved to be a wild, or as Bareuther calls it, “pretty cool” ride.

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

Eagle pulled out of Curacao on June 1st, sailed north and then west along the south coast of Haiti, past Jamaica, right through the Caymans, and docked in May 10th.

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

Main photo: The Eagle in port in San Juan, Puerto Rico. inset: Rian, far right, and fellow cadets, who officially went from being 4th Class (or freshman) to 3rd Class (seap haremen) while at sea.
St. Lucia's Biggest Star is Waiting to Take You Out!

by Bruce McDonald

A licensed Master Mariner, Sam described the Disney experience as “a childhood dream come true”. “I was captain of the Unicorn in the early 90s for around nine years, and the six weeks of shooting the film were probably the most memorable,” said Sam.

His daughter isn’t keen on him though; she’s never forgiven him for the photograph she didn’t get with Johnny Depp! “He was a very down-to-earth guy, he mixed with everyone,” said Sam about his pirate pal. In the scene where he steps off his sinking boat onto the wooden dock, he tripped and fell. “Are you okay, Mr. Depp?” asked a concerned director.

Depp got back on his feet, laughed and said: “Of course I am, do you think I’m some sort of softie? I’m a pirate!” “We made St. Lucia proud. The boat performed admirably, but before filming we had to take the top off the bar! A historian checked everything for accuracy,” laughed Sam.

There are future plans to utilize the Unicorn both for pirate parts and upgrade her for more roles in series such as The Bachelor, or even The Bachelor TV show. Affable St. Lucian Wellington (Wello) Lawrence is the current Unicorn skipper and has been for the past couple of years. His background ranges from Cunard Liners to St. Lucia’s premier pirate, Barbados-born Sam Allayne.

One day he’ll be able to tell his grandchildren of their adventures with St. Lucia’s biggest star. The Unicorn, a class act in St. Lucia, is a softwood schooner that was built in Finland in 1948, only then for him. He purchased the hard-worked vessel and brought her to St. Lucia. It was for him. He purchased the hard-worked Unicorn and brought her to St. Lucia. The Unicorn is a softwood schooner that was built in Finland in 1948, only then for him. He purchased the hard-worked vessel and brought her to St. Lucia. It was for him. He purchased the hard-worked vessel and brought her to St. Lucia.

The Unicorn eventually sailed to the Canary Islands, then on to the Amazon to Barbados in the spring of 1973. After this it was off to the US East Coast before returning to the Caribbean. The brig carried freight between Grand Cayman and the Spanish colonial port of Trujillo, Honduras. Here a dock and a warehouse were leased to collect and store goods. Times were good. Ferrying fresh fruits and all manner of cargoes was the Unicorn’s bread and butter, but some rotten luck was just around the corner.

When a cargo of fruit (mainly bananas and melons) arrived, already past their sell-by date, was delivered to the ship. Jacques, for some reason, couldn’t say no to the cargo. It’s rumored that the shipper had threatened (and more likely was trying to) murder him if he didn’t sail with the defective load. So the crew reluctantly set sail for Falmouth in Grand Cayman. When your luck’s out it’s really out, and if your threads and over-ripe fruit weren’t enough, along came headwinds. The fruit soon went from ripe to rotten with some alarming consequences. The temperature under the hatches shot up as the ethylene gas, courtesy of the rotting bananas and melons, triggered a ripening of the rest of the cargo. Melons exploded due to the rise in temperature and cockroaches multiplied to biblical proportions. The ship’s cook decided to put some distance between himself, the cockroaches, and the rest of the crew by climbing the mast to the main top. Here he stayed like a nesting seagull for the rest of the voyage.

By the time the wind picked up and the Unicorn eventually made landfall in the Cayman Islands, things were a mess. The exploded cargo had now liquefied and gorged the ship, the crew was rocked by an amidships collision. A sloshed captain (dressed in full evening wear) gave her an aged look. “It was applied similar to boot polish,” said Wello. “I saw things I never thought possible!” he said.

A smile. “We were on set for around six weeks and filming took four and a half weeks. We ad-libbed in a pirate sort of way,” agreed Sam and Wello. “Lots of ‘arrs’ and ‘yas’.”

Thebrig’s interior was turned into a monastery for filming Disney’s epic. The Unicorn was the home of the old villainous pirate. The crew were to portray the popular reality dat-serie, and an English documentary on square-riggers; however, bigger and better things were on the horizon: Disney and the Pirates of the Caribbean trilogy. In 2010 she played host to the popular reality dating show The Bachelor. Back to Her Roots!

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

With over 35 years’ sailing experience from square-riggers to passenger vessels it’s no surprise Sam is a professional sailor. “We ad-libbed in a pirate sort of way,” agreed Sam and Wello. “Lots of ‘arrs’ and ‘yas’.”

It was more for effect than anything else but, hey, we looked good and sounded even better!

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

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

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

From Port Elizabeth you can catch a dollar van heading toward “southside” (Paget Farm) and the airport, ask the driver to let you off at the Whaling Museum. Start with your back to the museum, turn left and the main road on your left. It climbs uphill and has a three-barred white wooden fence along the right-hand side. If you take a taxi to the starting point ask the driver to put you off at the road where Johnny Olivierre lives; same place.) This is a private road, do so not drive up, walk up without making too much of a racket so you don’t disturb the residents.

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

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

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

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

If you are smart you will return the same way you came up and catch a dollar van back to the harbour. But if you don’t want to backtrack, I am told there are three trails down to Lower Bay. I can only tell you about the one my friend Paul and I used. First we headed back the way we came and then took the first fairly major path on the left. It was a good path but petered out a couple of hundred yards down, so don’t take that one! Quite a bit farther back there is another trail on your left; it is recognizable because it looks like it is heading out to an open viewpoint. (If you are lucky the red logging tape someone marked it with will still be there.) There really is no good view but there is a fair trail off to the right. This seems to end in a big patch of yucca, but if you stand at the edge of the yucca you can see the good trail just a few thousand razor-sharp prickles away on your right. Take a few steps back and find your way over. The trail after that is quite clear and the first part is marked here and there with red tape (this may be the only time I have been thankful for red tape). At first it is clearly a cut trail, then it turns into a dry streambed. It is very steep and full of slippery dead leaves, so take it slow. Down, down, down, slipping, scrambling, grabbing for trees (thinking all the time I was glad I didn’t try to come up this way) and eventually you come on a road that will lead you to the beach in Lower Bay — a good place to stop for a long refreshing drink or a swim.
West Indian flavour and British style, meshing a cast of northern participants and a colourful set of regional characters with memorable names such as Tin Tot, Fahda, Puddle, Gookie and Hardback, who will put smiles on your face. You may even find yourself laughing out loud. Those who appreciate British humour will especially enjoy reading this book.

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

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

‘Well, Mr. Morgan has skillfully weaves into his social commentary on gender relations: In another part of the ground, where the crowd is noted for its enthusiasm and expertise in the finer points of the game, rather than for its elegance and sobriety, Puddle eased himself through a maze of pulsating humanity and tried to settle himself into a non-existent seat between Hardback and Gookie.

Man, Hardback, ease up a little, man, an’ gi’ me a stretch, nah?

‘Man, man. I got did gi’ me a stretch, man. Man. Gookie wuz here early, man, where yuh bin all mornin’?

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

‘Man, Puddle, yuh is too foolish and easy ‘pon she, man. Me an’ Gookie wuz never seen in there. Me an’ Gookie wuz here early, man, where yuh bin all mornin’?

‘Man, Puddle. Puddle. Puddle. Yuh still need more than a dozen of them St. Cecilia and the Dominica. The Foreign and Commonwealth Office in London, the office of the Prime Minister of Canada and the State Department in Washington are featured in the story too.

What takes place during the unusually long conference is, in local parlance, “jokey”. Mr. Morgan enlivens page after page of the book with characteristic

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

Recall the saga of the West Indies Federation? Well, Mr. Morgan has broached the issue again, even expanding the Conference participants to include the Dutch dependencies, the French Departments, the American territories, the British colonies, and also Haiti, Cuba and the Dominican Republic. The story depicts the political, social and cultural happenings during the period 1998 to 2004. It is set in the fictitious island of St. Cecilia and revolves around a seemingly never-ending Conference with the objective ‘to make one more try to foster Caribbean unity and integration’.

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SEPTMBER 2010

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

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

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

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

LEO (23 Jul - 22 Aug)
Shipboard romance will be a pain in the ass for you this month. Get off the boat for a while, go inland and give boat life a rest.

VIRGO (23 Aug - 22 Sep)
Invest your time in the boat projects you should have started last month. Get as much as possible done before the 23rd when work enthusiasm will wane.

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

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

SAGITTARIUS (23 Nov - 21 Dec)
Shipboard romance will be a pain in the ass for you this month. Get off the boat for a while, go inland and give boat life a rest.

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

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

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

What makes us do it
I could never really say.
When we jump the fence
Are we just carried away?
The grass must seem greener
Somehow she had made it.
I had to find Joe!
But the sun was getting low;
I had to keep looking,
So I forgot my vacation.
Then I set sail
With his new found crew,
Not knowing that the Devil
Would soon collect his due.
The fun had been great
But soon we'd see Hell.
Looking good was all
That Rim could do well.
Now “Twinkies” have value,
And I'm here to say
That what they do best
Is done in the way.
Joe was soon overworked
And much underfed;
His Cupcake could do nothing
Outside of the bed.
Flp had stood that watch, too,
And was quite ideal,
Then into the galley
And out with a great meal.
We never miss the water
Till the well runs dry,
But Joe made his choice
And could now only cry.

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

— Bob Burdick
Compass Cruising Crossword

‘And a Star to Steer Her By’

ACROSS
1) Major 22 Across in Leo
6) ___placidus: a navigational 22 Across
9) Dark side of the third planet from the Sun
10) When you ____ upon a 22 Across…’
11) A solo vocal piece
13) Major 22 Across in Scorpio
17) Round object
19) Look this way to see the 22 Acrosses
20) Major 22 Across in Aquarius
21) Major 22 Across in Libra
22) Light in the sky that twinkles
24) Atlantic time zone (abbrev.)
25) Navigational star in the Big 32 Across
27) ‘The sky was ___ with stars’
28) Major 22 Across in 40 Across
29) The Caribbean is one
30) Look this way to see 18 Down
32) The Big ___ is also called 3 Down Major
34) Look for 22 Acrosses after sun___
35) ‘This is the dawning of the Age of ______’
38) Vessel
39) 22 Across: two stars orbiting around their common center of mass
40) Constellation also called The Swan
43) Small software application
44) 35 Across is The Water
47) Text-message speak for “laugh out loud”
48) Follow a course
49) The ___ Sack: an area of the sky with no stars
50) Constellation also called The Bull
51) ‘22 Across___’: a popular song composed by Hoagy Carmichael (1927)
52) Fond term for a 38 Across

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

Crossword Solution on page 20
Saxon pagan tradition was that John Barleycorn must die a horrible death, but then and Traffic in 1972. One of Jack London’s autobiographical essays is titled John Barleycorn so that many may live. In song form:

John Barleycorn must die…
And these three men made a solemn vow,
Their fortunes for to try,
There were three men came out of the West,
John Barleycorn Must Die became a quite popular album title for Steve Winwood.

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

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

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Looking east-northeast on September 15th at 2100 hours

The Sky in September
by Scott Welty

The Caribbea Sky: Free Show Nightly!

by Elaine Ollivierre

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

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

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

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

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

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

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

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

My name is Dolly
by Elaine Ollivierre

DOLLY’S DEEP SECRETS

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT

by Scott Welty


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

Hey, that sounds vaguely familiar!

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

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

Ask Captain Science: weltyssail@gmail.com.
Weren't it not for Sarah, there would be no legend of Sailorman. Sarah and Bill discovered him while vacationing on the tropical island of Quiaquia. Bill overheard a man out of sight behind a bush telling his friend a most remarkable adventure. The friend had called him ‘Sailorman’. Sarah returned to the table in time to record the friend retelling the tale to another friend.

When they put Sailorman online he shot to stardom. Bill’s blog is an amazing and fanciful retelling of Sailorman, single-handed and unarmed, defeating three armed pirates on the high seas using an unbelievable trick sailing maneuver. It is one of those things you forward to everybody on your list — “Hey, check this out!” The blog links to Voices From the Bush telling his friend a most remarkable adventure. The friend had actually heard Sailorman’s voice — had it been Tom’s, surely more would have been said.

Despite being in pretty good shape already (she belongs to a gym), the passage to Great Iguana began hardening her body, particularly the long sessions at the bilge pump. “A wooden boat has to leak! Otherwise she’d sink!”

Sarah has returned to the small island of Quiaquia in search of her hero. Even now she is hard at work. At her table in the flowered grounds of the Old Frangi overlooking beautiful It We Bay, her eyes are fixed on Tom, holding forth at the bar. The four at the table fall silent, and notice her eyes are fixed on Tom, holding forth at the bar. Then Tom sees her. “WELCOME TO QUIAQUIA!” he roars. “IM TOM SWIFT, MASTER OF THE ENTERPRISE YOU’LL HAVE HEARD OF ME! WHAT ARE WE DRINKING?”

Now that Tom is part of the story, I’ll turn him down some. “Where you from?! Where you staying?! You need to visit the Enterprise! What’s your name?!”

And on.

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

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

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

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

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

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

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

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

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

—Continued on next page
So Tom’s loud boasting to his crew as they sail into Reach Bay under Hog Island is well earned. “Swift’s back,” says Bar, lying in his hammock at The End of the Beach. “End of quiet hour.” Gizmo, who’s come in for a cold one, groans in reply.

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

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

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

Tamiko is here, of course, and Peggy and Samantha. Also Trident and Jezebel. Captain Tony is still alive. Ian’s said to be here someplace, maybe Smugglers Creek. Max and Minnie on Rolling Stone are still waiting for their “weather window”... been over a year now. Gadget’s here. Sam sailed out several days ago — said north, but the wind favored south. Phil, Madeira, came and went. No mention of Sailorman.
Rice is absolutely the perfect staple to have on board. It is both easy to store and cook and versatile in how it can be served.

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

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

Varieties of quick-cooking rice, both white and brown, have already been pre-cooked and dehydrated. Like so many pre-cooked products, much of the vitamins and other benefits of the raw product are lost. Rice is such a great staple to have ready for first course, entrée or dessert.

The truly nice thing about rice cooked and served as a starch entrée is the fact that often there is rice left over. Many cooks deliberately plan to make enough for leftovers. A delicious rice salad can be made from cooked white rice tossed with a vinaigrette dressing, diced chicken or shrimp, and freshly minced red pepper, green pepper and celery. The joyful colours will also make your stomach laugh with delight.

My wife, Willa, and I love to take leftover rice and make delicious fried rice that varies with our imagination. Any additional rice over and above the amount needed for fried rice or rice salad is turned into a creamy pudding with the addition of raisins, cream, egg and cinnamon.

Here’s how we make fried rice from last night’s leftover white rice:

**Shrimp Fried Rice**

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

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

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**CREW VACANCIES!**

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or by mail to: Bequia Marina, P.O.Box 194BQ, Port Elizabeth, Bequia, St Vincent & the Grenadines

Tel. St Vincent +784 457 3407 • Tel. St Maarten +599 5510550
Dear Compass,
I own a sailboat, which I keep at Carriacou, Grenada. Just before we left for the States in April we became aware through an article in your great publication that St. Vincent & the Grenadines was considering implementing a requirement that all boats entering the Tobago Cays must be equipped with, and holding tanks for, waste water. Can you enlighten us as to the status of this regulation? Also, if it is to be implemented, do you have any knowledge as to how it is to be enforced, how boaters at large are to be made aware of this regulation (such as by notices placed on buoys, charts, etc.), and what penalties are to be imposed for non-compliance?

We are regular visitors to the Cays, usually spending two or three days, six or seven times per season, and we are trying to determine whether we must now spend the large amounts of time and money to equip our 1977 boat (with two heads) with holding tanks and the additional plumbing. If you do not have such information perhaps you could direct us to an appropriate source?

Thanks for your help.

Harry Rezzemini

Dear Sally and Fred,

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

Dear Compass,

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

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

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

Thank you,

Sally O’Regan

Yacht Stiflus

Dear Compass,

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

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

Cruisers need the great care of environment; we clean the beaches anyway we could because our children are playing there, and because we find this a shame to have plastic in Sandy Island. Sandy Island was the most attractive place for cruisers in Carriacou. Tyrell Rocks overcrowded, noisy, and full of mosquitos. Hillsborough is not a calm protected anchorage.

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

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

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

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

I thank you for your attention.

Best regards,

Fred Dalli

Nemo
Dear Compass,

In response to Chris Doyle’s letter in the August issue regarding Trinidad, there are points of fact that cruise crew need to be aware of. There have been incidents of yachts threatened by pirouges or fishing vessels in the past two years in waters between Trinidad and Grenada (excluding numerous incidents in Venezuelan waters to the west). Four of these involved pirouges with numerous men aboard. In three instances, arms were identified and in two cases shots were fired on the yacht. In one instance, the yacht was successfully boarded. Of the four, three incidents occurred in international waters off the south coast of Trinidad, near the north of the Boca de Monos (near the location of the Hibiscus oil platform). The last incident was in December 2009 (a month after the last one). As Mr. Doyle notes, there are hundreds of yacht crossings annually and the fact of no reported incidents since December 2009 is good news. But to summarise: There are no activities on the part of the Trinidad & Tobago Coast Guard (TTCG) that is unfounded and speculative. The unnamed “different sources” that Trinidad is one of the few countries that have not changed its Customs regulations in light of the modern yachting industry. It is high time these laws were reviewed and modernized and made yacht-friendly.

Sincerely,
Chris Doyle
Ti Kanot

—Continued from previous page—

It would be possible to develop a land-based tourist industry if visitors were subject to the same kind of restrictions they expect when they visit Trinidad and Tobago. Certainly Trinidad would not bother to do so again while these restrictions are in place, and I am sure there are many other cruisers who feel the same. Most of the boat owners we have visited in Trinidad to get work done; our boat is there now. But, with these restrictions in place, visiting yachtspeople will not want to hang out and relax in Trinidad in the way that they are going to fully benefit from the yachting industry. Trinidad is one of the few countries that have not changed its Customs regulations in light of the modern yachting industry. It is high time these laws were reviewed and modernized and made yacht-friendly.

Chris Doyle
Ti Kanot

—Continued on next page—

Trinidad: a paradise for the adventurous

Dear Compass,

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

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

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

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

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

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

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

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

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

Chris Doyle
S/V Peripatetic

—Continued from previous page—

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Dear Compass,
We have been cruising the Lesser Antilles and the British Virgin Islands for almost two years now. We are regulars in Carriacou, Grenada, and St. Vincent. We have found the people in these islands to be very friendly and welcoming. Our Coastguard is presently understaffed as 80 of their 120-man crew has been deployed overseas. But after the response from Mr. Donald Stollmeyer & Tobago to Ron Llewellyn’s observations in the July issue, I felt the overwhelming need to point out the positives far outweigh the issues. The range of services and goods and exercise their daily moans and, of course, challenges but so do many other islands. For us, the negative opinion that Carriacou is not a friendly place to visit other islands my approach is cordial, I maintain a friendly disposition and I keep an open mind to the various opinions of the boatbuilding community from around the world. I like to think of the relationship between boat vendors and cruisers as one of bridge builders of a sort.

S/V Daniell Storey
and cruisers as one of bridge builders of a sort.

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Community representing countries from around the world. I

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Hello. It was such a beautiful day on the water, all of the boats were in the Sun and their owners were enjoying the day. We had our first stop in St. Vincent and it was a beautiful day. The water was crystal clear, the sky was a beautiful blue, and the sun was shining. We had some great pictures of the people and the boats. We had a great time and we can’t wait to go back.

S/V Neshuma
You can’t help but feel very angry and sad. It is a very disturbing thing, which just proves this point.

Nan Hatch
I was told that the very next day the same boat and
guys were there in the same area, carrying on their “part-time fishing”, as they themselves called it when I asked them what they were doing. I feel that we appreciate and care less for what was showing to many people good photographs of nature,

Tony Grim
This is a very shallow area where many species come

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

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

We had enjoyed some time in St. Vincent several years ago. So, today is not a day to compare the different islands. I was not so sure what to expect this time round.

I had not been there before because of somebody’s negative comments about the island. I ended up there because of a two and a half months. Over the course of this time, we did a lot of hiking, and we also visited the island. We were in St. Vincent twice and we did not have any problems. We had seen many beautiful places and we had a great time. We could not help but feel very happy and welcoming.

We noticed a lot of effort being put into the island, which is very encouraging for travelers and tourists.

National Parks has built little offices with toilets and information boards at the bigger sites and all the trails are well maintained. In Young Island Cut there is a new boardwalk under construction, which stretches all the way along the waterfront restaurants and then down to the beach.

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

On another occasion, I was in the dinghy with my son when the outboard started giving trouble. A local fisherman jumped into his boat and kindly towed us into the marina. We found out that the fisherman is in the Coastguard and he is very friendly and welcoming.

Kingstown can seem a little rough — let’s not forget that there is a lot of touristism going on in St. Vincent. People are quick to jump on the bandwagon and harp on about any negative experience they’ve had or heard about. People seldom take the time to mention the good stuff. When you look at the crime that’s really done to the island, for example, only 27th July 2010, citing illegal fishing activities in Grenada.

I hope that Carriacou officials do more to educate local users about what is acceptable to take out of the coastal sea resources and about what is very negative for the state of the country’s fisheries and the sustainability of the coastal ecosystem. I got the clear impression that these fishers hadn’t a clue of what they were catching: all that mattered was that whatever moved (and they were back at home, give it a miss. For rugged

Most Caribbean islands have great beaches and cer-

Many people visit the Caribbean Islands, I think you’ll

Some supermarkets even offer
discounts for boats. It does depend on your level of “home-comfort” required when traveling, so if you like things just the way they are back at home, give it a miss. For rugged

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countries from around the world. I like to think of the relationship between boat vendors and cruisers as one of bridge builders of a sort.

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

We had enjoyed some time in St. Vincent several years ago. So, today is not a day to compare the different islands. I was not so sure what to expect this time round.

I had not been there before because of somebody’s negative comments about the island. I ended up there because of a two and a half months. Over the course of this time, we did a lot of hiking, and we also visited the island. We were in St. Vincent twice and we did not have any problems. We had seen many beautiful places and we had a great time. We could not help but feel very happy and welcoming.

We noticed a lot of effort being put into the island, which is very encouraging for travelers and tourists.

National Parks has built little offices with toilets and information boards at the bigger sites and all the trails are well maintained. In Young Island Cut there is a new boardwalk under construction, which stretches all the way along the waterfront restaurants and then down to the beach.

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

On another occasion, I was in the dinghy with my son when the outboard started giving trouble. A local fisherman jumped into his boat and kindly towed us into the marina. We found out that the fisherman is in the Coastguard and he is very friendly and welcoming.

Kingstown can seem a little rough — let’s not forget that there is a lot of touristism going on in St. Vincent. People are quick to jump on the bandwagon and harp on about any negative experience they’ve had or heard about. People seldom take the time to mention the good stuff. When you look at the crime that’s really done to the island, for example, only 27th July 2010, citing illegal fishing activities in Grenada.

I hope that Carriacou officials do more to educate local users about what is acceptable to take out of the coastal sea resources and about what is very negative for the state of the country’s fisheries and the sustainability of the coastal ecosystem. I got the clear impression that these fishers hadn’t a clue of what they were catching: all that mattered was that whatever moved (and they were back at home, give it a miss. For rugged

Most Caribbean islands have great beaches and cer-
Dear Compass,

In the July issue of Compass, there was a letter regarding Chaguaramas, Trinidad as well as a poem. Both make me feel I need to respond.

There is no question that Chaguaramas is a commercial harbor. As such and with the presence of oil rigs and support craft, the harbor lacks what cruisers look for in the Caribbean, i.e. clean water and white sand beaches. However all things are not equal and thus should not be compared.

Chaguaramas, Trinidad

Chaguaramas, Trinidad is a support facility. In fact, it is unquestionably the largest support facility in the Caribbean. Between Peak's Boat Yard, Power Boats and CrewsInn, the combined tonnage of the marine hoists is well over 400 tons. Nowhere in the Caribbean, and indeed in many places in the world, will you find such facilities. In addition there are numerous shops and technicians that have expertise in every aspect of marine repair and maintenance. They are all in one central location. Competition to get work is fierce and prices are moderate as industry rates go. The rates are certainly much less than in the States and markedly lower than in the northeasterm Caribbean in areas such as Antigua and St. Maarten. There are large and well-stocked chandleries (Budget Marine, Peak's and others) and parts are easy to come by. What is not in stock can be brought in fairly quickly as there is a strong US market for parts for 'boats in transit'. They are simply sent to Customs, located at the CrewsInn Marina, and can be retrieved at whatever little difficulty. One does not go to Chaguaramas to cruise. One goes there to store one's boat for hurricane season and perhaps to get work done.

Over the last few months, it has become very much the vogue to "Trinidad bashing". The "bashers" now find everything wrong with Trinidad. Immigration and Customs are rude! The Coast Guard does not answer calls! The harbor is dirty! There is crime in Trinidad. The workers are no good and the prices to do work on the boat are high! Moreover a boat has been attacked crossing from Grenada to Trinidad and the trip was dangerous. It is amazing to hear how we fall out of love! And you do not even notice all of the shortcomings someone or someplace has that we have noticed before.

I will not agree to get the "oil rig route" to get to Trinidad.

Folks who wrote letters to the editor of Compass will be interested to know that I have brought my boat to Trinidad for hurricane season. I want to say hello to Jesse James who has organized so many wonderful trips for the cruising community. I want to visit with my equal American friend Billy Wray, delivery captain, rigger and surveyor. I want to say hello to Fabian at Budget Marine and the men that work at the yard at Peak's. I want to have lunch at Power Boats and eat dinner at Joe's Italian restaurant. I also want to speak to Ron at the yard that was posted in the July Compass about his experience in Trinidad. He even complained that his wife is the victim of wolf whistles. Perhaps I am married to an ugly woman, for no one has ever whistled at her in Trinidad. However, like Chris Doyle, I think she is the prettiest one in town.

Follow the oil rigs and your route is predictable.

Between Peak's Boat Yard, Power Boats and CrewsInn, the combined tonnage of the marine hoists is well over 400 tons. Nowhere in the Caribbean, and indeed in many places in the world, will you find such facilities. In addition there are numerous shops and technicians that have expertise in every aspect of marine repair and maintenance. They are all in one central location. Competition to get work is fierce and prices are moderate as industry rates go. The rates are certainly much less than in the States and markedly lower than in the northeasterm Caribbean in areas such as Antigua and St. Maarten. There are large and well-stocked chandleries (Budget Marine, Peak's and others) and parts are easy to come by. What is not in stock can be brought in fairly quickly as there is a strong US market for parts for 'boats in transit'. They are simply sent to Customs, located at the CrewsInn Marina, and can be retrieved at whatever little difficulty. One does not go to Chaguaramas to cruise. One goes there to store one's boat for hurricane season and perhaps to get work done.

Chaguaramas, Trinidad is a fantastic and marvelous resource for all cruising sailors. For those who cruise the Caribbean, the Caribbean is "our sea" and the resources that support our lifestyle.

I think if we want Chaguaramas, Trinidad to improve, we need first to applaud and support the people that have worked there and have pushed the boatyard to grow. It is important that we support the people that make it possible for us to have a secure and comfortable hurricane season. This is often the only time in the year that we are off the water, and it is important that we know we can count on those that support us.

So, what is it that we can do to support Chaguaramas, Trinidad? We can support the businesses that are there and have done so for many years. We can support the people that have worked there and have pushed the boatyard to grow. We can support the people that make it possible for us to have a secure and comfortable hurricane season. This is often the only time in the year that we are off the water, and it is important that we know we can count on those that support us.

I think we want Chaguaramas, Trinidad to improve. This is why we support the businesses that are there and have done so for many years. We can support the people that have worked there and have pushed the boatyard to grow. We can support the people that make it possible for us to have a secure and comfortable hurricane season. This is often the only time in the year that we are off the water, and it is important that we know we can count on those that support us.

Chaguaramas, Trinidad

Chaguaramas, Trinidad is a fantastic and marvelous resource for all cruising sailors. For those who cruise the Caribbean, the Caribbean is "our sea" and the resources that support our lifestyle.

Free Cruising Guides

Free Cruising Guides

Free Cruising Guides
Men, men, and more macho men... After two years of cruising along the Windward and Leeward Islands, this journey along the south coast of the Dominican Republic has me culture shocked. Sure, speaking Spanish is an issue, and yes, dealing with all the paperwork and fees is daunting at times. But in the Dominican Republic you don't send a woman to do the man's job and dealing with officials is strictly Man Territory. So, gals, if you are frustrated with all the forms to fill out in Antigua or are annoyed by the overtime charges for Saturday Immigration in Dominica, pull up a gin and tonic and read on.

Marina de Guerra office. I'm doing pretty well with the Spanish phrases, so Roy waits in the dinghy while I walk up to the building. We have forgotten that this is Man Land.

Off I go into my folly where much hand-shaking and helloo and saying despacho ensue. I'm told that the 'head man' is just pulling up in a car. He walks up and we are introduced. I shake his hand and take in the full military dress. Clean, pressed and new, the uniform is a little tight in the midsection, but impressive enough. He gives a few orders and two young Marina de Guerra officers go inside to the offices. Someone finds me a plastic chair to sit on. I get the feeling that I'm going to be here for a while and I wonder about the somewhat quizzical looks cast in my direction.

The 'head man' is a take-charge kind of guy and once he settles in under a shady tree beside the office, he indicates that I should go inside and talk to the Commandant. My Spanish is getting me nowhere and by now there are several young men of undeterminable rank following me. The Commandant is behind his desk and he asks me some questions in Spanish with a very cranky tone. I answer pleasantly with my four-year-old's vocabulary. Neither of us is happy with the results of this conversation. He leaves the room and I'm still standing there when the youngest Marina de Guerra motions me back outside. By now 'head man's' girlfriend has arrived and she's sitting in my chair. I'm relegated to the bench along with the youngest officer. Finally it dawns on me: the folks here are expecting someone else! Someone a lot taller with a deeper voice, perhaps.

Soon, along comes one of the port workers. Fresh out of a spectacularly grimy engine room, his formerly white T-shirt and blue jeans look stiff enough to stand up all on their own. A big black smear of something highlights his one cheek. Fernando arrives at my bench and reveals that he is the translator. I am pleasantly and completely shocked as the best English I've heard all week flows out of this mouth. Fernando quickly explains that getting the despacho is no problem, but really, he wonders, where is the captain? It's only proper that both captains of the two Canadian boats — there's another in the harbour — should be present for this process. Fernando is somewhat incredulous that I don't know this.

Now I understand. The issue isn't a lack of communication: it's a lack of testosterone. No problem, I tell him. I can see Roy has abandoned the dinghy, climbed up on the cement pier and is walking towards us. Fernando tells Roy about the captain shortage, so Roy heads back over to find Bill from Voyaguer C. I go back to my bench under the shade tree. The 'head man' has called for the domino table to be brought out and his girlfriend nuzzles his big strong arms. Sheesh. At least I can chat with Fernando. Fluent in English and Greek, he reassures me that we'll be free to leave the DR tomorrow, but there will be a fee of $30 per boat.

Captain Roy and Captain Bill arrive and they are immediately ushered into the office by two Marina de Guerra officers, followed closely by Fernando. I wait for ten minutes under the tree then decide to go inside as well. I find the men standing around in the office opposite to the Commandant's, watching the youngest officer fill out the forms. Fernando explains that this is the new guy and he's a bit slow. Who wouldn't be slow? The lad is carefully typing our information into a form on a manual typewriter. He is using carbon paper and you can bet he hasn't any ‘white out’ in case of mistakes. No wonder he is taking his time. I've already heard him get loudly reprimanded twice in the past hour. He bravely completes the forms striking each key slowly, but surely.

When he is finished we celebrate with a photo shoot. I feel like I'm on a movie set with that manual typewriter and saying despacho. It's March 2010. My husband, Roy, and I are in Barahona, an unexpected stop on our way out of the DR. Finding it impossible to get Immigration clearance out of the country in Las Salinas, we did the 40-mile, five-hour motor trek across the bay yesterday.

As we have come to expect, the Immigration official came out to the boat within minutes of our arrival. He picked up our passports and returned them with the requested international departure stamps within the hour. He said the despachos would be ready in the morning. Sounds good, we'll just go pick them up.

The next day I head over with Roy to the
Expensive, Slippery and Shiny: A DEADLY COMBINATION

by Keith Bowen

This is a story of how we yachtsmen can end up being the not-so-proud owners of equipment that is not only unfit for purpose, but has the potential for inflicting severe damage to our own and other vessels as well as being the source of physical harm to those aboard.

I refer to stainless steel ground tackle, anchors, swivels and chain.

In deference to the stated policies of the Compass magazine in this regard, I have omitted any inclusion of the names of the specific companies involved in this saga, but as the safety issues are so obviously of great import, I feel that this problem should be aired.

This tale of woe starts in the Eastern Caribbean, where, during 2006, I became aware of a particular anchor design that happened to be manufactured solely out of stainless steel, and after investigation decided to purchase one.

The local vendor/agent recommended that I purchase the complete system manufactured by the manufacturer, incorporating not only the stainless steel anchor, but also the stainless steel ball and socket type swivel and most importantly (in order to avoid electrolytic action between dissimilar materials) their 10mm stainless steel chain made from 316 TI (Tungsten enhanced) material.

After much soul searching, I decided that I would take his advice, and purchase the “system” including 75 metres of the chain, even though this meant devesting myself of my existing galvanized chain and paying a considerable premium for their chain. The vendor and I parted company with his assurance that I had made a wise decision that I would never regret.

Initially the system worked exactly as I was assured it would, that was until a few weeks ago when we were at anchor and a squall came through gusting 35 to 40 knots. Suddenly we were traveling through the fleet. We were forced to admit that we were in fact dragging. Fortunately it was 0900 hours, and both my wife and I were on board, and so we were able to start the engine and control the situation with no damage to either ourselves or any other yacht in the vicinity.

During this process, when attempting to weigh the anchor, you can imagine our amazement in finding that we had no anchor. We re-anchored using our backup system, after which we went diving to find our missing stainless steel anchor. I am pleased to report that we were able to locate and retrieve the anchor, together with 18 metres of chain still attached to it and the swivel. (At the time of anchoring we had approximately 50 metres of chain deployed.)

We were also able to retrieve most of the failed link, and we were again amazed to discover that the failure was caused by disintegration of the metal from the inside, and not due to any external damage or corrosion. Furthermore, it was evident that the nature of the material at the failure point was black and crystalline in texture and appearance, the failure point forming an annulus immediately adjacent to the weld point. (See photograph.)

Correspondence with the vendor has failed, despite my explicit requests, to elicit any direct contact with the gentleman with whom I held the original negotiations, all replies emanating from one of his assistants, who at the end of the day informed me that I have no recourse in this matter.

I have also written many times directly to the management of the European company that supplied the equipment, in an attempt to allow them the opportunity to confirm or deny their agreement with the Caribbean vendor's standpoint — none of which ever produced an acknowledgement of receipt, let alone a definitive response, until eventually in response to my fifth letter I received a letter totally denying any responsibility, and inferring that the chain was not of their manufacture. (This is despite the vendor having provided me with the contact details of their firm, and without them having seen the chain in question.)

Subsequently, due to the attitude of both these companies, I have been making my own enquiries in this regard, and have found that the nature of the failure is far from unique, with many other users of stainless steel ground tackle having experienced the same problem; my other finding being that the failure is due to the fact that during the fusing process forming the link, the high temperatures required to fuse the metal can, and frequently do, cause the carbon and chromium elements of the steel to combine to form chromium carbide crystals either directly on or immediately adjacent to the weld point.

This being the case, it has become evident that the chain is “not fit for use” and that the cause of the failure is in fact either a latent or even a patent defect.

The huge concern, apart from the possibility of the failure of any link in the chain at any time, is the fact that as far as I can ascertain there is no visual means of identifying potential failure areas, which makes anchoring a definite contender for “Russian Roulette” status.

In conclusion, for those of you who may, despite the foregoing, still consider investing in this product, I copy below some of the comments made by the spokesperson of the supplying company. These were contained in the letter in which they denied all responsibility. It is important to realize that these conditions of treatment of the product, non-specific and vague though they may be, are only brought to light after the product has been purchased and suffered a failure.

“The reason of corrosion is mostly not the material, so not the fault from the producer or the dealer. Handling stainless steel chain isn’t so easy, because you have really take care about it. For example: It is important to wash the chain periodically with fresh water. Also the winch has to be installed completely isolated from external electrical sources and so on.”

Keith (“Taffy”) and Shirley Bowen cruised the Caribbean aboard the South African sailing yacht THE ROAD. They are now in the Pacific. John Rowland profiled them in the December 2009 issue of Compass.

Keith ("Taffy") and Shirley Bowen cruised the Caribbean aboard the South African sailing yacht THE ROAD. They are now in the Pacific. John Rowland profiled them in the December 2009 issue of Compass.
CALLER:

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SEPTEMBER

4 – 5  Back to Schools Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVIYC), tel (284) 494-5286, rbviyc@rbviyc.com, www.rbviyc.net

6  Labor Day, Public holiday in USVI

10  Date statistically most likely to host a hurricane


23  FULL MOON

25  Open Sail to Norman Island, RBVIYC

OCTOBER

2 – 3  Pete Sheals Memorial Race (IC24 Match Racing), Tortola. RBVIYC

3 – 9  43rd Bonaire International Sailing Regatta. www.bonaireregatta.org

9  Willy T Virgins Cup Race, BVI. RBVIYC

9 – 16  Port Antonio International Marlin Tournament, Jamaica. rondq@mail.infochan.com

13  26th Annual Port Antonio Canoe Tournament, Jamaica. rondq@mail.infochan.com

16  Anegada Pursuit Race (Tentative), BVI. RBVIYC

16 – 17  J/24 Invitational Championship, Barbados.

23  FULL MOON

27  Independence Day, St. Vincent & the Grenadines. Public holiday

29 – 31  13th Annual Foxy’s Cat Fight, Jost Van Dyke, BVI. WEYC

29 – 31  World Creole Music Festival, Dominica. www.wcmfdominica.com

30 – 1 Nov  Triskell Cup Regatta, Guadeloupe. www.triskellcup.com

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

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

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continued on next page
The information was immediately forwarded to the local police for investigation. On receipt of this e-mail, I also consulted with the local Fisheries Extension Officer on the exact regulations regarding spear fishing and trade in hawksbill turtle products. The findings were that the boat pictured was not from Carriacou, but from a neighboring island. As such, it is hard to identify who the exact alleged culprits are. At the same time, however, the writer seems to be misinformed about a few details.

First of all, the hawksbill turtle (as well as the greenback) is not on the endangered list in Grenada. These can be harvested for local consumption during the open season. However, with Grenada being a signatory to the Convention on International Trade in Endangered Species (CITES), it is illegal to engage in the trade of turtle meat, shells, or even whole live creatures. The leatherback, on the other hand, is endangered. As a member of the Convention, it is illegal to engage in the trade of any species of turtle from nests at any time (Closed or Open Season).

Additionally, the regulations also stipulate and notify the public (including visitors) of the following:

- Fishers and the Public are hereby WARNED that it is ILLEGAL to remove Turtle Eggs of any Specie of Turtle from nests at any time (Closed or Open Season).

It is therefore the responsibility of all persons within the state, including tourists, to be aware of existing rules and to adhere to them. While it may be true that there are local and regional persons who infringe on the rules, the market for these products is created primarily by non-locals who may not be aware of the regulations. These unsuspecting visitors, especially the yachting clients, are often targeted and approached by violators, who are generally the exception, and who would not take the illegal catch ashore to the islands, for fear of legal repercussions.

I think the writer suggested it herself, that this is not a very common practice in Carriacou. In four years, she has encountered only one infringement. This is testimony to the fact that the Fisheries Division has been educating local fisher folks on fishing regulations over the years. Many have gotten used to the rules and are mostly acting in accordance. Copies of the notices placed throughout the states are being attached.

Thank you very much, Compass, for bringing this to our attention. We anticipate that you would continue to assist us in educating your readers on what are acceptable practices in Carriacou, Petite Martinique and the rest of the Grenadines. Please continue to encourage them to visit and enjoy Carriacou, the gem of the Grenadines.

Sincerely,
Allison Caton
Carriacou & Petite Martinique Office
Grenada Board of Tourism

Dear Compass,
I write at the moment that the Curaçao Coastguard have just got off our boat with their size 12 holmial boots on, and I am fuming. Curaçao has to be the least cruiser-friendly island we have visited in either Europe or the Caribbean where we have been cruising for over seven months. We understand that Curaçao has a potential smuggling problem with their nearest neighbour, but the system for clearing in and clearing out of yachts is confusing at best, and it has very much taint our visit here.

To explain. When you arrive in, say, Spanish Water, you trek into Willemstad by bus and visit Customs. Then cross the river and go to Immigration, then, if someone has told you that you need to do it, and neither Customs nor Immigration know what to do either, you visit the Harbour Office for an anchor permit. Here you are allowed to buy for US$10 a permit to anchor in any of the four anchorages in Spanish Water or one of four more anchorages in Curaçao — and you have to be specific. If you want to then move your boat to any other anchorage, you have to go back to the office and get another permit. If you don’t have a permit, and you are boarded by the ever-present Coastguard, then they will either fine you or move you on. So to comply it means another bus ride and wasted half-day.

Anyway, we had played by the rules, and the time had come to leave for Aruba. We checked out of Customs and Immigration, and don’t get me wrong — the individual experiences are perfectly pleasant. Then at the Harbour Office you tell them your route (and also, laughably, have to draw a sketch of your vessel, and I’m no artist). We wrote Willemstad - Santa Cruz - Aruba. This was not questioned, and I’m sure I was very clear in asking if I needed a permit to anchor at Santa Cruz, and the answer, just as clearly, was, “no”. Well, here we are in a lovely anchorage where we thought we would spend two nights, and have been told by the coastguard to be on our way at first light, because we do need a permit! You can imagine the annoyance at being moved on when we thought we’d done everything right. Our only choice is to return the 20 nautical miles upwind to Willemstad, or leave the island tomorrow morning. We’re off, and won’t be sorry to see the back of Curaçao bureaucracy.

I hope these experiences will help other cruisers get it right.

Kind regards,
Colin and Liz Price
S/V Pacific Bliss
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