

C A R I B B E A N

On-line

# C COMPASS



AUGUST 2009 NO. 167

The Caribbean's Monthly Look at Sea & Shore

## Scotiabank International Optimist Regatta

See story on page 12



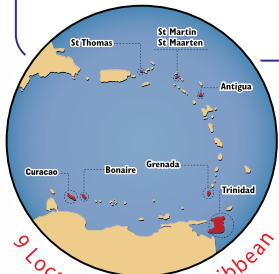
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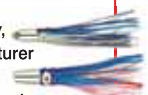


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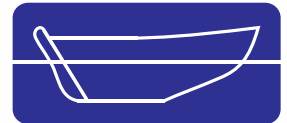
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# CARIBBEAN COMPASS

**The Caribbean's Monthly Look at Sea & Shore**

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

**AUGUST 2009 • NUMBER 167**

## Interview

A yachting 'ambassador' ..... 10



## Cruise...

...ship confessions ..... 16

## Tug Time

Visiting the harbor help ..... 18



## Unexpected

Islas del Rosario ..... 21

## Back Up

Your boat's computer data ... 24



## What a Drag!

But saved by a stranger ..... 29

## DEPARTMENTS

<b>Business Briefs</b> .....	<b>8</b>	<b>Cartoons</b> .....	<b>33</b>
<b>Regatta News</b> .....	<b>14</b>	<b>Cruising Kids' Corner</b> .....	<b>34</b>
<b>Cruiser Profile</b> .....	<b>22</b>	<b>Dolly's Deep Secrets</b> .....	<b>34</b>
<b>Meridian Passage</b> .....	<b>26</b>	<b>The Caribbean Sky</b> .....	<b>35</b>
<b>Book Reviews</b> .....	<b>30</b>	<b>Cooking with Cruisers</b> .....	<b>36</b>
<b>Cruising Crossword</b> .....	<b>32</b>	<b>Readers' Forum</b> .....	<b>39</b>
<b>Word Search Puzzle</b> .....	<b>32</b>	<b>Caribbean Marketplace</b> .....	<b>43</b>
<b>Island Poets</b> .....	<b>33</b>	<b>Classified Ads</b> .....	<b>47</b>
<b>Sailors' Horoscope</b> .....	<b>33</b>	<b>Advertisers' Index</b> .....	<b>47</b>

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**Caribbean Compass** welcomes submissions of short articles, news items, photos and drawings. See Writers' Guidelines at [www.caribbeancompass.com](http://www.caribbeancompass.com). Send submissions to [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com).



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## CALENDAR

# AUGUST

- 1-3 Carriacou Regatta Festival. [www.carriacouregatta.com](http://www.carriacouregatta.com)
- 1 Emancipation Day. Public holiday in Barbados, Grenada, Guyana, Jamaica, St. Lucia, St. Vincent & the Grenadines, and Trinidad & Tobago
- 1 Emancipation Day Sailing Races, St. Lucia. St. Lucia Yacht Club (SLYC), tel (758) 452-8350, [secretary@stluciayachtclub.com](mailto:secretary@stluciayachtclub.com), [www.stluciayachtclub.com](http://www.stluciayachtclub.com)
- 1-2 Last two legs of Yoles Around Martinique Race. [www.tourdesyoles.com](http://www.tourdesyoles.com)
- 3 August Monday. Public holiday in The Bahamas, Dominica, Montserrat, St. Kitts & Nevis, Turks & Caicos, and Barbados (Kadooment Day)
- 3-4 Public holiday in Antigua & Barbuda (Antigua Carnival) and BVI (Emancipation Festival)
- 3-4 Culturama. Carnival in Nevis. [www.nevisculturamafestival.com/www.nevisculturama.net](http://www.nevisculturamafestival.com/www.nevisculturama.net)
- 6 FULL MOON. Independence Day, Public holiday in Jamaica
- 10 Constitution Day. Public holiday in Anguilla
- 10 - 11 Grenada Carnival. Public holiday in Grenada. [www.spicemasgrenada.com](http://www.spicemasgrenada.com)
- 15 Feast of the Assumption. Public holiday in Haiti and French West Indies
- 15 - 16 Caribbean Dinghy Championships, Barbados. [tindale@caribsurf.com](mailto:tindale@caribsurf.com)
- 16 Restoration Day. Public holiday in Dominican Republic
- 22 Great Race (powerboats) from Chaguaramas, Trinidad to Store Bay, Tobago
- 24 Festival of St. Barthelemy, St. Barth. Boat races
- 28 - 3 Sept 56th San Juan International Billfish Tournament, Puerto Rico. [www.sanjuainternational.com](http://www.sanjuainternational.com)
- 30 Feast of St. Rose De Lima, St. Lucia. Cultural folk festival. [www.visitslu.com/discover\\_slu/events/creole.html](http://www.visitslu.com/discover_slu/events/creole.html)
- 31 Independence Day. Public holiday in Trinidad

# SEPTEMBER

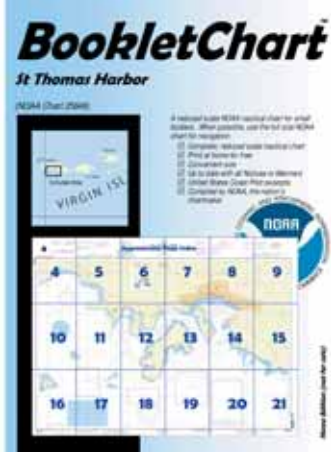
- 4 FULL MOON
- 6 Bonaire Day. Public holiday in Bonaire. Boat races
- 6 End of Summer Optimist Regatta, Barbados. [petert@caribsurf.com](mailto:petert@caribsurf.com)
- 7 Labour Day. Public holiday in Bermuda and USVI
- 8 Virgin of the Valley Festival, Margarita, Venezuela
- 10 St. George's Day. Public holiday in Belize
- 16 National Heroes Day, Public holiday in St. Kitts & Nevis
- 16 - 19 Trinidad & Tobago Film Festival. [www.trinidadandtobagofilmfestival.com/](http://www.trinidadandtobagofilmfestival.com/)
- 19 Independence Day. Public holiday in St. Kitts & Nevis
- 21 Independence Day. Public holiday in Belize
- 24 Public holiday in Trinidad & Tobago (Republic Day) and Dominican Republic (Our Lady of Las Mercedes)
- 26 National Youth Day. Public holiday in Turks & Caicos
- 26 - 4 October Port Antonio International Marlin Tournament, Jamaica. [rondaq@mail.infochan.com](mailto:rondaq@mail.infochan.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](mailto:sally@caribbeancompass.com).*

**Cover photo:**  
Dean Barnes captures Malcolm Lamphere from the USA (at left) and Erik Holmbom from the Dominican Republic at the Scotiabank International Optimist Regatta in St. Thomas

# Info & Updates

**Free NOAA Booklet Charts**  
In an experimental program, free downloadable



Try these free booklet charts and let NOAA know what you think!

NOAA charts, printable on standard 8.5 x 11-inch paper, are now being made available by NOAA. Regional charts for Puerto Rico and the US Virgin Islands can be downloaded and printed using the Adobe .pdf utility from <http://ocsddata.nce.noaa.gov/BookletChart/AtlanticCoastBookletCharts.htm>. Broadband Internet service is required. You can staple the pages along the left edge to make a booklet; two-sided printing gives the best results.

The experimental BookletChart has been reduced in scale and divided into pages for convenience, but otherwise contains all the information of the full-scale nautical chart. Bar scales have also been reduced in scale, and are accurate when used to measure distances in a BookletChart. Excerpts from the United States Coast Pilot are included, and chart notes are consolidated on a single page for easy reference. Emergency information for the charted area is printed on the back cover.

NOAA wants to know what you think about this experimental service. Would this be a useful product? Why or why not? How can they make it better? Is "print at home for free" a good distribution method? Should they make the entire suite of charts available? Send your comments to [BookletChart@NOAA.gov](mailto:BookletChart@NOAA.gov).

NOTE: During this experimental period, BookletCharts are not being updated every week with Notices to Mariners. Furthermore, there are some known errors in the ones posted, e.g. the "Approximate Page Index" on the cover might not match the chart inside. You can tell NOAA about errors you find by using the "Your Comments" link above in the main menu on the website.

## Yacht Chef Murderer Sentenced

According to reports in the Associated Press, the man who kidnapped, raped and murdered yacht chef Sara Kuzak, 36, in Fajardo, Puerto Rico in February was sentenced in June to 105 years in prison. Eleizer Marquez Navedo, also 36, had pleaded guilty to the charges against him.

The pregnant Kuzak was in Puerto Rico to help her fiancé, Cheshire McIntosh, with the delivery of the 90-foot Derecktor Expedition *M/Y Minnow*. While jogging one morning she was grabbed and pushed into the trunk of a car. She made a desperate cell phone call to McIntosh from the trunk. Within an hour, the car and her body were found. Marquez was soon arrested and he confessed.

According to the AP, Kuzak's killing was similar to murders that Marquez's mother was convicted of committing in 1992. Police have since reopened that case to investigate whether Marquez may have been responsible instead.

McIntosh said that Kuzak's loved ones were "relieved to see swift justice served to this violent killer" but that Marquez should never be evaluated for parole. Chief Prosecutor Obdulio Melendez said that Marquez cannot be considered for release before he is 100 years old.

## Grenada's Happy Hour Dock Lime

Anita Sutton reports: The Marine and Yachting Association of Grenada (MAYAG) held its first Happy Hour Dock Lime at Prickly Bay Marina on July 7th.

—Continued on next page



Drawing prize of an IWW voucher, presented to cruisers by Laura Fletcher, Chairman of MAYAG

Sail into the Spice of the Caribbean

# GRENADA

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Come visit the Wind for Grenada Sailing Festival

—Continued from previous page

As well as providing a venue for cruisers, marine businesspeople and friends to get together, MAYAG circulated survey questionnaires to provide feedback on Grenada as a yachting location.

"We want to find out more about Grenada's yachting clients..." said Laura Fletcher, Chairman of MAYAG, "...where they go, how much they spend, the facilities they use, and what they like and dislike about Grenada. We have a large summer population and while we all have ideas about why they are here, we have no data. This, along with the Grenada Board of Tourism Survey being conducted at Ports of Entry, will help us influence government and tourism policy in the right directions.

"We hope the occasion creates a friendly and welcoming atmosphere to yachts coming to Grenada and gives cruisers a chance to meet MAYAG members who are trying to improve the industry — we want everyone visiting our shores to feel at home."

It's early days in the analysis but a few key factors have already emerged. Overwhelming in the responses are the two major factors that encourage yachts to spend time in Grenada — the hospitality and friendliness of the welcome they receive from locals, and the safety of the island.

The survey generated interest from the Grenada Broadcasting Network, with a half-hour segment on Classic AM devoted to the results of the survey and the benefits yachting brings to the island. The presenter was particularly surprised by the length of time yachts and cruisers stay in Grenada. While other tourists stay for a week or maybe two, the fact that yachting visitors often stay for over six months reinforces the importance of Grenada, Carriacou and Petite Martinique offering facilities, services and support for cruisers.

All boats completing a questionnaire were entered into a draw, with prizes donated by Island Water World, Budget Marine and Camper & Nicholson Port Louis Marina. These were won by yachts *Marie Galante II*, *Astarte* and *Asseance*.

MAYAG would like to thank everyone who took the time to fill in a questionnaire so willingly and enthusiastically, and Prickly Bay Marina for hosting the event. In order to capture a more complete picture of the yachting population, MAYAG will be holding similar events at Le Phare Bleu, Port Louis

Marina and Tyrell Bay, Carriacou.

For more information on MAYAG visit [www.mayag.org](http://www.mayag.org).

**New DR Rules Correction**

Frank Virgintino reports: There is one correction to the changes in procedures for yachts in the

Guard comes with them but stays on the dock. The announcement published last month indicated that boats would be boarded if there has been a report of suspicious activity. That is not the case. All boats are boarded at this time, which is the way the law is being implemented.



See complete new clearance rules for the Dominican Republic at [www.noonsite.com/Members/sue/R2009-07-10-1](http://www.noonsite.com/Members/sue/R2009-07-10-1)

Dominican Republic as given in the July issue of *Compass*. That is relating to being boarded on arrival. The intent of the new law is to have no more than two officials board a boat on arrival. This is usually M-2 (Intelligence) and Department of Drugs. The Coast

**Trinidad's SSCA Station Says Welcome!**

Seven Seas Cruising Association members arriving in Trinidad are invited to visit the official Trinidad SSCA Cruising Station co-hosted by Jesse James (Members Only Maxi Taxi Service) and Jack Dausend (Boaters' Enterprise Ltd., publisher of the *Boaters' Directory of Trinidad & Tobago*).

—Continued on next page



**CLEAR SKIES FORECASTED FOR THIS SAFE HARBOR**



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

- The most advanced design on Curaçao.
- Floating docks engineered in Holland.
- Accommodation for 68 yachts up to 150 ft. / 15 ft. draft.
- Electrical power (127 and 220).
- Cable T.V. and potable water available.
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 • Seru Boca Marina is a safe harbor that offers 24 hours security.

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 E-mail: [stbarba@attglobal.net](mailto:stbarba@attglobal.net)  
[www.santabarbaraplantation.com](http://www.santabarbaraplantation.com)



—Continued from previous page  
 Visit the SSCA Trinidad Cruising Station Office at Members Only Maxi Taxi office at Tropical Marine in Chaguaramas to find out what is going on in Trinidad



Jesse James and Jack Dausend welcome SSCA members and non-members alike to Trinidad

relating to SSCA activities; to replace your worn-out SSCA burgee that has been over-stressed on your Seven Seas sailing adventure; to get a copy of the current *Caribbean Compass*; to pick up a free copy of the "world's best" *Boaters' Directory of T&T* (including maps); or just to say hello. Jesse and Jack would love to meet SSCA members, as well as to welcome all other cruisers arriving in Trinidad.

For more information contact Jack.Dausend@gmail.com.

**Learn-To-Swim Programme in Barbados**

Norman Faria reports: As many as half of Barbados's population of 270,000 people can't swim and the government is trying to improve the situation with an

eight-week Learn to Swim course over the long school holidays.

Held under the auspices of the National Conservation Commission (NCC), which oversees the island's lifeguard service, the outreach is targeting both adults and youngsters. The instructors are lifeguards. The classes are held on Carlisle Bay Beach where visiting yachts anchor, and in Folkstone on the west coast. The first course (another will take place next year) attracted 200 students from age ten to 65. The participants will also learn basic beach etiquette such as recognizing and obeying lifeguard instructions.

In his opening ceremony address on June 15th, NCC chairman Tyrone Lewis conceded, "For a small country like Barbados, we do not have enough swimmers." The Commission's General Manager Keith Neblett said that about 40 to 50 percent of the population is unable to swim properly; they would drown if they ventured into deep water.

Mr. Neblett said that the island has a relatively good record in water safety — he thought that fewer than ten persons died each year from drowning — and praised the lifeguard service as being "very significant".

**Cruisers' Site-ings**

Marina ZarPar at Boca Chica in the Dominican Republic has funded an internet site for the *Cruising Guide to the Dominican Republic* written two years ago by Frank Virgintino and now in its third edition. The site is [www.dominicanpubliccruisingguide.com](http://www.dominicanpubliccruisingguide.com).

This is the only guide to the entire Dominican Republic and it is absolutely free. It is currently offered free at [www.noonsite.com](http://www.noonsite.com) and [www.scca.org](http://www.scca.org) (the Seven Seas Cruising Association has recently named Marina ZarPar as a Cruising Station), but now can also be downloaded at [www.dominicanpubliccruisingguide.com](http://www.dominicanpubliccruisingguide.com) in either English or Spanish. The site will evolve to include additional supports for those cruising the Dominican Republic.

**Selected Upcoming Events**

If you've got any steam left after the Carriacou Regatta Festival, head to Grenada for the culmination

of that island's very special carnival — Spice Mas 2009 — on August 10th and 11th. Masquerading on the Monday opens with J'Ouvert, with old-time costumes, jab-jabs and more. After J'Ouvert, there is only a small window for rest and relaxation before it's off to Monday Nite Mas on the Carenage. On the Tuesday is the magnificent Parade of the Bands.

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

In September, check out the Trinidad & Tobago Film Festival from September 16th through 19th. The event presents a wide range of films made by Caribbean and Latin American people (including those within the Diaspora), and by international filmmakers whose films are about the Caribbean and Latin America. Films will be shown at various venues including MovieTowne in Port of Spain.

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

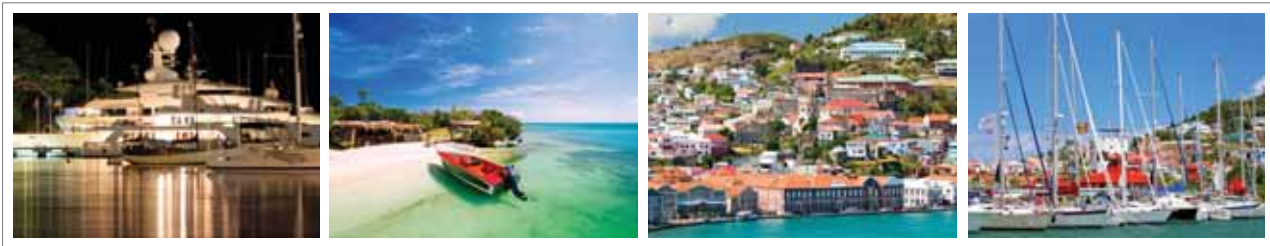
The Montserrat Cultural Centre will be the venue of that island's first-ever Allouagana Festival of the Word Literary Festival, to be held November 13th through 15th. The festival will feature more than a dozen prize-winning and internationally recognized authors. Literary enthusiasts will be treated to a weekend of presentations, readings and signings by important authors including Austin Clarke, Merle Hodge, Rachel Manley, Pauline Melville and Montserrat's own novelist and playwright Edgar Nkosi White. Open-mike sessions coordinated by Professor Carolyn Cooper, workshops by experienced facilitators including Professor Funso Aiyejina and Cherise Davis Fisher (editor-in-chief at *Plume*, the online arts and culture magazine), storytelling and dramatic presentations, are all part of the activities planned for the weekend. A calypso review to be led by Professor Gordon Rohlehr and a calypso extravaganza featuring songs from Montserrat's past including the work of Arrow, internationally recognized King of Soca, will be part of the celebration of the word in its many manifestations.

For more information visit [www.litfest.ms](http://www.litfest.ms).

**Welcome Aboard!**

In this issue of *Compass* we welcome new advertiser Corion Boat Services of Carriacou, in the Market Place section, pages 43 through 45. Good to have you with us!

Port Louis Marina – another great reason to visit Grenada



Grenada remains one of the most unspoilt and welcoming cruising destinations in the Caribbean.

Now, with Port Louis, visiting yachts can enjoy the security and convenience of a beautifully appointed, fully serviced marina – located in the lagoon adjacent to the island's capital, St George's.

Grenada's southern location allows for year-round cruising, including the summer months, and with an international airport just five miles away, Port Louis is the ideal base for exploring the wonderful islands of the Grenadines.

As a Port of Entry, it's easy to clear in and out through Port Louis, and our 24-hour security, dockside facilities and marina-wide wi-fi all contribute to making your stay safe and relaxed.

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

Port Louis is owned and operated by Camper & Nicholson's Marinas, and our friendly and knowledgeable staff are on hand 24 hours a day to welcome yachts of all sizes from 20ft to 300ft.

For more information about securing a berth at Port Louis, including the opportunity to purchase on a 30-year licence, please contact our Sales and Marketing Co-ordinator, Danny Donelan on +1 (473) 435 7432 or email [danny.donelan@cnportlouismarina.com](mailto:danny.donelan@cnportlouismarina.com)

Port Louis Marina – just one more reason to visit the 'Spice Island'.



# BUSINESS BRIEFS

## Fresh, New and Clean at Grenada Marine

Raquel Edwards, Grenada Marine Office Manager, reports: Earlier this year, Grenada Marine began the construction of our new Staff Facilities building. The formal dedication and official handing over of the Staff Facilities to the employees was held on Friday July 3rd. The building comprises lockers, showers, toilets, a kitchenette and an eating/general area. We are quite excited about the construction of this building, as the employees were, up to now, temporarily occupying



*Congratulations! Grenada Marine's management, staff and well-wishers celebrate the opening of the new Staff Facilities building. And, of course, the client facilities have been renovated, too!*

the area to the rear of the client washrooms. As the construction of the Staff Facilities building was in the last stages of completion, we also began a program of upgrading and renovating the existing client washroom building. The facelift included re-tiling of the shower stalls, new fixtures, installation of a lowered ceiling for increased privacy, and a full re-painting of the interior and exterior.

These improvements reflect Grenada Marine's continuing commitment to providing the best possible service and amenities for both our staff and our clients.

For more information on Grenada Marine see ad on page 25.

## Lots of Good News at Le Phare Bleu, Grenada

Cleanliness and friendliness are in full force at Le Phare Bleu!

First of all, Le Phare Bleu Marina at Petit Calvigny Bay, Grenada, now has recycling arrangements in place for residents, clients and yachts anchored nearby.

The following items are accepted:

- Plastic containers, such as large yoghurt pots and milk cartons. These are used for painting, varnishing, etcetera, so please make sure they are washed and not crushed or split.
- Clean rags, such as old T-shirts, sheets, towels and cotton cloth.
- Batteries. These are shipped to Trinidad where they are recycled.
- Used engine oil. This is disposed of by Sol petroleum company.

Please ask at Le Phare Bleu marina office for the location of the recycling bins.

Le Phare Bleu also has a fully functioning black tank pump-out facility. All sewage in the marina and resort is processed in a three-phase processing plant — hence the famously clean water in the Marina. Mark from Island Dreams Yacht Services has noted over the last two seasons that the bottoms of boats sitting in the marina remain much cleaner than elsewhere.

But wait, there's more! The Swiss owners of Le Phare Bleu Resort, Dieter and Jana, have also put together some unusual events for the summer — all based around friendship. Jana Caniga explains: "This whole idea came from talking to a friend as we were talking about the recession and she simply said, 'we can't change the economy so let's concentrate on what we can do to help and that starts with family, friends and our community'." They view this special period of time as their 'Friendship Season' with the aim of bringing

people closer together and as a reminder that this economic crisis will come to an end, as is true of every season.

Le Phare Bleu's 'Friendship Season' includes:

*August - Special Friendship!* Invite your special friend to the Poolbar Restaurant. Le Phare Bleu will pay for his or her meal and you share your friendship story with



*There's no better time for friendship than now, and Le Phare Bleu Marina announces 'Friendship Season'*

them. Application required, see [www.lepharebleu.com](http://www.lepharebleu.com) for details.

*August - Family & Friends Accommodation!* For the month of August Le Phare Bleu is dramatically reducing their accommodation rates to enable friends and family of Grenadians and Grenada to return and enjoy the Carnival atmosphere. Stay in one of their beach villas or apartments for EC\$140 plus tax, per person, per night, three night minimum stay.

*September - The Friendship Table!* Make new friends while enjoying a freshly prepared selection of delicious curries at our Friendship Table every Wednesday and Thursday evening in the Poolbar Restaurant for EC\$45 including service charge and tax.

—Continued on next page

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—Continued from previous page

**October - Musical Links & Friendships!** Enjoy the unique performances when musicians invite their artist friends for a concert at the Poolbar Restaurant. Pizza and beer shared between two for EC\$25 per person.

**August through November - Friendship Fund!** Dine at the fine-dining restaurant *Västra Banken* (the lightship) and five percent of all bookings will be donated to your choice of the Rotary Club of Grenada or the Ministry of Social Development. Both organizations help the less fortunate. Extra donations appreciated. For more information see ad on page 22.



More reason to go there! Marina ZarPar, located on the south coast of the Dominican Republic near the town of Boca Chica, is offering a special discount to Compass readers

**Special Offer at DR's Marina ZarPar for Compass Readers**

Here's another good reason to have the *Compass* aboard. Marina ZarPar, the Dominican Republic's newest marina, which specializes in catering to cruising boats, has announced that it will provide ten percent discount off the published rates (see [www.marinzarpar.com](http://www.marinzarpar.com)) to any arriving boat that can produce a copy of *Caribbean Compass*!

The marina is located at 18°25.50N, 69°36.67W near Boca Chica on the south shore of the Dominican Republic. The international airport, Las Americas, is just seven miles to the west and has daily flights to most major destinations. The marina has 150 well-designed new slips with free water and WiFi. For more information see ad on page 12.

**Didier Becomes IGY's Southern Caribbean Ambassador**

Island Global Yachting (IGY) congratulates Cuthbert Didier in his new role for the company, as he leads community and government relations in the Southern Caribbean region.

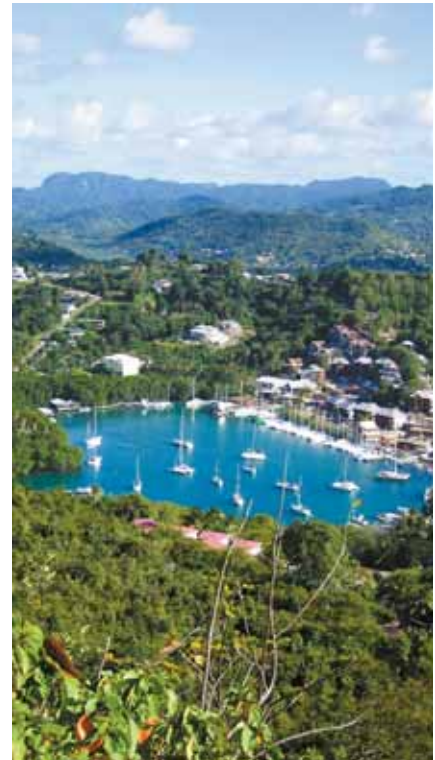
"We would like to thank Cuthbert Didier for his many years of exemplary service at the Rodney Bay Marina. He is practically an institution at the property, and was vital in our recent redevelopment of the marina," said Charles Garner, president of IGY. "Although he will be missed at the marina, we are so excited to now have him serve as an ambassador for IGY on St. Lucia and throughout the Southern Caribbean." (See related article on page 10.)

IGY acquired the Rodney Bay Marina in 2007, and recently completed a multi-million dollar renovation. The Rodney Bay Marina features 248 fully reconstructed slips and a new mega-yacht pier offering 32 berths with the highest quality of support facilities for mega-yachts up to 250 feet in length. A leading center for yachting, sailing and sportfishing, the Rodney Bay Marina also offers a 4.5-acre boatyard and is situated in a well-protected hurricane hole. For more information visit [www.igy-rodneymarina.com](http://www.igy-rodneymarina.com).

**Upgraded Services at the Marina of Marigot Bay, St. Lucia**

While the economy has led many to reduce rates, The Marina at Marigot Bay in St. Lucia has also upgraded its concierge services to assure clients that their every need will be met beyond expectations. Clients are welcomed with a fresh bouquet of flowers, locally manufactured rum and details of every facility available to them in Marigot Bay and St. Lucia. Concierge services include hotel bookings, restaurant reservations, land taxi arrangements, car rental services, flight bookings, tours and excursions, floral arrangements and onboard entertainment organization.

If you're making last-minute decisions about summer berthing arrangements, remember that The Marina Hurricane Plan has been approved by all insurance companies that have vetted it. The docks are designed to support 120-foot yachts in 100-knot winds. Moorings are on eight- and 16-ton concrete weights imbedded in the silt bottom of the bay. No yachts have been damaged by wind or sea conditions in the inner part of Marigot Bay since records began. For more information visit <http://marigotbay.com/themarina>.



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# Talking with the New 'Yachting Ambassador', Cuthbert Didier

Cuthbert Didier is well known in the Caribbean yachting community as the long-time manager of Rodney Bay Marina in St. Lucia. He has recently left that position to lead community and government relations in the Southern Caribbean for Island Global Yachting, a company that owns, develops and manages marinas worldwide. Cuthbert talks with Compass about his new role and his vision for yachting in the Caribbean.



*"I always say that when God made these islands he said, "Come, let there be yachts!""*

**CC:** As a young St. Lucian, you joined Rodney Bay Marina as accountant in 1986 and rose to become the company's General Manager. Were you interested in boats or sailing before working at the marina? Tell us a bit about your background.

**CD:** I started at Rodney Bay Marina with a charter company called Starlight Charters. In fact I was a tax officer before starting in the yachting industry, but yachts always had the lure of freedom and untamed limits for me.

I worked for that charter company for one year before they moved to St. Maarten. During the move, Rodney Bay Marina's owner, Arch Marez, approached me on a Saturday to become the accountant at the marina; by Monday I started the job. Arch wanted someone to build the accounting department, and as I had a strong tax background at age 17, he picked me.

I am an economist by profession, having studied at George Mason University, the University of Wisconsin and Wharton Business School. My major was in Economics and Labor Management. I have also attended the Advanced Marina Management School of the International Marina Institute and numerous university courses relating to marina management. In 2000 while at Rodney Bay Marina, I did several groundbreaking studies for the UNECLAC (United Nations Economic Commission for Latin America and the Caribbean), which quantified the economic impact of yachting in the OECS islands. In 2005 I completed a study on hotel taxation and operating costs for the Caribbean Hotel Association.

**CC:** In much of the Caribbean tourism industry, including the yachting sector, top management positions are filled by non-Caribbean nationals. Why was your situation different? Would you advocate management-training programs in the yachting sector? Why or why not?

**CD:** Yes indeed, my situation was very different in that I had a personal relationship with the owner of Rodney Bay Marina and his family. Arch took a personal interest in me and encouraged me to explore higher training. In fact, he financed two years of my bachelors' degree. It was always his intention that after I got qualified I would return to improve the business and help him get a return on his investment.

Yes, I strongly advocate management-training programs in the yachting sector. There is no reason, given the natural resources in all these islands for great marinas and boatyards, that we should not have qualified persons from the region managing these sites. Being from the region gives a different perspective to the management angles, especially when dealing with cultural issues which impact labor and government relations. Several years ago I did a strategic paper for the Marinas Association of the Caribbean (now the Caribbean Marine Association) and one strong recommendation was a regional management school to groom marina managers from the region.

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**CC:** Island Global Yachting (IGY) acquired the Rodney Bay Marina in 2007. Your new position with IGY is as an "ambassador" for IGY, leading community and government relations in the Southern Caribbean region. There has also been talk about a new position with the St. Lucia Tourist Board, also having to do with yachting.

If you took a snapshot today of the yachting sectors in the Northern and Southern Caribbean, what would you see as the main differences? Would you define any of these differences as strengths or weaknesses?

**CD:** The yachting sector in the north differs from the yachting sector in the south for many reasons.

First off, the northern yachting sector is mature, having been a charter-driven product for years. The BVI, St. Maarten, St. Barths and Antigua have always been stronger charter bases. While the infrastructure has only recently been developed, the yachts which ply these waters have always been charter driven. This has created natural expansion of the services which are needed to support this charter-driven product.

However, in the south, with the exception of Martinique, the yachting product is driven mostly by cruisers. Even though the Grenadines are the biggest yachting playground in the world, most of the charters do not originate in St. Vincent. And only within the last ten years or so have we seen the development of yacht charter bases there.

While the north has a stronger customer focus on the chartering aspect, the south has always been cruiser driven. However, the two have complemented each other and helped the entire Eastern Caribbean develop a unique yachting product in the world.

**CC:** You have said (in 2005), "It is time for us to recognize that our competition in the yachting industry is not among ourselves in the Caribbean, but rather with other regions of the world. Once the Caribbean can do that successfully, then the yachting product will improve in terms of services and investment." How will your IGY mandate for the Southern Caribbean area mesh with this regional aim? What are the Caribbean's main strengths and weaknesses compared with destinations such as the US (e.g. South Florida or the East Coast) and the Mediterranean?

**CD:** I see my new mandate as helping implement best practices, both recommended and learned, in all IGY Marinas. Once we have a uniform approach for duty-free fuel, importation of spares, creating seasonal events, etcetera, then the southern region will become a stronger yachting destination. Yachting in the Southern Caribbean has always taken a back seat to the cruise ship industry, however with a brand of marina from IGY having the same focus, I know that will change. Governments will pay more attention!

The Caribbean's main weakness, in my opinion, is the fallacy of this hurricane exposure. Every year hurricanes come off Africa and head to the eastern seashore of the United States; however we are the ones that are plagued with this insurance advisory for named storms. Also another weakness is the inconsistency in Immigration and Customs policies. We need to have hassle-free systems which encourage persons to stay, sail our waters and spend more time in this part of the Caribbean.

Our big strength is the diverse island cultures and the unique sailing waters. I always say that when God made these islands he said, "Come, let there be yachts!"

**CC:** What is your ideal goal in your new position? Who will benefit? Give some specific examples of what you hope to do to accomplish this goal.

**CD:** My ideal goal is to use the template I have used in St. Lucia, which is to reach out and educate and engage the government agencies which help facilitate yachting in all these islands. Of course by doing so, we all will benefit — IGY marinas and the islands — through greater revenues.

For example, I want to work on the mini-rally concept which the OECS secretariat started, a rally that will encourage yachts to visit each island and view all these marinas as one destination rather than competing destinations. Also, creating yachting events which merge with present music events will help market local talent specific to the islands and marinas (such talents can home base at these marinas, becoming part of the product and experience). The IGY marinas should become key partners in tourism in all these islands.

**CC:** Do you care personally about the yachting sector, or would you be equally happy working in another sector?

**CD:** To say I care is an understatement. I have given 25 years of my life to working, advocating and developing the yachting product in the Caribbean. I care very much for Caribbean yachting. If I do work in another sector I will always explore links to connect that sector to yachting, no matter what it is.

**CC:** What would you pinpoint as the major needs of the Caribbean yachting sector today?

**CD:** The major needs for Caribbean yachting are:

- Hassle-free Customs and Immigration policies
- Better and more efficient law enforcement on the water
- More skilled vendors servicing the yachts in the region
- The need for Caribbean governments to fully appreciate the economic value of yachting.

**CC:** Can the yachting sector benefit from the global economic downturn? If so, how?

**CD:** The yachting sector can benefit from the economic downturn. This sector must learn from the land-based tourism industry and take the time during these tough times to control costs and focus entirely on the demands of the customer. In these times, if we learn how to be lean and efficient but customer friendly, we will not only survive but also win new markets.

**CC:** What trends do you see in yachting infrastructure, legislation and demographics?

**CD:** I see the region having more mega-yacht facilities, both marinas and boatyards. The present legislation on all the islands does not fully facilitate this growing yachting industry.

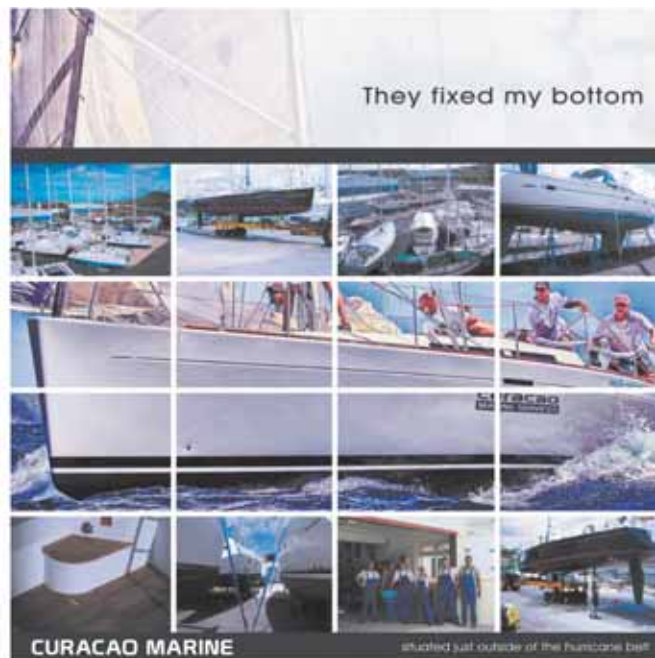
We need more modern Yachting Acts which interface with the Shipping Acts. Grenada is an excellent example.

I see within the next five years more yachts of all sizes in this region. The challenge will be to control carrying capacity at each marina as these islands continue expanding. The yachts are getting bigger and more demanding of marina services such as electricity and waste disposal. While this is a business opportunity, it can also be an environmental challenge. The marinas and boatyards must become more eco-friendly.

**CC:** Is there anything else you would like to say?

**CD:** Yes. The time has come for all the island nations to now have Ministries for Yachting. This industry can't be serviced by limited presence on tourist boards. The yachting sector needs its correct place in the halls of government.

**CC:** Thanks very much, Cuthbert, for sharing your insights with *Compass* readers. We wish you all the best in your new endeavors.



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# BLUE WATER Sailing

The World's Best Cruising Magazine

# HIGH-CALIBER OF YOUNG TALENT

By Carol Bareuther

Eighty-two seven- to 15-year-old sailors from 13 nations and territories — Barbados, Bermuda, the British Virgin Islands, Canada, the Dominican Republic, Guadeloupe, Puerto Rico, St. Maarten, Spain, Trinidad & Tobago, the USA, Venezuela and all three US Virgin Islands — competed in the 17th Annual Scotiabank International Optimist Regatta, sailed out of the St. Thomas Yacht Club from June 19th to 21st.

Ten-year-old Abigail Affoo from Trinidad & Tobago was one of those sailors. Affoo not only followed a fam-

same time, we had all kinds of conditions. Light in the morning, heavier in the afternoon, and huge swells that the kids surfed. It is a marvelous venue to prepare the sailors competing in the Optimist North Americans in the Dominican Republic in a few weeks."

The Sea Star Clinic and Team Racing Championships preceded the Scotiabank International Optimist Regatta.

"The clinic was really good," said BVI sailor Mollie Donovan. "I learned different things, little tricks, that helped me to get my boat to go faster. It really helped me in the regatta."



# Scotiabank Optimist Regatta 2009 Winners

**Red Fleet**

- 1) Alex Sly, USA (42)
- 2) Christopher Williford, USA (49)
- 3) Ian Barrows, St. Thomas, USVI (66)

**Blue Fleet**

- 1) Arthur Fortune, Guadeloupe (45)
- 2) Owen McNeil, St. Thomas, USVI (184)
- 3) Romain Screve, USA (205)

**White Fleet**

- 1) Abigail Affoo, Trinidad (247)
- 2) Wiley Rogers, USA (339)
- 3) Thomas Walden, St. Thomas, USVI (400)

**Green Fleet**

- 1) Juan Diego Vargas, Puerto Rico (26)
- 2) Kenley Ryan, USVI (53)
- 3) Savannah Baus, Puerto Rico (58)

Left: Junior sailors from 13 nations and territories gathered in St. Thomas for hot single-handed boat racing

Below: Overall winner, the USA's Alex Sly



ily legacy — her now 25-, 23- and 18-year-old brothers have raced in this regatta — but she took home a trophy for winning the age ten-and-under White Fleet.

"It was fun!" says Affoo, whose smile says a thousand words.

The race for first overall is one that took an abrupt turn in the very last race. The USA's 13-year-old Christopher Williford was leading the pack all weekend until an "over early" in the final race, which put him behind and led fellow USA sailor, 15-year-old Alex Sly, to take over the lead and also win the 13-to-15-year-old Red Fleet.

"I just waited until the end to do something," says Sly, who combined good starts and consistent scores to stay near the top throughout the regatta.

Meanwhile, Arthur Fortune, from Guadeloupe, finished second overall and first in the 11-to-12-year-old Blue Fleet.

"There was a lot of talent out there on the water this weekend," says chief judge, Don Makowiecki. "Every year the competition gets better and better. At the

The clinic was packed with skilled sailors, including two former South American champions as well as the US Worlds team.

Agustin "Argy" Resano, USVI National Opti Coach and organizer of the Clinic and Team Racing Event with other Optisailors.com coaches, says, "The clinic was very intensive with a strong emphasis on starts, strategies and tactics since most Caribbean sailors attending this clinic do not have the opportunity to sail with big fleets too often."

Thirteen teams of four junior sailors each took to the seas off St. Thomas's east end to compete in the 2009 Sea Star Team Racing Championships. At the end of the day, it was Team US Virgin Islands (USVI) that emerged victorious.

"In the past, every time we lost we'd learn from our mistakes and get better," said Kyle Brego, one of the champion Team USVI sailors. "This year we had some new team members and practiced a lot. It paid off."

Team Puerto Rico and Team USA finished second and third, respectively.



The Dominican Republic's newest marina catering to the needs of cruising yachtsmen  
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# REGATTA NEWS

## Opti Kids Take Klein Curaçao Challenge

On June 13th, nine Optimist sailors between 11 and 15 years of age challenged themselves to sail in



Curaçao Opti sailors setting out on a 30km voyage

Optimist dinghies from the offshore isle of Klein Curaçao to Curaçao — a 30 kilometre crossing on open seas with high waves and strong winds.

Why? Firstly, to make people more aware that around Curaçao are splendid waters, which should be used to the fullest. Secondly, to show that children are able to do more things than one frequently thinks. In addition, this was intensive training for the North American Optimist Championships (Optinam) 2009, with an emphasis on the downwind technique. And finally, to raise money to participate in Optinam 2009 which was held from June 30th to July 8th in the Dominican Republic.

From Curaçao, the kids and their boats embarked on the motor vessel *Mermaid* for Klein Curaçao. After a briefing by coach Martin Jenkins, the sailors departed Klein Curaçao aboard their Optimists at around 11:00AM, accompanied by five rescue boats. The conditions were Force 4 to 5 with waves between 1.70 and 1.90 metres (five and a half to six feet) in height.

With just a couple of copizes and nosedips, all sailors reached the Lions Dive Hotel safely at around 4:30PM. Kevin van Otterdijk (age 14), Kevin Maas (13), Jarik Bijsterbosch (13), Eugene (15) and Louis (13) Hendrikk, Deion (13) and Jordan (11) van Rooijen, and Just (13) and Oddie (11) van Aanholt can be very proud of themselves.

At the beach, parents, family, friends, sponsors and the press welcomed the team. Mr. Millerson and Mr. van Wilgen of the Netherlands Antilles Olympic Committee presented the AHO flag to the team, congratulated them and wished them good luck at the Optinam 2009.

The Optinam 2009 team is sponsored by ENNIA, Banco di Caribe, DAE, Lions Dive Hotel, CMTC, Curaçaoe Wegenbouw Maatschappij, Elite Dry Cleaning, Figos Bonaire, Figos Curaçao, Hemingway, Livingstone, Mermaid, Onsoftarch, Sombal, Seaquarium, Wet & Wild & Willemstad NV.

For more information contact marjolein.van.aanholt@gmail.com.

## Sea Hawk Tops Quantum Sails IC24 'Worlds' in Tortola

They say the IC24 was conceived as a boat that could be comfortably sailed by families, and the crew of *Sea Hawk* proved that over two days of racing in Tortola, June 13th and 14th, sweeping to a 12-point

The Sunday brought fresher breezes. Team *Lime* had two wins and a second, setting up a final-race battle for second overall. Young sailor Donte Hodge struggled the first day aboard *Intac* but showed a definite improvement on the second, beating several older



BVI-based IC24s in close competition at Quantum Sails 'Worlds'

margin of victory after ten races in the Quantum Sails International Regatta, organized by the Royal BVI Yacht Club. Skipper Michael Hirst sailed with wife Sayula, brother Robbie, and Becky Paull-Rowlette and Mark Stephenson. This crew did not have it all their own way, as other boats won five of the ten heats; at the end of the day consistency came through as *Sea Hawk* finished lower than second only once.

Local teams raced all the eight boats in the fleet. Local Quantum Sails manager Kevin Wrigley explained, "While boats from other islands were unable to come this year, the competitors were nonetheless international in nature, including BVI Islanders, Scots, Irish, English, Kiwis and Americans."

On the Saturday, Chris Haycraft's *Latitude 19*, with family crew of Bob and Kara Phillips, won the first race. The Hirsts took the next two, but as the afternoon held stronger breezes, a slip down to fifth place in one race made *Sea Hawk* seem suddenly vulnerable. *Latitude 19* posted finishes of 3, 3 and 2 to end the day just four points back. Individual race wins were also posted by George Lane aboard *Grey Ghost* and young Olympic aspirant Alec Anderson on *Lime*.

and supposedly wiser heads.

For the final race, Committee Chairman Guy Eldridge and his team ran the three-lap course. While *Sea Hawk's* victory was secure, *Latitude 19* was one point behind *Lime*, and *Latitude 19* would have had to win with one boat between himself and *Lime* to take second place. At the end *Lime* slipped past Andrew Waters' *Concherer*, the last intervening boat, to tie *Latitude 19* on points and take second place by virtue of having won three races to *Latitude's* one.

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

## St. Lucia YC's Opti Championship and Fun Day

On June 13th, 13 of the island's top under-15 sailors battled it out for the second annual St. Lucia Optimist Championships, demonstrating skills learned from coaches Rob Hemming, Chris Lowe and Katie Yeo at the St. Lucia Yacht Club's Youth Sailing Programme.

The morning's schedule was for three races, and driving rain with squalls of up to 20 knots made for tough racing on an Olympic-type course. Marcus Sweeney (13) had two strong victories, and then Stephanie Lovell (13) took the third race in the morning, followed closely by Thomas Meixner (13) and Marion Bardies (14). The afternoon saw the weather change to sunny skies and steady winds, making the racing very competitive.

—Continued on next page

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—Continued from previous page  
 Marion Bardies led often, with Raina Bergasse (14) also spending time at the front.  
 Going into the last race, the overall trophy was still up for grabs with Marcus barely ahead of Stephanie.



Junior sailors fighting for the second annual St. Lucia Optimist Championships

Marcus had a terrible start and had to battle back from well down the fleet. Stephanie did everything she could to take the lead from Marion on the second lap and went on to win the race. Alas, it wouldn't be enough, as Marcus showed the perseverance of champion and climbed all the way back to finish second and take the overall title. Stephanie took the Girls' Trophy, and Luc Chevrier sailed a consistent regatta to take home the 11 & Under Trophy.

A week later, on June 20th, 28 sailing kids from the St. Lucia Yacht Club Youth Sailing Programme showed up to have some extra fun at sea and on the beach at the SLYC End of Term Fun Day. Four teams were formed: Solar Powered, Schizophrenic Pathogens, Blue Tied and Grasshoppers. Sailing Programme Administrator Lily Bergasse headed the organization.

The day started off with trivia questions, including "How old is the Yacht Club?" (45 years!) and "Who is the Commodore?" (Charles Devaux). The kids then had to make a balancing "sculpture" with recycled material — not as easy as they thought! An obstacle course combined running, crawling, swimming and human wheelbarrow wearing four buoyancy aids. Needing a break from the heat, the sailors then retreated to the TV screen for Coach Rob's last lesson on mark rounding, based on video footage of the previous week's Opti racing.

In the afternoon, the games continued with rigging boats, boat racing and a flag race. The Fun Day's winning team was the Schizophrenic Pathogens.

A special presentation to departing coaches Rob and Katie on completion of their contract with SLYC was made by Lily Bergasse. She made the point that the training sessions had been outstanding: this year SLYC had 40 sailing kids!

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

**T&T Female Dinghy Skipper of the Year Wins Big in St. Thomas**

Hours after ten-year-old Abigail Affoo received the trophy for Best Female Dinghy Skipper at the Trinidad & Tobago Sailing Association's yearly prize-giving on June 13th, she and her father, Joseph Affoo, were on their way to St. Thomas, USVI for the 17th Scotiabank International Optimist Regatta (see full report on page

12). After an intensive three-day clinic, Abigail Affoo and 73 other sailors competed in three different age groups to determine this year's Red, Blue and White Fleet winners.  
 Abigail competed with 15 other junior sailors in the



Ten-year-old Abigail Affoo from Trinidad trounced the White Fleet competition in St. Thomas

White Fleet and beat her competitors in eight out of the 12 races — thrashing second-place winner Wiley Rogers from the USA with a 92-point difference! At the end of the regatta Abigail not only took home first prize in the White Fleet but also placed herself in the top 25 by finishing 24th overall, leaving many older sailors behind her.

Abigail Affoo once again left Trinidad & Tobago along with fellow Trinidad & Tobago Optimist team members Derek Poon Tip and Kelly Arrindell and coach Mathew Schoener-Scott, to represent her country at the 2009 North American Optimist Championship in the Dominican Republic in late June.

The Trinidad & Tobago Sailing Association would like to thank the Sports Company of Trinidad & Tobago Limited for their continued support.

For more information contact [youthsailingschool@yahoo.com](mailto:youthsailingschool@yahoo.com).

**Heineken Regatta Curaçao Has New Website**

The new website of the Heineken Regatta Curaçao — [www.heinekenregattacuracao.com](http://www.heinekenregattacuracao.com) — has been launched!

As the organization of the Heineken Regatta Curaçao is improving on every point possible, so is the website. The new website is better structured, more user-friendly and the design is smoother. When you visit the site you really get into the mood for the second edition of the Heineken Regatta Curaçao on November 6th through 8th.

This year you can also sign up to Twitter so you will be the first to know all new developments and news updates on the Heineken Regatta Curaçao 2009.

**Fifth Annual Golden Rock Regatta for November**

The Fifth Annual Golden Rock Regatta will be held November 11th through 17th, hosted by the island of Statia (St. Eustatius). The Golden Rock Regatta includes races from St. Maarten to Anguilla, Anguilla to St. Martin, St. Martin to Statia, and Statia to St. Maarten. Participants from the surrounding islands are invited to join in at any point of the regatta.

This year's classes are Open Spinnaker, Open Non-Spinnaker, Multihull and Bareboat. Bareboat Class ves-



sels must be chartered from recognized fleets and only gear normally supplied by the company will be allowed — no spinnakers, poles or second headsails are permissible. However, beer coolers are always acceptable, and the costs of post-race sponsored parties and dinners are included in the entry fee. There are two monohull charter classes and a multihull class. Each charter vessel is pre-rated according to the Caribbean Sailing Association rating rule, and the different legs are individual trophy races and a team can race in any or all of them.

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

**Jolly Harbour YC Introduces Dinghy Sailing For All**

Jolly Harbour Yacht Club in Antigua is now offering regular dinghy pleasure sailing, training, and racing throughout the year at the north end of North Beach, Jolly Harbour.

—Continued on next page

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—Continued from previous page

Their fleet now comprises three Lasers, two Sport 16s, one Hobie 16, two Topper International One Designs and one Finn. Anyone wishing to sail will first need to



Jolly Harbour Yacht Club in Antigua is now offering regular dinghy pleasure sailing, training, and racing throughout the year

demonstrate a suitable level of competence to the instructor. Participants must also be able to swim 25 yards with a buoyancy aid, to be worn at all times on or in the water.

Pleasure sailing and practice is Saturday afternoons from 1:30PM to 4:30PM. Adult and junior dinghy sailing instruction is Sunday mornings from 9:30AM to 12:30PM. Every Sunday afternoon from 1:30PM to 4:30PM there is a series of Laser Races with up to four boats competing. Match races can be staged for crews in the Sport 16s or for individuals in the Toppers. The course is a nice reach, upwind, downwind course that takes about 15 minutes to sail. On the beach, while all this is going on, JHYC sets up a barbecue for all — bring your own food to cook, and your drinks. It is a fun social afternoon!

A nominal fee is charged for these sessions and the proceeds go to the Youth Sailing Program, which offers free dinghy sailing instruction to Antiguan children between the ages of eight and 18.

JHYC gratefully acknowledges the help and support of many individuals and Antiguan companies, but, particularly Anjo Insurance, A&F Sails, The Foredeck Bar, Sugar Ridge Developments and Signpro.

Book a boat with Pippa Pettingell at (268) 722-8468 or pippapettingell@hotmail.com.

#### St. Thomas YC's Rolex Regatta 2010

The dates of the 37th running of the St. Thomas Yacht Club's International Rolex Regatta (IRR) are set: March 26th through 28th, 2010.

This regatta is not only the oldest uninterrupted sporting event in Rolex's global portfolio but also one of the most professionally managed of the spring circuit regattas in the Caribbean.

"We welcome all types of boats, many of which sail under the CSA (Caribbean Sailing Association) rule,"

said Event Co-Chair John Sweeney, "and we also are one of the few regattas in the Caribbean to host IRC-specific classes. I'm happy to say it has caught on quite well and we are planning for an expanded IRC

place in the top three at different times.

The eventual winner was Markku Harmala, Team St. Barth Libre, with 27 points. Frits Bus's Team Aqua Maria placed second with 27.7 points. Third place went to



fleet again next year." IRR remains a part of the US-IRC Gulf Stream Series.

IRR directly precedes the BVI Spring Regatta and Sailing Festival, and the two events make up Virgin Islands Race Week.

Along with Island Global Yachting, USVI Tourism is a sponsor. The St. Thomas Yacht Club wishes to also thank Marriott Frenchman's Reef Hotel, Mount Gay Rum and Heineken, supporters of the event.

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

#### Wind Shifts Commandeer Caribbean One-Design Keelboat Champs

Ever-changing winds over the weekend of June 20th and 21st created challenges for competitors in the 8th Annual North Sails Caribbean One Design Keelboat Championships. Competition was intense, and in the end the difference between first and second place was only 0.7 of a point. Eighteen races were sailed over the two days, with 12 teams competing in eight boats, allowing four teams a break between races. The teams raced Sun Fast 20s in Simpson Bay Lagoon, St. Maarten.

Competing teams were from around the Caribbean, with sailors including Simon Manley and Frits Bus of St. Maarten, and Markku Harmala of St. Barths sailing 12 races each (18 total races for the fleet), allowing each team to drop one race from the results for the first time ever. The rules knowledge of the sailors was high, resulting in very little contact and dissension, and starts were at a consistently high level with boats lined up right across the line.

The points score was more compact than in most regattas, in spite of the leaders pulling away on points overall. They all spent many moments in the pack trying to break out, with some found on the scorecard in as low as tenth place. A great many sailors had a

Shifting winds challenged regional sailors at the Caribbean One-Design Keelboat Championships in St. Maarten

Simon Manley's Team Scuba Shop, with 33 points. For more information contact [director@heinekenregatta.com](mailto:director@heinekenregatta.com).

#### FISHING LINES

#### 59th Ernest Hemingway Billfish Fishing Tourney, Cuba

Twenty-one teams participated in the 59th Ernest Hemingway International Billfish Fishing Tournament, held out of Havana, Cuba, in late May. They sailed to the Gulf Stream to fish in the "Hemingway Mile" between Morro Castle of Havana and Cajimar, Hemingway's old fishing haunt. The event attracted 120 participants from 12 countries, including Russia, France, the United States, the United Kingdom, the Czech Republic, Canada, Spain and Holland.

The French crew of *Marlin X* won the tournament, with 1,000 points and three catches, followed by *Wet Dream* of the United States in second place, and *Havana* of Spain in third. This was *Marlin X's* third overall win for the event, which engraves the team's name on the tournament cup. Another French competitor, Francois Gerard April, won the award for the first catch while Team 18, aboard the English boat *Marlin XI*, won the award for the biggest catch (39 pounds).

The 60th Ernest Hemingway International Billfish Fishing Tournament will take place from May 24th through 29th, 2010.

For more information contact Club Nautico Internacional at [yachtclub@cnih.mh.cyt.cu](mailto:yachtclub@cnih.mh.cyt.cu).

—Continued on page 45



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**ONE** of the benefits of getting a reputation as a Full Blown Traveler is having people ask what you've been up to lately and then actually stay tuned in to hear the answer.

I often find myself obliged to tell the same tales many times. Fortunately, I'm not easily bored talking about myself. I also feel a strange sense of duty to entertain those less fortunate. Call it *verbal philanthropy*. It's the karmic price I pay for splashing around in the Caribbean as if it were my bathtub, again and again, while others have to make do with drooling over island-themed screensavers in their cubicles.

A few friends and acquaintances are bitter. These ask where I'm going next and then scrunch up their faces as if constipated. As if to say *I wouldn't go there if you paid me to*. But I never encountered as much facial constipation as when I told people that Yllithia and I were going on our first cruise. And I meant cruise, *as on a cruise ship*.

"Cruise ships are for the newlywed and the nearly dead," we heard. Many objected to the amount of weight gained on cruises, as if crewmembers recommended the soufflé by holding a gun to your head. And more than one person exclaimed, "That's not your style!"

I happen to be well aware of what my style is, and agree. My style isn't compatible with luggage featuring handles or wheels (I tote a backpack). My style has a stomach that churns at the thought of "formal night." My style is *whimsical* — the opposite of being told when I may leave and when I must be back *or else*.

But guess what: my style isn't dressing up as a drag-queen cheerleader, either, but one Halloween I did it anyway. Yllithia and I booked this cruise just for fun. And also because the itinerary had us hop-scooting between five Caribbean islands we'd never seen.

Enough friends and acquaintances scorned our cruise that I became determined to oppose their negativity with sheer joy. This would be the best cruise of all time. Ship rules would be bent until *my style* gushed in at the seams. The issue had become larger than *us versus them*. There was a truth at stake here that affected all travelers — were cruises only for the stereotypical cruise-ship passenger, or were the rest of us missing out?

**Aruba**

Aruba fascinated me for having an endemic rattlesnake. There are also cacti and sand dunes, making the place a "legitimate desert" in my book.

Yet Aruba's desert legitimacy was threatened by the fact that it was raining. In March. Was this some sort of pansy desert treated to regular sprinkles like a garden? I asked the rental car guy when he last saw similar weather.

"December," he said, "and then yesterday."

We rented a 4X4 Durango and rocked every puddle en route to Arikok National Park. The road traversing Arikok is dirt, so I worried that, courtesy of this untimely sprinkling, we would swiftly become mired in a vast landscape the consistency of pudding.

Nothing doing! Our confidence grew so large that we took a side road toward some interesting-looking limestone cliffs and accidentally found Quadirikiri Cave. Nobody there. Ceiling holes allowed in beams of sunlight and we used a headlamp to explore dark pockets where bats hung in crowds. On to Fontein Cave, where red pre-Columbian petroglyphs spoke mysteries overhead.

As we turned back, the rental car guy's advice rang true: "If you feel lost just follow the divi-divi trees: they all point to Oranjestad."

Aruba's beaches hold up to their world-class reputation. We snorkeled Baby Beach and had touristy Eagle Beach all to ourselves thanks to a fresh bout of sprinkles. Both beaches had white sand so fine it was like walking in clay.

Still there was time. And since I consider it a grievous *faux pas* not to partake of a country's local brew, Yllithia and I sat down to sample a Balashi. In the bar we couldn't help but notice that there were just two patrons: us. Solitude had been typical, with nary a tourist in sight all day.

A good omen.

**Bonaire**

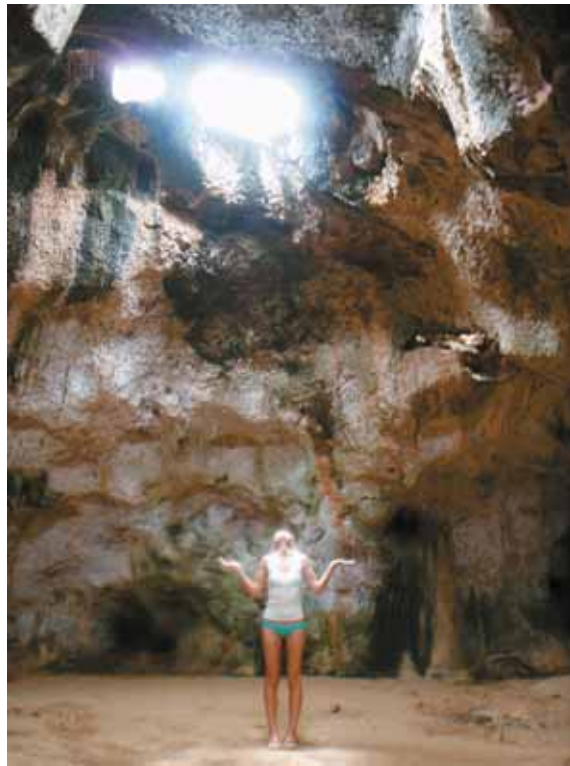
Pondering Bonaire's size and shape on a map before we arrived, one thing became certain: it was moped or bust.



Above: The author in Bonaire — moped or bust

# To Cruise or Not to Cruise, That is the Question

by Ryan Weaver



Left: Yllithia at Quadirikiri Cave in Aruba

Fortunately, right off the wharf a grizzled ex-pat sat in front of numerous mopeds. And since I doubted his intent was to ride them all himself in some sort of circus act, I asked how much for the day.

Soon we were ripping gleefully across Bonaire. It had rained recently. You could tell by the fresh-steeped aroma of the chaparral. If Mother Nature were on a cruise, she'd wear Bonaire After The Rain to formal night.

Bonaire is an island of peaceful drivers enjoying smooth roads — moped compatible indeed. We relished the warm Caribbean wind squeezing tears from our eyes as we hurtled along at 60 mph.

The rugged beauty of Lake Gotomeer leveled us. We were emotionally unprepared for this blue water with its islands and pink flamingoes.

Later, we pulled off onto a dirt road where wild donkeys stood contemplating the surf. The caves of Boka Onima looked like big limestone waves themselves, and we stood (like donkeys) in contemplation of their astrological petroglyphs. Yllithia was stupefied.

On the southern loop we blew past miles and miles of salt flats. These were shallow turquoise lakes accentuated by ruins, obelisks and windmills.

Bonaire is famous for its pristine reef, so we parked the moped under a tree and dipped in for a snorkel. The reef sparkled. The island rose even more in our esteem.

—Continued on next page



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—Continued from previous page

Bonaire felt like *home*, such privacy had we enjoyed. Nary a tourist in sight all day... again. It was as if the island had been evacuated and we'd missed the memo.

The score: Cruise 2, Nay Sayers 0.

### Grenada

As far as renting a vehicle in Grenada is concerned, anything less versatile than a tank is a liability.

There were signs that this would be so. First, the terrain was steep and cliffy and St. George's one-way roads were packed with aggressive drivers. Second, the wheel was on the right side of the car and one drives on the left side of the road (where, for some reason, all the cliffs are located). Third, we required a local license, which meant dealing with police. And fourth, the cop sweating profusely in his concrete office refused to glance up at us for seven minutes.

We rented a big fat Suzuki anyway. Grenada was too big to circle, but we outlined a pretty ambitious loop and set sights on accomplishing that.

The jungle was thick. Villages we passed were painted exclusively in Rasta colors. I spotted an exit for Concord Falls. Why not?

We were soon stuck behind two tour buses full of cruise-ship passengers moving at turtle-swiftness up the hill. This must be one of the "excursions" we'd heard people chattering about.

Concord Falls are interactive and therefore popular. The falls disappear into an 18-foot-deep punchbowl of clear green water. This allows for all sorts of ambitious high dives. Yllithia and I jumped a few times and explored downstream and when we came back everyone was leaving. The cattle bell had rung. *Already*. We kicked up our feet. Soaked up some sun. Relaxed.

After this, however, nothing was relaxing. The remainder of our loop looked simple on the map but wasn't in real life. Not one sign. We became stupendously lost in Gouyave. Locals looked at us as if we were Martians.



In Dominica, Phillip took us to Tia's Hot Sulphur Water Pool



Concord Falls in Grenada disappear into an 18-foot-deep punchbowl of clear green water

Next to Tia's Hot Sulphur Water Pool, where three jacuzzis of steaming mineral water were situated alongside a creek. We spent over an hour there — alone.

Phillip took us to the end of Dominica and back to Champagne Beach, where we snorkeled among bubbles rising from underwater vents.

It was a tough goodbye; Yllithia and I wanted to take Phillip with us. To mooch off his infectious good vibe. We toasted him with Kabuli beers, waiting until the last moment to board the ship....

### St. Thomas

Nothing to report on St. Thomas because we took a water taxi to Water Island instead. We returned to the ship in time to gorge on our last cruise buffet and disembark.

We'd decided to disembark 13 hours early, because all that remained of the cruise was a final snooze and an early wake-up call in Puerto Rico, whereupon everyone was to stampee the gangplank in an orderly fashion.

This did not sound like fun to us. But camping on St. John did. While unwinding on St. John we reflected upon our cruise. We laughed at the thought of our friends and acquaintances trying to pull off the same itinerary sans a ship.

There'd be numerous airplane tickets, to start. This meant claustrophobic flights, boring layovers and jetlag, whereas, by contrast, we on the ship swam in pools and played cribbage and went to shows.

Our friends would need to find places to sleep for seven nights. Hostel or hotel? We, by contrast, had private staterooms featuring fluffy beds that were magically made in our absence.

Our friends would play Digestive Russian Roulette by stepping into 21 different eateries. We, by contrast, had easy access to high-quality buffets and restaurants all day long. This — contrary to what we'd heard — was a decidedly *good thing*.

We couldn't speak for all cruises (yet). But in the Caribbean, where most islands can be circled in a few hours, nothing is out of reach. And although cruise ships tend to dock in ports whose principal offering is duty-free shopping, with even a little ambition it's easy to escape.

One's style need not be sacrificed upon the altar of ship curfew. For a Full Blown Traveler such as myself, this meant being able to explore rabidly. Especially to the ancient and abandoned places that Caribbean islands tend to hide in their nether-regions. Only here, in the quiet bowels of ancient caves and along abandoned stretches, do I feel that intimacy which endears a new land to me and makes traveling worthwhile.

A cruise did not prevent me from achieving this intimacy. It facilitated it. In the end, everyone (myself included) was wrong to think that my style was incompatible with Caribbean cruising, which is for the newlywed and the nearly dead and everyone else, too.

Kids punched at our car as we sped by for the third time.

As soon as we escaped Gouyave we sighed massively, but only until we got lost in the hills — which was even more frightening. Rustics hollered at us from cinderblock windows, "Wrong way! Turn 'round!" We envisioned missing the ship and shuddered. If only I had a tank, I kept thinking.

But eventually we found ourselves in Grand Etang National Park, where excursion buses were parked. This time sighting would not suffice. We downed a few Carib beers and retreated to the crater lake for a Zen moment.

Grenada was one of those experiences you label "an adventure."

### Dominica

The number one reason we booked this cruise was Dominica. I'd wanted to visit for years. On this island, nature was *unleashed*.

A row of taxi drivers lurked at the end of the wharf. I braced myself for impact. A man named Phillip approached us and I immediately asked about renting a moped. He laughed, pointing to the hills behind him. A car then. Nobody rents to cruise ship people anymore, Phillip said.

Hard to believe. Denial of tourist money was unheard of. But Phillip took us to a rental agency and proved himself honest. We hired him on the spot.

Our advice to anyone going to Dominica: HIRE PHILLIP. You won't do better on your own and you won't find better. Three random taxi drivers stepped up to us during breaks and said, "You have a good man. The best."

Phillip was in no hurry. He stopped in the middle of the road to point out native riches. Breadfruit. Papaya. Prickly pear. Avocado. Grapefruit. Banana. Plantain. We detoured through a botanical garden to see what a Cannonball Tree is.

Phillip chauffeured us to Trafalgar Falls. Here three cascades plunge from adjacent gorges onto one pile of rocks, forming a torrential river on the spot.

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Aboard the tug *Lucaya*, approaching an oil tanker that is ready to depart the dock at Bonaire and head to sea

# TUG OF THE SEA

by Patrick Holian



From my perch at Playa Lechi (Milk Beach), I have a commanding view of the bay that dominates Bonaire's leeward shore in the southern Caribbean. Between residential Punt Vierkant to the south and the northern peaks of the national park by Playa Frans, I scan a vast sea daily. Ospreys and pelicans jockey for fish dinners. Visiting yachts hook up to the moorings, floating in from points around the globe — Brazil, Japan, Sweden, Australia and others. KLM, Delta and Divi Divi Airlines approach their landings over the aqua blue in search of Flamingo Airport, Bonaire's pink edifice to modern aviation. It is easy to spend the morning with coffee and binoculars in hand, and just watch the action. But *Lucaya* and *Tahiti* are what often catch my eye. These are massive tugboats owned by Rotterdam-based Smit International. And as I was to find out, they accomplish incredible feats on the water.

The process of getting on deck was another matter. I decided to first approach the corporate headquarters of BOPEC, the Bonaire Petroleum Corporation, for permission to ride the tugs. The company leases Smit tugs to guide oil tankers in and out of the BOPEC terminal on the north end of the island. I drive the "tourist" road that hugs the rugged coral coast in my search for their office. I pass the dive sites of Jeff Davis, Witches Hut, and 1000 Steps. The Venezuelan salsa on the AM radio gives some rhythm to the ride. Twenty minutes later, I pull up to the gates of BOPEC. The company guard motions me to park and to come in the office.

As I step inside, the man asks me what I want. "I would like to speak to someone

concerning the Smit tugboats. I'm a writer."

The guard looks me up and down. "Not dressed like that you're not."

I am wearing a cotton shirt, shorts and sandals — my usual clothes for Bonaire. The guard sternly continues. "You can't wear shorts here, and you need to wear proper shoes. Not those," pointing to my rather sporty Keens water shoes.

His manner is as frosty as the frigid air-conditioned air hitting the back of my neck. The old air-con machine rattles, filling the quiet pause in our conversation. Obviously, I have made a major mistake in island business etiquette.

I apologize about my attire saying that I just retired and moved here. I let the guard know that no lack of respect was intended. He softens a bit and tells me his name is Roland. We then talk for about half an hour. Roland wants to know where I was born. "Oh yes. I know Cleveland. The Indians!" He inquires about my profession. "A writer. That's very important work." We discuss languages. "You need to learn Papiamentu. Then, the local people will have respect for you. Respect!" Roland hits his chest with a closed fist for emphasis. I get the point and agree.

I get up to leave. Roland says he is sorry that he could not let me enter. "You know, regulations. You might try contacting Rob Santiago, the harbormaster in Kralendijk. He might know whom you need to contact for permission. Good luck."

I soon find out that I need more than Roland's good wishes. Harbormaster, Rob Santiago, tells me to contact Willem van Rohn.

—Continued on next page





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—Continued from previous page

Willem is the Smit Boat representative who says it is fine for me to go on the tug, but I need to call Captain Johnny Craane. Johnny says it is okay by him, but first I need permission from BOPEC marine administrator, Alfred Nicolaas. Hearing this, I start searching for my suit for a return visit to the headquarters. But I call Alfred first and explain my request to him. He immediately agrees to it and tells me that BOPEC's Francis Domacasse will make the final arrangements for my voyage.



Francis and I become great telephone buddies. We endure two weeks of late calls, cancelled schedules, and missed opportunities. He and I elevate the art of telephone tag to new levels. But in the end, Francis comes through. Forty-two days after my visit to the BOPEC guardhouse, I am standing on the deck of *Lucaya* as we steam north.

"I don't have blood in my veins. I have salt water." So says my captain for the day, Andy Domacasse, cousin to Francis and also to the lieutenant governor of Bonaire. The Domacasse family has a long history on the island. "When I was two years old, my father took me out to sea in his ten-foot rowboat. We fished together every day. That's what he does for a living. So I have a strong bond with the sea."

We now pass the outer shore of Klein Bonaire. Today, our usual blue skies and seas are absent. The tug meets slate-gray waves and black clouds above. The weather is foul. Lightning and thunder roar overhead. A squall is blowing through. But I feel little of this standing in the cozy pilothouse of *Lucaya*. This Japanese-made tug cruises at a comfortable eleven knots. Three hundred and sixty-eight tons of massive metal simply pushes the sea aside. Andy controls this behemoth with a few diminutive hand controls. A tiny, black wheel steers the boat by moving the direction of the tug's two propellers. Two handles with black balls on top control the amount of thrust for each propeller.

"Steering this boat is an art. Either you have it or you don't, explained Andy. It's like a dance. When we reach the terminal today, we have 'one out' and 'one in'."

What that means in tugboat talk is that *Lucaya* and *Tahiti*, the other Smit tug following close behind, are going to push one tanker out to sea and then guide another back into the dock at the oil terminal. BOPEC is a storage facility, not a refinery. Venezuela has plenty of crude oil, but they are lacking deep coastal waters that allow the supertankers to dock. So they have to go through a two-step process. First, the oil is transported to Bonaire in smaller tankers and stored on land. Then, the supertankers dock at BOPEC, fill up, and distribute the crude to refineries around the world.

When we get to the terminal, I see the Cyprus-registered tanker *Nordstrength* awaiting our arrival. Andy cruises up, bow first, to the tanker's midship. I see the gigantic black tires on the front of *Lucaya* compress flat. I don't even feel a slight bump. *Tahiti* arrives now and does the same thing with a soft kiss near *Nordstrength's* bow. The radio blares unintelligible verbiage into our pilothouse, and Andy inter-

prets. "We have a change. The other tanker to come in today has been delayed. They haven't received the proper orders from their company to make landing. So it's just 'one out' today."

Both tugs now push against the tanker, moving it toward the dock. This allows *Nordstrength's* crew to release the dock lines. Then, the mechanized winches bring the lines aboard. This takes about twenty minutes. Meanwhile, I watch three crewmen on the ship deploy a gangplank along the starboard side. This allows the BOPEC pilot to leave the *Nordstrength* once it is headed out to sea. The ship's captain will then take back control of the tanker.

Again the radio blares out a command that only cops and captains can understand. "I've just been told that we need to go to the other side of the ship and push it away from the dock," says Andy. "*Tahiti* will take the pilot to shore when we're done." While *Tahiti* rigs a line to pull, Andy deftly maneuvers *Lucaya* around the tanker and begins pushing the towering ship away from the dock. This nautical tug-of-war takes only a few minutes before *Nordstrength* is pointing toward the shores of Venezuela. Our job is complete.

As we head back to Kralendijk, a deckhand brings up a bowl of fish soup for Andy. It smells great, but the cook only prepared enough for the four-person crew. "This

Left: Captain Andy Domacasse

Below: Back in port at Kralendijk



fish was caught last night," says Andy. "Whenever we have a delay, one of the guys drops a line overboard. We always have fresh fish to eat. How would you like to steer the boat for a while so I can eat my soup?"

I jump at the chance. I am instructed to make only small adjustments to the four-inch diameter wheel now in my hands. I look ahead. *Lucaya* is heading directly toward the rocky shores of Klein Bonaire. While the island is still off in the distance, adjustments in course need to be made. I tweak the wheel to starboard and look ahead again. No change. I only see a school of flying fish leaping away from our massive bow. I move the wheel to the right two more times. Soon, Andy laughs. I, too, am heading now to Venezuela. I gradually bring *Lucaya* back on course and we easily skirt Klein.

As we approach home, Andy takes over. The fish soup is done and the bad weather has vanished. The bright yellow buildings along Kralendijk harbor loom ahead under sunny skies. The deck hands heave heavy lines from boat to shore. The tug of the sea has returned.

In 2002, Patrick Holian began freelance writing for a number of magazines including *Sailing*, *Water's Edge*, *Earth Island Journal*, *Fiery Foods and Sabrosos!* He now lives full time on Bonaire with his wife, Hettie, a Catahoula swamp dog, Spark, and a sailboat, Kontentu, which means happiness in Papiamentu.

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# WESTERN CUBA CRUISING UPDATE

## Part Two: Sightseeing

by Suzanne Austin



1952 Chevy with 2009 inspection sticker

The author and her photographer-captain husband are currently cruising the mid-Caribbean aboard their catamaran. Here she shares details of their recent cruise of the western half of Cuba.

### Sightseeing

Many European tourists visit Cuba, the tourism standards are rising with European investment and, with the sharp decline in sugar production, the tourism industry provides the mainstay of the Cuban economy. North American tourists are also seen here regularly, and the country is poised to expand its infrastructure to accommodate the anticipated huge influx of US citizens when the current official ban is lifted. (Even now, US visitors are warmly welcomed.) Psychologically, every Cuban we met is waiting with great expectation for that time, anticipating cultural interaction and a higher standard of living from normalized relations with the US. Several bills have recently been introduced in the US Congress to lift the travel restrictions, and the *New York Times* reports that the very vocal, previously anti-Castro Cuban-American Foundation has sent an extensive memo to President Obama recommending resuming official Cuban-American relations, lifting the travel ban for all US citizens and investing both US public and private funds and equipment into the Cuban economy to support a new era. (Who knows, maybe Cuba's pent-up demand for private cars might even save Detroit, and converting the now underutilized Cuban sugarcane industry to production of biofuel for export could even make a dent in the world's over-dependence on oil with no negative rainforest destruction. Win-win!)

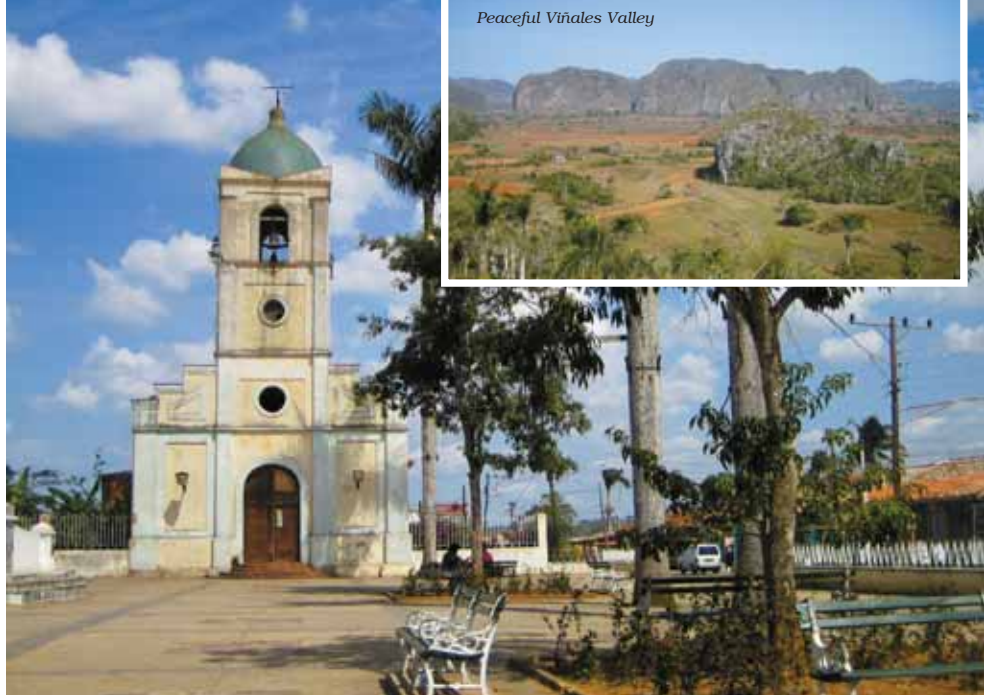
### HABANA VIEJA

Much has been written about Old Havana, which remains a charming and lively echo of colonial and pre-Revolutionary times. The buildings are being restored to their original elegance as funds permit and reutilized for hotels, restaurants, dance clubs and museums. The Museo de la Revolución is extensive, and it is particularly interesting for Americans to view events of the past century from the Cuban perspective of Cuban-American-Spanish relations. A visit to the famous Hotel Nacional takes you back to the 1930s, '40s and '50s, haunted by ghosts of bygone riches (some ill-gotten), celebrity and excess.

Fabulous Cuban music and good food abound: the city throbs with rhythms, sights, sounds and scents around every corner. This is an area to just wander around, while marveling at the mechanical skills involved in keeping the famous old American cars (most of which are now taxis) running in style. My big regret was that we arrived in Havana too late to attend a performance by Alicia Alonso's world-renowned Ballet Nacional de Cuba.

For dining out or attending concerts or dances, it is simple to hire a private taxi from the marina. There are dozens of fine restaurants in the city and surrounding suburbs, some in private homes. [Editor's note: *The famous Tropicana nightclub is expensive and the food is dreary, but the extravagantly over-the-top outdoor cabaret is unforgettable.*]

A typical Cuban country town plaza



Peaceful Viñales Valley



### • PINAR DEL RIO

With another yachtie couple, we hired a driver and car from the marina for a day trip down the Pinar del Rio peninsula, where the landscape is distinctly rural, green and lush with coffee, tobacco and sugar plantations. Evidence of the toll taken by recent hurricane damage was striking. There were also areas of ecological concern, with model reforestation programs and crop rotation. The views of the limestone cliffs and pines of the Viñales Valley were spectacular from the restful deck of the Hotel Jasmine where we stopped for morning coffee. A boat ride through the stalactite-strewn underground river at the Cueva del Indio was a fun interlude.



Above: In cities, there's live music everywhere



Left: Boat ride through the Cueva del Indio

Lunch was arranged at a private home, with fish or lobster, salad, rice and fresh vegetables at 10CUC, another sign of Cubans finding ways to "make it". We particularly enjoyed a (free) tour of a secret private botanical garden in Viñales, lovingly tended for 60 years by two elderly sisters.

The car this time was a well-maintained Russian Lada, which actually ran quite smoothly, although it was not as roomy as the old American "boats". Conversations with our young driver reinforced the

cheerful outlook of the other Cuban people we met, as we talked about his family's experiences before and after the Revolution, as well as his hopes for the future. Like other Cubans born and raised in the impoverished countryside, he most appreciates the opportunities for free education and health care afforded him after the Revolution. When not hustling a tourist job, he works in maintenance at the marina.

### • TRINIDAD

Our last touring excursion was out of Cienfuegos to the colonial city of Trinidad, a World Heritage Site. The former wealth created by the French planters was clearly in evidence here in the beautifully restored colonial buildings, churches and gardens. For real contemporary fun, though, you can't beat the everyday street life around the Plaza, noisily highlighted by vigorous debates regarding the previous night's baseball game in a major televised series event featuring Puerto Rico versus the USA. Clearly the national pastime!

We had a delightful respite at a café featuring Afro-Cuban dancing and a truly refreshing rum alternative to the ubiquitous mojito, which substituted honey for the usual mint leaves. Yummy! For us, the highlight was a full-course lobster luncheon in an old mansion, accompanied by the reputedly greatest saxophonist in Cuba and his group. We couldn't resist purchasing the CD to keep the memory of the magic music with us.

Our driver for this tour was a former professor of English. His wife is a lab technician and, with two small children, he especially looks forward to more American tourists and business coming to Cuba, where his fine English skills can be maximized.

### Security

Whether on the boat or travelling on land, we never had a moment's worry about theft of boat gear or personal security.

### Resources

Calder, Nigel. *Cuba: A Cruising Guide*, Revised 1999 Charles, Simon. *The Cruising Guide to Cuba*, 2nd Edition, 1997  
Copeland, Liza. Chapter 13, "Cuba", *Comfortable Cruising*, 2001  
Pimiento, Elena. "Three Days in Havana", *Caribbean Compass*, November 2003, and "A Day in Pinar del Rio", *Caribbean Compass*, December, 2003  
*Guía La Habana* and *Guía Cienfuegos/Trinidad* (monthly magazines)  
*Cuba Rough Guide*, 2003  
*Lonely Planet Cuba*, 2006  
Cuba Chart Book 1: Havana to Puerto Cortés, Bluewater Charts  
Electronic Cuba Charts: C-Map, Maptech, BBS

### Bottom Line

The early months of 2009 were a most interesting time to sail the western part of Cuba. The never-crowded cruising was sometimes challenging, the landscape beautiful whether viewed from the sea or the land, the culture wonderful to experience and the Cuban people so very warm, open and joyous in temperament. We hope to return soon.

After five years living on our 42-foot Catalina, S/V *Sandcastle*, and cruising the Eastern Caribbean, Roger and I decided to head west. Little did we know how much we were going to enjoy Cartagena in Colombia. But after a few months exploring that grand old city and making a boatload of friends, we headed off to Islas del Rosario, a group of islands about 25 miles away. Our intention was to make a quick pitstop there and clean the boat of the city grime and barnacles, shine the brightwork, relax and prepare to move on to the San Blas islands in Panama.

personal". Roger and I went back three times just to see them all.

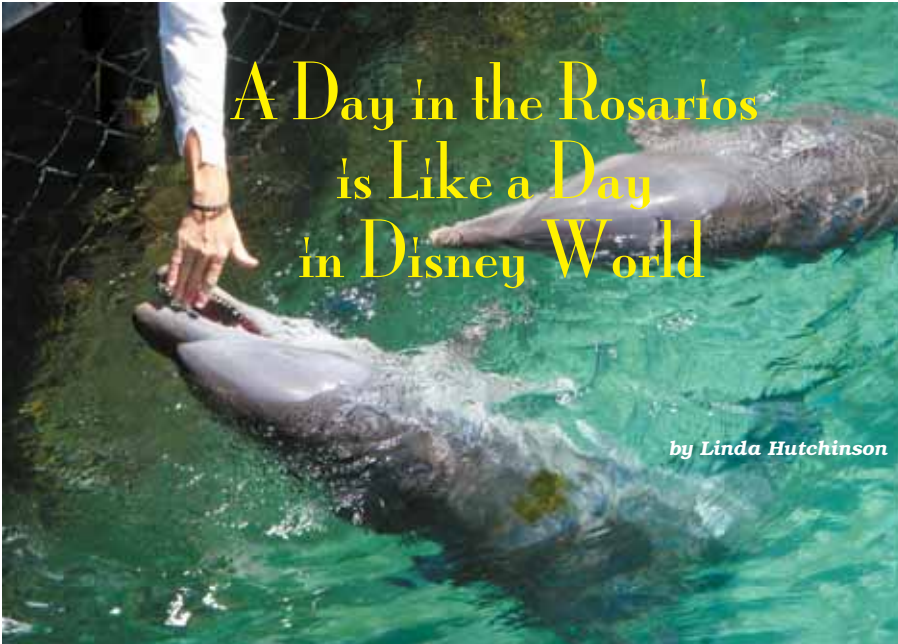
Next we were off to the oceanarium. I didn't even take a camera because how great could it be? We saw all the fish we wanted to every time we went snorkeling! Two more visits and we still couldn't get enough of it. There are a variety of tanks with walkways around them that are filled with quantities of different types of fish including sawfish, rays, turtles, huge groupers, tarpon, barjack, ocean triggerfish, and nurse sharks, just to name a few. Each type had its own pool and show. The Spanish-speaking guide fed them and talked to us



about each species. Watching three-foot tarpon dive for their dinner and dolphins jump was great, but the best was the nurse sharks. The brave tour guide stood on a platform with a bucket of fish — which Margaret, a little white ibis, would try to steal. I think she was originally a nuisance but soon became a regular part of the show. Margaret would steal a fish and walk to the edge of the platform where more and more nurse sharks gathered, waiting to eat. As they gathered, the platform — with both Margaret and the guide — tilted more and more and the sharks got closer and closer to the guide! Finally, the guide threw fish to the sharks and a feeding frenzy erupted. What a trip! It was the most awesome thing I have seen and totally unexpected. We urged our friends to go see the show without telling them much about it and all came back pleasantly astonished.

Normally, boats loaded with tourists head from Cartagena to the Rosarios for the oceanarium show at about 11:30AM each day. One day we wanted to show the oceanarium to our friends Lili and Steve of *Liward*, but the tour boats couldn't get out to the islands from the mainland that day and the show, to our disappointment, was closed. As the four of us unhappily walked around we met a caretaker who allowed us to tour at our leisure, at no charge. This was to turn out really great. One of the pools had three dolphins and another two. We lay on our bellies, talked, squeaked and rubbed the dolphins to our hearts' content. The dolphins kept coming back for more and we happily obliged. You couldn't do that back in the good ole US of A!

Islas del Rosario were great fun and we happily recommend a visit to all of you. Next stop — San Blas!



# A Day in the Rosarios is Like a Day in Disney World

by Linda Hutchinson

Above: 'We lay on our bellies, talked, squeaked and rubbed the dolphins to our hearts' content'

Right: 'More and more nurse sharks gathered...'

Top right: Roger and I went back three times to see all the birds in the aviary

WRONG! But in a good way.

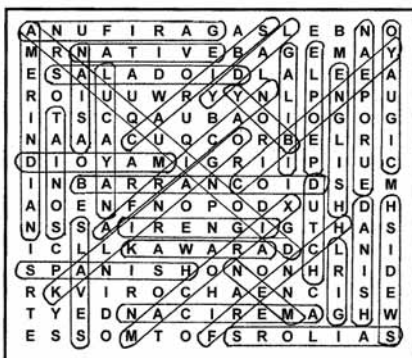
We did do most of the boatwork, but we also found an unexpected little bit of heaven. The islands are beautiful and after a few months without clear-water snorkeling we were really thirsty for that kind of fun. We were also told of an aviary with lots of birds to see. Okay, that's good, but we've seen birds. We were also told of a small oceanarium. Yep, been there and done that too — we'd seen Sea World in the US and that was truly great. How could these attractions compare?

WOW! We were surprised. The aviary turned out to be a private collection of caged birds from almost everywhere in the world. I think. There are hundreds of them of all colors, sizes and varieties, and you get to see them "up close and



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# KATHY AND KERRY ON BELLAGIO



sailing on freshwater lakes. They began reading everything they could get on sailing and cruising; they took courses at sailing schools on the west coast of Canada.

In March of 2006, they sold the MacGregor and bought *Bellagio* at Solomon's Island in the Chesapeake Bay. In June 2006, they moved aboard and started down the ICW, working their way to Lake Worth in Florida, then over to West End in the Bahamas in February 2007. They moved on to Luperon in the Dominican Republic and spent May through November of 2007 there. Then they sailed to the Virgin Islands and down the island chain, finally arriving in Trinidad in June 2008.

*Bellagio* spent the entire past season around Grenada. Grenada proved to be a good destination for Kathy and Kerry's family and friends who had set aside their initial skepticism and decided to visit and see this "cruising thing" for themselves.

The couple will put the boat up in Trinidad this hurricane season and go back to Canada to catch up with family and friends, including the grandchildren in Yellowknife, Northwest Territories.

When asked what they enjoy most about the cruising lifestyle, the first word from them is "Freedom. We can really just do whatever we want." They also spoke about the people they've met. "We've established some great relationships with people we never would have met any other way."

When asked how long they plan on cruising, they responded, "No time limits. If we wake up one day and decide we've had enough, so be it — but we don't see that day coming very soon!"

Kathy and Kerry radiate the energy and enthusiasm typical of people who love life and live it to the fullest.

Left: Kerry and Kathy — 'you had better be serious!'

Below: They've sailed *Bellagio*, their Endeavor 42, from the Chesapeake Bay to Trinidad



*S/V Bellagio* is an Endeavor 42, built in 1987 and crewed by Kathy and Kerry from Saskatchewan, Canada. The previous owners gave the boat its name, and the origin and intended meaning are unclear.

Kathy is the navigator, the meteorologist and the planner, admitting that any plans are almost infinitely flexible. Kerry is the engineer, ship's carpenter and whatever else is required to keep the boat going.

Kathy and Kerry are not long-time sailors. The idea of a cruising lifestyle for retirement first occurred to Kathy as she listened to a CBC interview with Ann Vanderhoof (cruiser and author of the book *An Embarrassment of Mangoes*) while driving home from a business appointment, back in January of 2004. As with many others, Ann's description of the cruising life captured Kathy's imagination and sense of adventure. When she arrived home and announced her revelation to Kerry, his only comment was, "You had better be serious!" Another cruising adventure was born.

At the point they decided to go cruising, Kerry had already retired from a successful IT career and opened a cabinet-making business. Kathy was leading an all-female sales team in the IT field. In March 2004, they purchased a MacGregor 26 and began

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**IS** there life after swallowing the anchor? Ask Morris Nicholson, age 81, of Hill House, Bequia, and he'll tell you "yes."

Morris spent most of the last half of the 20th century on water, under sail. Seventy-two years ago, he and his dad launched a rowboat with a curtain-rod mast, a pink bedsheet sail, and a broken-oar rudder into the icy waters of the North Sea. The aptly named *Sieue* was his first experience of "messing around in boats", he says. She was quickly replaced by a ten-foot gunter-rigged sailing dinghy, and later, a 28-foot gaff-rigged Dragon Class sailboat. What began as childhood play, sailing these boats with his father, brother, and two sisters on the Deben River, near their home in Woodbridge, England, led to 35 years of adventures in Atlantic, Mediterranean, and Caribbean waters, calling on scores of ports along the way, long before "travel" became "tourism."

ports, pursued his hobby of photography, developed a passion for opera and poetry, became a proficient chef, and read voluminously. In 1956, *Eleuthera II* arrived in the Caribbean and became a part of the burgeoning yacht charter business for 29 years.

Described in a 1963 *Sports Illustrated* article as "a superb seaman and congenial host," Morris delighted in sharing his passion for sailing in the Caribbean with his charter guests, some of whom wrote stories about their experiences with Morris and his favorite first mate, Jaime Tur Mari, an affable Majorcan.

In 1965, Gus and Jane Koven bought a large parcel of land at Hope Estate and, three years later, completed their comfortable vacation home, Hope House. Bequia became the homeport for *Eleuthera II*. Morris began to explore Bequia and meet the community of local people and ex-pats living ashore. In 1981, he bought a one-acre lot from the Kovens, just off a

His friends in the Bequia community, along with a dozen cats he and Suzanne had adopted, offered solace to Morris, then 67. Gradually, he began to entertain friends, old and new. His only niece, Julia Ibbotson, came to live with him for a year. Now, she comes out from England for a month every winter, bringing him news of his extended family there. His sailing friend, writer Richard Dey, arrived to interview him for the soon-to-be-published book *Adventures in the Trade Wind* ([www.richarddey.com](http://www.richarddey.com)). He focused on beekeeping, an early hobby he had shared with this father. Morris joined the Bequia beekeepers. Now he has two new hives and a colony he can observe through a glass wall in his workshop. Using a solar-powered honey extractor he invented, Morris processes honey and sells it under the label Miel du Paradis. He continues to pursue his photography, now using a deluxe digital camera, making prints with the aid of his two computers. He stays in touch with friends all over the world by e-mail and Skype and keeps up with news via BBC online.

For years, he has been turning wooden bowls and vases from local wood on his lathe. A few years ago friends asked him to create wooden candleholders that could be fitted with common oil lamp globes. He now sells them through L'Auberge des Grenadines. A young friend challenged him to make a vase in the shape of a woman. At first, Morris tried it using his lathe. This led to attempts at carving small wooden female figures, using a set of carving tools presented to him by Richard Dey.

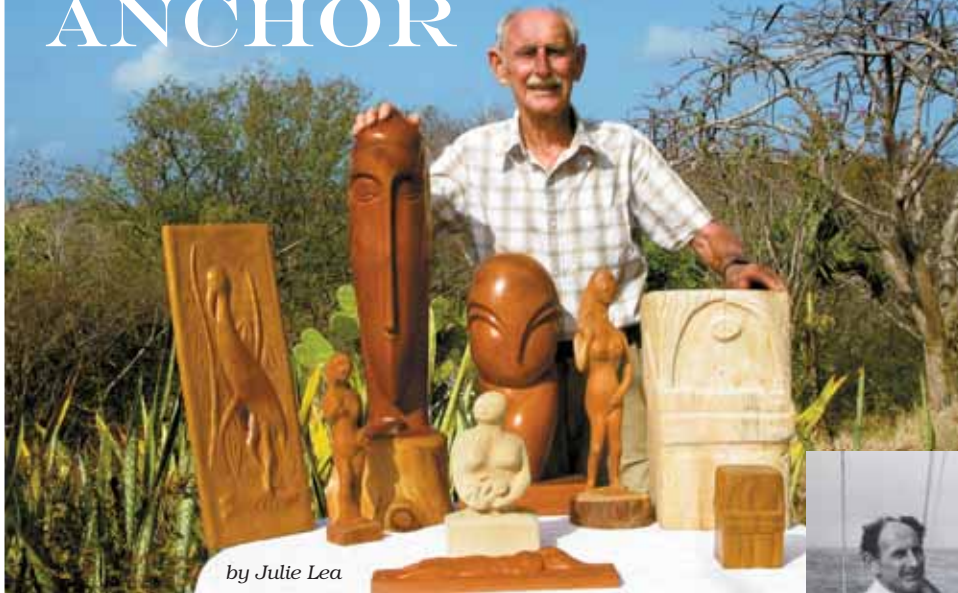
Soon he was engaged in the discovery of himself as an artist. Morris Nicholson is a quick study, blessed with what Zen masters call "Beginner's Mind." Always open and eager to learn, Morris began drawing pencil portraits in spare, confident lines evocative of the renderings of Matisse. Often, he says, he wakes in the night to make drawings inspired by his photos of friends or by pictures in art books. A friend showed him the correct proportions for drawing the human figure and this encouraged him to continue sculpting.

His wooden carvings improved with each new attempt. He rapidly graduated to larger and larger pieces, copying well-known early 20th century sculptures. Bequians began to deliver logs from felled island trees. A visiting

*Left: Morris Nicholson now devotes his spare time to woodcarving, beekeeping and other 'land-kindly' pursuits*

*Below: Skipper Morris (at left) with owner Gus Koven aboard Eleuthera. Morris skippered the boat for 30 years*

# LIFE AFTER SWALLOWING THE ANCHOR



by Julie Lea



Born on a farm in Suffolk in 1927, Morris was fascinated at an early age by motors, carpentry, vehicles, electricity, and "the way things worked." His early interests and the guidance of his inventive, resourceful father, Leslie, led to enduring skills. At 23, he answered a tiny ad in *Yachting Monthly* magazine and abruptly left a promising career in electrical engineering to join a crew of neophyte bluewater sailors, who became shareholders in an 1895 wooden West Country trading ketch, the *Enid*. The six "Enidites" helped restore the lumbering vessel and believed they were headed around the world. Instead, the scheming, colorful captain and his bohemian wife coerced them into smuggling in Tangiers, grudgingly agreed to a 37-day Atlantic crossing entirely under sail, then sold the boat out from under them in Martinique, leaving the six partners on the beach, each with \$200 in US traveler's checks. While the other crewmembers intended to return to England, Morris became enchanted by the people, sights, sounds, and smells of the Caribbean.

"It was damn exciting," he recalls, "I could see no end to it."

His boyhood interests, skills, and training put him in high demand. Within two weeks Morris met Bert Ganter, who offered him a job working on yacht engines and running his tugboat, the *Nanin*, which brought supplies and equipment from Trinidad to St. Lucia for the construction of his Privateer Marine Services, in those days the only marina between St. Thomas and Trinidad. Morris's expertise soon caught the attention of Gustav Koven, an American industrialist and yachting enthusiast. He invited Morris to skipper his new John Alden-designed, 60-foot auxiliary ketch, *Eleuthera II*, and sent him to the Abeking and Rasmussen shipyard in Germany to oversee her completion.

For 30 years, Morris was the sole skipper of the elegant yacht, which became his home. He sailed with the Koven family throughout the Mediterranean and Caribbean. In addition to performing his duties aboard, he learned Spanish and French, explored dozens of

cement two-track road and high on a hill near a section called Paradise, with views of both the Atlantic and Admiralty Bay. He designed a "super-solar" dwelling he named Hill House. Still living on the boat, he supervised the construction of a simple, but elegant, two-level house. He fashioned solar panels engineered to run all the pumps, lighting, ventilating fans, and electricity in the house. Solar energy also powered the automatic workshop/garage door and his power tools. He experimented with a wind generator, chose a gas-powered refrigerator, and later bought a diesel generator to operate a washing machine. By 1984, Hill House was livable. His younger brother, Peter, brought Morris's beloved boyhood lathe from England. At last, Morris had the workshop of his dreams for the projects that filled his head.

In 1985, Gus Koven retired and donated *Eleuthera II* to a maritime academy in Maine. The once-graceful ketch was 30 years old and needed constant repairs. Bareboats and super-yachts, along with cruise ships, were populating island waters.

"I'd had my run of it, too," says Morris. "The fun had gone out of it." He stepped off *Eleuthera II* and never looked back. The same year, the widow Suzanne Walker, whose late husband had started a business in Bequia, joined Morris at Hill House. They enjoyed working on projects about the house. They completed a guest room on the ground level and surrounded the grounds with flower gardens and fruit trees, walkways and walls. Morris built a fishpond with a solar fountain, and a mirrored solar reflector that boiled kettles of water for tea. Suzanne, Belgian-born, spoke mostly French and brought a touch of European elegance to Hill House. They entertained friends with memorable meals on the flower-filled veranda. They traveled yearly, mostly to Europe. In 1994, after nine years together, Suzanne, attended by Morris, suffered a four-month illness and died of throat cancer at Hill House.

sculptor recently encouraged Morris to use his chain saw to rough out his figures before carving them. His wood carvings have grown, with each endeavor, from eight inches to four feet tall. He is presently accepting commissions and planning new work.

Now, he divides his time between wood carving on his veranda, with its view of the sea, and his workshop, where he is currently involved in a plan for converting solar energy into cooking gas. He continues to maintain contact with the Koven children and their families when they stay at Hope House. He contributes to the welfare of a "goodly number" of Bequians whom he's known for years. Many fondly refer to him as "Mr. Morris". Charming, caring, modest, and always a gentleman, he is a popular dinner guest, adored by women of all ages. Men seek his company, too, for he is well read and knowledgeable in many subjects.

He hosted a gala dinner on his 80th birthday in 2007 for a full house of friends at the Porthole Restaurant on the shore of Admiralty Bay, not far from where he first anchored in 1954. He read a Dylan Thomas poem that he altered for the occasion: "...the True Joy of the long-dead child sang, burning in the sun. It was my 80th year to heaven..." Then he played his favorite aria, Pavarotti's stirring version of "Nessun Dorma," with its victorious ending phrase, "Vincero! Vincero!" During a short speech, Morris said, "Ten years ago, when I was 70, I was living here quite peacefully. I had no idea then, that my happiest years were still ahead of me."

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# Memories — Stolen but Not Lost

## Part 1: Preparation

by Owen C. Jones

Unfortunately, in what has become an altogether too common event, another theft from a locked boat took place. This time, however, it did not happen in Trinidad, Portlamar or even in the Grenadines. This time it occurred at Village Cay Marina in Road Town, Tortola, during the early evening hours, just down the dock from our berth. The occupants returned after a nice meal ashore with friends to find various loose items gone in what amounted to a loss of several thousands of dollars. Among the purloined items, accessed through an apparently jimmied deck hatch, was a laptop computer. The theft was injury enough and I wish I had a magic bullet that would eliminate these occurrences, but I don't.

To add insult, however, the computer held about six years' worth of personal and business information, including many photographs which, unless the machine is recovered, are irreplaceable. This is the saddest part of the whole sordid situation. Again, I wish I could wave my magic wand and return the stolen memories to these nice folks but I can't. What I can do, however, is explain a system that, if used with care and regularity, can virtually eliminate loss of the most dear and important personal items and business information normally kept on one's laptop. That's the reason for this article.

The concept is simple and it is really both inexpensive and easy with today's technology. Even a relative novice can provide a reasonable degree of protection for failure or theft of information on computers.

There are three tiers to the method:

1) Organize the information on your computer to make it easy to copy from one location to another.

2) Purchase and prepare a small external hard drive that you can plug into your Universal Serial Bus (USB) port on your laptop.

3) Make it a habit to plug in the hard drive and back up newly created files onto the external memory base, which you then keep in a safe place apart from your laptop.

In this, Part One, I will explain how to organize your information, select your back-up device and prepare this device for use. In the second part, to appear next issue, I will discuss back-up methods and outline in detail one method that I find most useful. So that you may maintain continuity in this discussion, after this article is published, it will be placed on my website, <http://sailisv.com>, as will the second part and any subsequent articles along the same lines. In this way, after reading these in the *Caribbean Compass* you will be able to download one or both parts for reference in preparing and undertaking your back-up procedures.

### Organize Your Information

This is really very simple using modern computers with Windows operating systems. In fact, Microsoft has already done it for you by providing you with a folder called "My Documents." In Windows XP, this is located in a place with the following address:

"C:\Documents and Settings\yourname1\My Documents."

Actually, *yourname1* is the name you use to log into the computer. For more than one user of the same machine, each with an individual log-in name or ID, the storage locations would usually be found in ...\yourname2\... , ...\yourname3\... , etcetera, for the names of the additional users.

In Microsoft Vista, you can find this information in "C:\Users\yourname1, ...2, ...3..." for each user. This makes it easy, for as long as individual users store all their personal information in "My Documents" you know exactly how to find it all, and more importantly, how to address it for copying.

Notice also that "My Documents" has a number of pre-defined folders. They hold music ("My Music"), photographs ("My Pictures") designed website pages ("My Webs") and other similar Windows-generated folders which, if used for these purposes, already provide an organizing structure for your information. So, all you have to do is use this structure for storing all your important computer-generated material. You can amplify this structure to suit your purpose by creating other folders. Simply right-click inside "My Documents" and select "New" and then "Folder," and, when the new icon appears, give the new folder a name, such as "Invoices" and *voilà*, you have a new folder to store an entirely different category of information.

Of course you can create new folders inside the existing ones. Simply double click on an existing folder, for example "Invoices", to open it, then right-click again to create another new folder inside, giving it a name such as "2008". You can then similarly create another such as "2009" etcetera, and you have a subdirectory structure to simplify your filing. Think of this as an electronic filing cabinet. In this case you would have created a method of tracking your invoices by year inside your "Invoice" folder.

For back-up purposes, it is important to try to keep all your information in this one area, "My Documents" or "Documents". This makes it easy to copy, mirror and retrieve information from the external storage unit.

Additionally, I find it extremely useful to place a date-group at the front of every file name that is important from a chronological standpoint. This includes bank statements, telephone bills, invoices, shipping notices, medical statements and insurance reimbursements, to name but a few categories you could create within "My Documents". Thus, "090501 AT&T statement" would be the name of my downloaded statement from one of my telephone carriers for the date May 1, 2009.

Why is this important? Well, this allows your files to be automatically arranged in chronological order, regardless of the date of creation, making it easy to separate things year-to-year, month-to-month and so forth. Thus, finding something in the future will be much easier than without such organization. Sorting by name in XP or Vista will automatically place them in the proper order allowing for easy searching, sorting and filing. You can then file things by year and even by month in a year should you so desire.

And if you, like me, are a detail freak running a small business, and you have had enough of the tax man to last you a lifetime, you will also understand the importance of keeping receipts — on everything! This is what we do. Then, when we have a few free moments, we simply scan these into our computer, rename them so we can identify the cost in the future (i.e. "090327 Marina Cay water & ice"), and store them in an appropriate folder in "My Documents."

### Purchase your External Hard Drive

This is the second tier of the overall methodology and involves five items:

1) Purchase and set up a small hard drive virtually identical to or even with larger capacity than the one in your laptop computer;

—Continued on next page



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2) Either follow the instructions that come with the disk drive to automatically synch the drive with your computer, or...

3) If you are going to "roll your own" for more control and ready access to your back-up data, format the hard drive so that it can receive and store your data in identical form ("mirror") to that on your notebook's internal hard drive. You can even set up a new operating system on this disk drive that would enable you to put the drive into a new computer and immediately boot up the machine with your data intact. But this requires a different external hard drive configuration and that discussion we'll save for another story.

4) For those who wish to go their own way, prepare a small "batch" program (file containing a series of specific commands, sometimes called *script*, that the computer can then execute in sequence in a "cmd" window) that you can either run

manually or set up to run on a schedule automatically at a time of your choosing. I'll give you the one that I use myself in Part Two of this article.

5) Run the back-up program on a periodic, regular and "frequent" basis, the frequency dependent on how often you actually use your computer and how comfortable you are with having only one copy of your information without a back-up.

We will discuss the recommended software back-up options in Part Two. But first we need to get the new external hard drive and connect it to the computer.

Okay. The typical canned hard disk drive (HDD) for a laptop such as that shown in Figure 1 is approximately 2.5 inches wide, 0.6 inches thick and 4 inches long. Drives having



Figure 1. External 2.5-inch hard drive is about 0.6 inches thick and just under 5 inches long

excellent reputations for reliability are made by Seagate, Hitachi and Western Digital, to name three. Some come with included software designed for synchronizing data between computers. For instance, I just purchased an external USB hard drive made by Western Digital capable of storing 500 GB (equivalent to over 750 CDs or about 120 DVDs) for US\$119! That's currently two to six times the internal storage capacity of today's average notebook.

Your main considerations when purchasing a disk drive are size, speed and price. Size is controlled by the areal storage density (amount of information that can be stored in a given area on the HDD disk), the number of disks inside the unit and the number of sides per disk used to store information. Speed is mostly determined by disk rotational speed (5400 rpm is typical today but speeds up to 10,000 rpm are available) and the time it takes the unit to find a particular place on a disk (seek time). Higher speeds generally cause prices to increase dramatically. I recommend that you simply duplicate the internal HDD specifications in your external unit.

Most people are more concerned with storage than anything else so the biggest concern becomes price. If purchasing any of the three brands mentioned above, simply buy the disk drive with the most storage that will fit your budget. Prices are now so low that this generally ceases to be a consideration. Nevertheless, it makes no sense to pay for 320 GB if your computer cannot address over 40 GB, unless you wish to use it for some additional purpose. To search the internet for one of these drives, simply Google "manufacturer 2.5-inch USB Hard Disk Drive" to get lots of options. Of course "manufacturer" should be "Hitachi," "Seagate" or "Western Digital," for instance, or simply Google "USB Hard Disk Drive."

#### Preparing your External Hard Drive

• **PLUGGING IN YOUR EXTERNAL HARD DRIVE.** Now that you have your new hard drive in hand, it's time to plug it into your computer and back up your data.

First you must connect your new HDD system to your computer. Figure 2 shows the mini-USB connection port and both ends of the connecting cable. The lower end shown in the photo plugs into the external drive. It can only go one way. Do not force it.



Figure 2. Disk mini-USB connection port, both ends of the USB cable and the mini-connector plugged into the port

The other end plugs into one of the USB ports on your computer as shown in Figure 3. Make sure you plug it in correctly, the white usually being on the bottom when you attach the cable to the computer connector. Again, do not force the connector.



Figure 3. Standard USB connector at other end of cable shown plugged into the computer

• **CHANGING DRIVE ASSIGNMENT.** The laptop will recognize the new device (Windows XP and later systems), and undertake what is required to utilize this drive. It should show up as a new logical disk drive, usually "E:\\" for those computers that have both an internal drive with single partition "C:\\" and a CD/DVD drive as "D:\\". I suggest you change this configuration so that the later addition of other hardware will not affect your back-up drive assignment.

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# MERIDIAN PASSAGE OF THE MOON

## AUGUST & SEPTEMBER 2009

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

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

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

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

August	DATE	TIME	21	1256 (new)	9	0307
1	2053	22	1346	10	0400	
2	2143	23	1435	11	0457	
3	2232	24	1524	12	0557	
4	2319	25	1613	13	0658	
5	2343	26	1704	14	0758	
6	0003 (full)	27	1756	15	0856	
7	0046	28	1847	16	0951	
8	0127	29	1938	17	1043	
9	0208	30	2028	18	1133	
10	0250	31	2115	19	1222 (new)	
11	0333			20	1312	
12	0420			21	1402	
13	0510			22	1454	
14	0605			23	1546	
15	0704			24	1639	
16	0807			25	1731	
17	0910			26	1821	
18	1012			27	1909	
19	1110			28	1955	
20	1204			29	2039	
				30	2122	

September	DATE	TIME
1	2200	
2	2243	
3	2326	
4	0000 (full)	
5	0007	
6	0049	
7	0133	
8	0218	

—Continued from previous page

Bring up "My Computer" (XP) or "Computer" (VISTA) as shown in Figure 4 to show what drive your laptop has chosen for your new disk drive. As long as you do not change your hardware configuration, this will be true every time you use your computer and back-up hard drive. However, inserting or removing things such as thumb drives, flash drives, external CD ROM or DVD units, etcetera, before you plug in your back-up unit can change this configuration. The computer may then attempt to back up files to the wrong location. So, I suggest that you take steps to keep the drive assignment for the external back-up disk fixed.

Opening "My Computer" shows at least three drives identified (Figure 4), usually as shown on the left below:

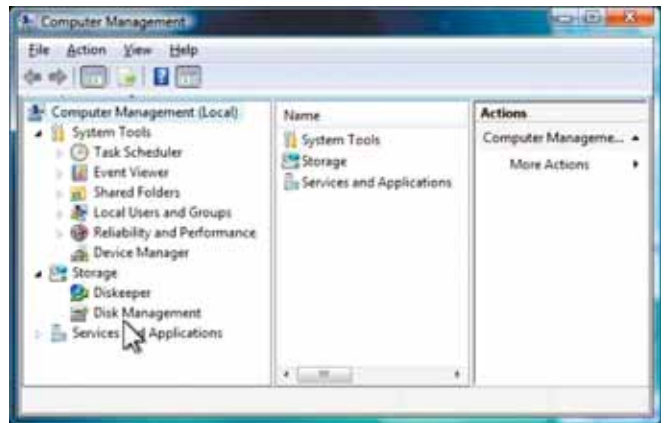
- 1) Local Disk (C:)
- 2) DVD-RW Drive (D:)
- 3) USB Drive (E:)

However, if you modify drive assignments, the external drive can almost always be identified as the D-drive as shown on the right above. (Note that some older machine/software combinations cannot change the CD/DVD assignments. In this case keep "D:" as is and assign the back-up drive to the E-drive as discussed below, in which case all references to "D:" should be replaced by "E:.")

To make this change, right click on "My Computer" and choose the "Manage" option which results in the screen shown in Figure 5. Then select the "Disk Management" option and click on the DVD/CD drive when it appears. Right click and choose "Change drive letter and paths..." and then "change" and select the letter you wish this drive to always appear as. I use "X," a holdover from when I had a large desktop with four internal hard drives and three CD drives. I used "X," "Y" and

Figure 4. Disk drive configuration.

Figure 5. Computer Management screen



"Z" for the CD units. From here on I am going to assume you have your drives configured in the manner shown in Figure 4 with the back-up drive called the D-drive. If not, substitute whatever drive letter you have chosen and use that in place of "D" in all that follows.

**Discussion**

At this point, you are now ready to choose your method of backing up your information and perform the actual back-up operation.

The problem with using the included software generally is that the information is often stored in one great file and you are given only the directory structure for your own use in retrieval. While this provides a very easy way to get back-up protection, it does not give you the means of accessing your protected data in the same manner as you would from your internal unit and retrieval can be a bear. Specifically, Vista and the forthcoming Windows 7 allow for previewing files without actually opening them. Back-up programs included on the hard drives generally do not allow this. The only thing you can do is "recover" a damaged or lost file, sometimes a lengthy process.

The methods I recommend and describe allow you to use the files on the external drive in exactly the same manner as you would those stored on your internal disk, that is, to "mirror" the data folders that exist on your internal hard drive on your external HDD. Should you choose to utilize this mirroring technique, one way to do this is to set up the batch-file command structure, or "script", that will undertake the back-up process.

There is no need to go into detail on this method now, since you will have to purchase the necessary equipment and prepare yourself for the actual back-up process. About that time, your next issue of *Caribbean Compass* should be ready for you to read Part Two of this article, wherein the details of undertaking the actual mirroring of your computer's information structure on the external hard drive will be outlined.

Until then!

Owen C. Jones sails, charts and teaches sailing with his wife, mate and chef Mary Trovato, aboard S/V Fidelity. Visit their website at <http://sailiv.com>.

# Lightning and Boats

by Don Street

Think of summer in the Caribbean, and you might think of uncrowded anchorages. You might also think of storms and wind and rain... and lightning. When a thunderstorm rolls toward your yacht, imagine how attractive a mast must be to a big, dark anvil cloud aching to discharge its overload of electricity!

The first thing to remember about lightning is this: lightning has its own mind and does all sorts of strange things that are unexplainable. But if a boat is properly grounded, there is usually no structural damage from a lightning strike — although you'll have to resign yourself to the fact that all your electronics will be fried unless you have managed to disconnect them before the strike.

My own yawl *Lolaire* has been struck four times, with no structural damage. The first time was when we had a wooden mast, and were evidently saved by the fact that *Lolaire* has outside chainplates and a bobstay secured to a big stem strap. At the time we were hit, two crewmembers were on the bowsprit removing a hanked-on headsail. They said they felt a slight tingling sensation but nothing else.

Subsequently we have been hit three times, but the aluminum mast stepped on a steel floor assembly that is bolted to a lead keel has allowed the lightning to find its way to ground.

Wooden boats, properly grounded, have a good chance of escaping with no damage. Fiberglass boats, even those with an encapsulated keel, can also escape with no damage other than fried electronics. At the St. Maarten Charter Boat Show in 2007, I met a young charter skipper who, a few years before, had bought a fiberglass boat with an encapsulated keel. To protect against lightning damage he secured copper plates port and starboard outside the hull, alongside the mast. Each plate was two square feet. He then fitted one-inch-diameter bolts through the copper and the hull and then tied the bolts to the foot of the aluminum mast with really heavy copper wire. The boat was later hit by lightning. All electronics fried, but there was no other damage.

Besides electronics, sometimes other electrical equipment — such as generators, alternators and starter motors — are destroyed or damaged by lightning strikes. But fairly often the damage is not immediately apparent. After the lightning strike, the equipment tests out fine, but one or two months later it dies. Then there is often an argument with the insurance company: did the equipment die from old age or did it die as a result of the lightning strike? Thus good surveyors note on their survey report that although the equipment tested out fine, if it fails in the next few months it should be considered as part of the lightning claim.

Lightning dissipaters might minimize the chances of a strike but not eliminate them. The first company that put them on the market for yachts sold them like hot cakes as they said they would pay the insurance deductible if the boat were struck by lightning. This sounded like a perfect deal, but there was one problem. The claims came in thick and fast and the company went bankrupt 18 months after they started offering guaranteed lightning dissipaters.

The purpose of a lightning dissipater, like a sharp spike on the top of a barn, is to try to dissipate negative ions, thus minimizing the chances of a strike. But if a strike does come anyway, as long as there is a good path to ground from the lightning dissipater, you should suffer no structural damage. My old friend Tony Knowles feels that the lightning dissipaters are worth while BUT they must be connected to the shrouds with heavy wire so that if you are struck the lightning will be conducted to the rigging, which should be connected to outside chainplates or a ground plate.

Regarding protecting electronic gear via fuses, four different electronic specialists I've talked to all say forget it. They all state that anyone offering gear that will protect electronics from lightning strikes is selling snake oil.

Lightning protection for carbon-fiber spars is difficult, as carbon cloth is a relatively good conductor. Also, the epoxy resin will break down at relatively low temperatures, and thus, even if the rod rigging is properly connected to chainplates that are properly connected to an external keel or ground plate, if struck by lightning the heat generated around the metal fittings that attach the rod to the mast may cause the resin in the region of the fitting to break down. Sometimes drilling out the weakened area and inserting sleeves can save the mast. Other times the damage is so extensive that the spar must be considered a total loss.

As spars and rigging get more and more high tech, with carbon spars attached to carbon rigging attached to carbon chainplates, a potentially disastrous situation exists. A recommended solution is a lightning dissipater bolted to the top of the mast, with a bolt passing through the masthead and the end of the bolt attached to a very heavy copper wire that is attached to a heavy bronze bolt at the foot of the mast. From that bolt, a heavy wire is run with a minimal amount of turns to either a keel bolt attached to an external keel, or to a big designated ground plate.

Of course many sailors feel they if have spent a lot of money for super-lightweight carbon spars and rigging, they do not want to add the weight of a heavy copper wire the length of the mast, nor do they want the weight and windage of a lightning dissipater. They trust on luck that their boat will not get hit by lightning, and they trust their insurance company to buy a new mast and rigging when the spar gets zapped. Of course the owner will have to absorb an insurance deductible that may be rather substantial.

There can be an odd insurance situation with regards to high-tech carbon spars. Often spars, rigging and sails are not covered while racing unless an extra premium is paid. Sometimes underwriters just flatly refuse to cover spars, sails and rigging when racing. If the mast is struck by lightning and the boat is not racing, it would be covered, but if the mast was struck by lightning while racing and racing coverage for spars is not in place, there is no insurance claim.

The small ground plates used for SSB radio grounds are not sufficiently large to deal with lightning strikes. When a boat using its SSB ground plate as a lightning ground plate gets struck, the result is often a melted ground plate and a hole in the boat.

Radio experts love to use a stay or a shroud isolated from the other rigging by insulator as a radio antenna. Riggers dislike this installation as, despite what is said to the contrary, the insulators occasionally do fail and if they do, usually the rig is lost. Also, even if the boat is properly grounded, at times lightning has its own mind and runs down the stay or shroud that has the insulator and explodes the insulator.

In conclusion, to minimize damage from lightning striking your mast, provide a path for the lightning to get to an external ground. This path should be the easiest way possible. If there are turns in the route, keep them to a minimum.

For a lengthier discussion of lightning strikes and boats, visit <http://www.sailnet.com/forums/gear-maintenance-articles/20124-understanding-lightning-part-two.html>.



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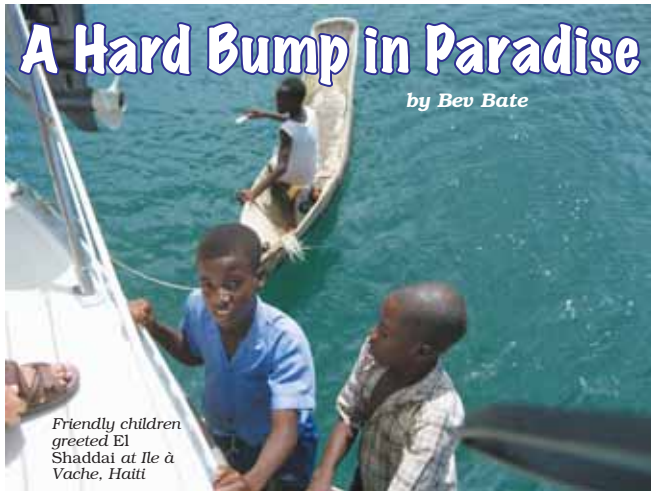
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## A Hard Bump in Paradise

by Bev Bate



Friendly children greeted El Shaddai at Ile à Vache, Haiti

The promise of exotic, palm-treed, white sandy beaches and the freedom to pull anchor and venture into the unknown is very alluring. Leaving your home, family and friends to embark on a sailing adventure, however, is nothing short of courageous. All the planning and preparing to remove yourself from civilization in the form you have experienced for most of your lives, and then placing yourself on a vessel averaging 40 feet in length and living in the presence of your spouse 24/7... Well, many envy us. Outsiders remark that we are "living our dream".

My husband, Bill, and I had been doing just that. Starting from Grand Bahama Island with enough sailing experience to fit in a thimble, we headed out aboard our Tayana 42, *El Shaddai*. After exploring the Bahama Islands, with the best snorkeling we had ever experienced, we journeyed to Cuba, the safest, cleanest and one of the friendliest countries in the Caribbean. Jamaica became a favorite with breathtaking scenery and wonderful people, although nowhere as clean as Cuba.



Above: In St. Vincent, we enjoyed exploring the Pirates of the Caribbean movie set

Below: Unspoiled Tobago was a delight



Heading east from Jamaica, staying close to the south shore of Hispaniola, turned out to be a pleasant experience. We expected Haiti to be poor and backward and were warned of safety issues. However, we were pleased to find that Ile à Vache does not have the reputation of the mainland. It was delightful. We were captivated by the enthusiasm of the young fishermen who visited our boat in their dugout canoes and with whom we shared our fishing line and hooks.

The history of Columbus's adventures in the Dominican Republic sparked our imagination and encouraged further research on the subject.

As we worked our way through the Leeward and Windward Islands we stopped at every island along the way, exploring it by local transport, seeing the sights recommended by the *Lonely Planet Guide* and spending as long as we desired.

Carnival in Trinidad was a blast and the leatherback turtle egg laying was spectacular. The beauty and pristine beaches of Tobago were a delight.

From Trinidad we ventured in search of traditional cultures up the Mánamo and Macareo Rivers in Venezuela, where the Warao Indians continue to live in thatched



In search of traditional cultures, we ventured up the Mánamo River in Venezuela

roof houses with no walls and paddle dugout canoes. As we traded flour, sugar and fabric for handcrafted jewelry we were in awe that we were actually experiencing first-hand this unique culture. Our journey has been amazing and inspiring.

Again we ended up in Venezuela, struggling but having fun with our basic Spanish comprehension, planning to continue westward in due course. Venezuela had much to offer and we had some boat projects to complete. Breaking away from the dock for a respite from work, we took a second jaunt up the Golfo de Cariaco. During that week a very dull ache and some swelling developed in my lower abdomen. It wasn't enough to stop me from exploring the Guacharo Caves, hiking to a waterfall or having daily swims around the boat. However, after a week I decided I should get it checked out. Our last night in Laguna Grande was memorable, peaceful and relaxing. The scenery was breathtaking and we enjoyed socializing with our friends on Zydeco. Our sense of wellbeing would be short-lived.

The next day we were back at the dock at Cumaná. I immediately located an OB/GYN at Marina Plaza, next to Marina Cumanagoto, and had an appointment within an hour. Thankfully the doctor had a reasonable command of English. Having not sought medical attention outside of Canada in three years of sailing, I wasn't sure what to expect, particularly in Venezuela. Within minutes of conducting an ultrasound, the doctor told me to return to Canada as soon as possible for urgent medical treatment. What was I hearing? How could she determine that so quickly? She said I was full of tumours and needed surgery. I had no pain and only minor discomfort but she sent me off with a pain-medication prescription. In the next breath she suggested I consider having surgery right there in Cumaná within a week. She strongly encouraged me to meet with her friend, a surgeon, at the hospital the next day.

Returning to the boat with the shocking news, Bill and I agreed to head home. We spent a sleepless night. Bill caught a bus to Puerto La Cruz in the morning to deal with some boat gear and make travel arrangements. I decided to go to the hospital and meet with the surgeon to help me make more sense of the news. A couple of minutes in the hospital convinced me our decision to return to Canada was a wise one. The questionable hygiene standards and lack of modern facilities were obvious and unsettling. At 8:00AM on a Tuesday morning the halls were packed with people, some luggage bundles of bedding. We had been advised by a fellow boater we met in Cumaná, with first-hand knowledge of the Cumaná hospital, that not only do patients bring their own bedding for a hospital stay but also their own mattress! Prescriptions must be purchased outside the hospital by a family member or friend, and brought back to the patient. Despite the obvious negatives, amazingly the OB/GYN told me that surgery in the public hospital would cost nothing. As well, the doctors I dealt with were very professional and empathetic.

The hospital had few places to sit so I spent a couple of restless hours leaning against the wall before I was able to see the doctor. After another ultrasound and blood tests, I was informed the following day that I had ovarian cancer. There is a blood test called a CA 125 that is an indicator, although not diagnostic, that confirmed the dreaded disease.

Within five days we had returned to Canada. I was immediately admitted to hospital and started chemotherapy within a few days. Surgery was scheduled two months later, followed by more chemotherapy.

This disease is known as "the silent killer". Ovarian Cancer Canada has a program called Listen to the Whispers designed to educate well women to be aware of the symptoms. If ovarian cancer is found early and treated, the survival rate is as high as 90 percent. However, 70 percent of victims are not diagnosed until Stage 3 or 4. That staggering statistic has not changed in many years.

Ovarian Cancer Canada recommends you see your family doctor if you have one or more of these symptoms and they last longer than three weeks: swelling or bloating of the abdomen, pelvic discomfort or heaviness, back or abdominal pain, fatigue, gas, nausea, indigestion, change in bowel habits, emptying your bladder frequently, menstrual irregularities, weight loss or weight gain.

I strongly encourage women to request a CA 125 and an ultrasound when they have their yearly checkup. A pap test cannot detect ovarian cancer. The doctor may resist, as the test can give false positive and negative readings, but it's the best they have and will give you peace of mind if your reading is between 0-28 (by Canada's rating).

After chemotherapy, surgery and more chemotherapy I am delighted to say I am officially in remission. We are full of praise. Our faith in the Lord, along with our prayer warriors, has sustained us through this devastating experience and we have emerged stronger, happier and knowing God is in control of all things.

After considerable research on diet, we are making a lot of changes. We have learned cancer cells cannot live in an alkaline environment so we started there. There are numerous websites that list foods that are alkaline or acidic and give the recommended balance. One of my favorite websites is [www.trans4mind.com/nutrition/pH.html](http://www.trans4mind.com/nutrition/pH.html). It is not new that we should eat more fresh fruit and vegetables and less red meat (beef, pork, veal), shellfish and processed foods.

For now we're soaking up wonderful family time and sunshine in British Columbia. Ovarian cancer has a reputation of recurring, so setting up a stress-free environment with a focused diet where the cancer cells cannot survive is my goal, along with eventually returning to our sailing adventure.

I've been given a second chance and we hope to spread the news to all women to be more aware of their bodies and not hesitate to get medical attention if they experience some of the above symptoms. What seems like "nothing" might be "something". Don't take any chances.

**THE** night of January 12th, 2009 was the kind of brilliant night that begs you to stay outside, lying on your back with your nostalgic mood switched on. The sky was so full of stars that it looked like a giant fireworks display, or like diamonds lost in time. Gordon, my partner, and I were caught in the moment and we lay in the cockpit of our Roberts sloop, *S/Y Peacemaker*, gazing at the sky over Trinidad and talking late into the night.

There were lots of shooting stars and we interrupted our trip down memory lane every now and then to make our respective wishes upon them. Yes, I know: at our age! But life feels so much better when you let yourself believe that your wishes will be granted, and by a shooting star! And we also believe in not revealing your wish, lest it be jinxed. Thus we spent a beautiful evening and went to bed in the wee hours of the night.

Needless to say, we slept late into the next morning. Gordon woke up before me, which is unusual. I decided to play possum — maybe I would get lucky and enjoy some breakfast in bed! I waited hopefully to hear any sound of a breakfast in the making. Just when I was about to give up the cocoon of the bunk I heard an outboard motor and the insistent barking of our dog told me we had a visitor.



*Pulling the last piece of heavy steel wire off the anchor*

I took a peek through the curtain to see who was there. Seeing an unfamiliar face, I decided to stay in bed while the man talked to Gordon. Our visitor did not come aboard and soon he left. Right after that Gordon called me with a sense of urgency in his voice, which I have learned from experience means "react immediately and ask questions later".

"Look outside!" Gordon said as he hurriedly put on his shorts. Wondering what this was all about, I obliged him. And it hit me. There were no boats anywhere in sight and I could see the Chaguaramas anchorage receding into the very far distance. Well, that was a shocker, considering that the last time I checked we were in the middle of the anchorage, gently swinging on our anchor chain. Come to think of it, the night before I had had the feeling that we could be slowly dragging the anchor, but I attributed it to staring at the sky too much and I ignored the warning.

Here we were now, slowly voyaging to God only knows where with nobody on the helm. It was about 10:00AM. We had drifted about three-quarters of a mile into the open sea.



*We went to sleep in the Chaguaramas anchorage. We woke up three-quarters of a mile away*

One of us must have wished for the safekeeping of our boat last night, considering all the horrible near-accidents we unwittingly missed. Had the wind been blowing in a slightly different direction we would have woken up on the rocks. Considering how rocky the area is we would have probably had to swim out of a shipwreck. Also, the anchorage is close to a ship dock and there were about five very big ships close by. How we managed to miss them is still beyond us.

I started the engine while Gordon lifted the anchor. No sooner was it up than Gordon called me for the second time that day in the serious sailing tone. I could see nothing out of the ordinary — that is, until I looked at the anchor. We had somehow picked up about 75 kilograms of steel wires bunched together! Try as we might we could not shake them off.

We needed to use the boat hook. It was always placed strategically on deck for easy reach. This time, I could not find it. I could have sworn it was on the foredeck a few days before, but somehow when it was needed, it wasn't there. We had to find our spare, which predictably neither of us had seen for what felt like ages.

The wind was picking up and we were drifting faster towards Gaspar Grande Island. It took all of Gordon's strength and then some to finally pry the mass of steel wires off the anchor, while I stood by and willed my strength to him and kept my fingers crossed.

In the end we had to part with the spare boat hook, too. The wires chose to take it away. It did float for a while, but with the strong wind and the strong current we could not maneuver the boat in time to save it.

The kind Frenchman who had earlier come to warn us of our situation came again to check whether we needed any help. He had been watching us with his binoculars and had seen all the heavy steel wires stuck on the anchor. But by then we were underway to safer waters.

On the way back to the anchorage I was amazed at the amount of sea traffic passing. Yachts, dinghies and other boats were everywhere. But of all the people around, only one man had taken the time to come and tell us that we were headed for destruction. He even came a second time to confirm that we were safe and in control. We were just happy that he came to point out what was happening.

Soon we were re-anchored safely. Afterwards we went around the anchorage looking for him, to thank him. We tried to spot his dinghy, as it was the only means we had to identify him, but could not find it. We felt particularly grateful to him, considering how many people might have seen us drifting and chosen

to ignore the situation.

It was not until three days later that we finally met in a local internet café. We got his name and learned that his boat was on the quay and that was why we couldn't find him. We conveyed our hearty appreciation for his help — and my writing this is yet another way of thanking a sailor for going out of his way to help others in need.

Thank you, Monsieur Tournadre Gerard on board the vessel *Marguerisa*, and thank you every other sailor who helps out in the sailing community. It takes



*To our Good Samaritan, Tournadre Gerard, a big thank-you!*

a special person to leave the comfort of his or her boat and whatever they were doing, to take the time to help another. Whatever the assistance rendered — from towing a sailor with a failed outboard, for example, to helping newcomers prepare their boat for a storm — it makes someone's life easier.

Helping others also restores faith within the sailing community. It is nice to know that you are surrounded by people who would come to your assistance in case of an emergency.

If you choose to sit in your cockpit and watch other people drift in their dinghies as they desperately try to get the outboard to run, or elect to finish your breakfast as their boat drifts into danger, just remember, one day it could be you. Consider: you wouldn't want to see people seated in their cockpits watching you as your woes unfold. Whenever you can, take the time to help other sailors in need. Be generous.

Just for the record, I did find the missing boat hook on the deck — almost right where we were standing. And, of course, I got to make breakfast. But best of all we were safe, as was our floating water home. Thank you again, Monsieur Tournadre Gerard.

## DOLLY'S ANSWERS

1			S	P	E	R	M
2		P	O	L	Y	P	
3			L	A	R	V	A
4		L	U	N	A	R	
5		A	D	U	L	T	
6	C	O	R	A	L		
7			W	A	T	E	R

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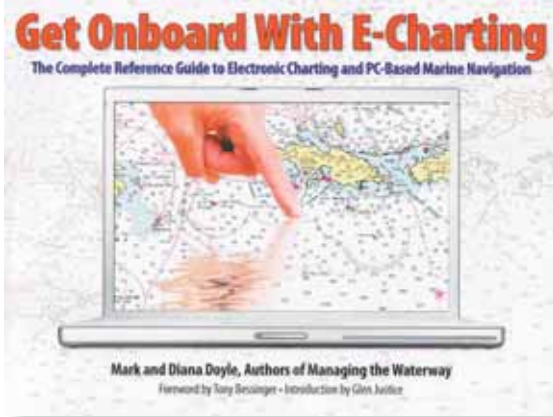
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## Electronic Charting Demystified

**Get Onboard With E-Charting**, by Mark and Diana Doyle. semi-local publications LLC, Bloomington, Minnesota. 230 pages. ISBN 978-0-9758617-2-1. \$34.95

Shopping for your computer's navigation software is a harder than it would seem. You think you just want to know where you are on the chart. Would that it were so simple!



There are so many programs to choose from. Each one does the same thing differently, or different things the same way. There's jargon, acronym, assumed background knowledge, computer literacy levels, and a mind-numbing cacophony of bells and whistles to integrate into your decision.

In fact, the choices and options are so daunting that you need a reference book to stand a chance of sorting it all out. Thankfully, this is that book.

If you're new to electronic charting, many options you didn't know you had will be revealed to you. Already using e-charts? You'll get help drilling down into your software, increasing your awareness of all its features and why you might want to use them. Made the wrong choice? You'll learn what else is out there that might serve you better.

There's some free trial software on the included CD. Plus, the Doyles address peripheral issues, such as onboard internet access, weather applications and user-generated marine websites. It's a very, very complete reference.

Clearly, *Get On Board With E-Charting* is not a book you'd read straight through, despite a friendly and conversational writing style and attractive pages. I liked the illustrations — screenshots, tables comparing features, pictures of hardware — all germane, colorful and easy on the eye. But the subject is so dense that you'll want to skip around and take regular breaks!

Mark Doyle and Diana Doyle are the electronics editors for the online boating magazine MadMariner.com, in whose columns the book originated. They also run Managing The Waterway publications, where you can buy Waterway cruising guides, as well as a CD containing all the free US raster and vector charts, saving yourself the hassle of downloading them, plus PDF copies of other useful US government publications. Free updates are available on their website, [managingthewaterway.com](http://managingthewaterway.com), as are sample pages of this book.

They cruise the waterway on a PDQ catamaran. And, having had some personal dealings with them, I can tell you that they are careful, organized, efficient and thoughtful. It really shows in this book.

Available at [managingthewaterway.com](http://managingthewaterway.com).

## Two Tales for Caribbean Teens

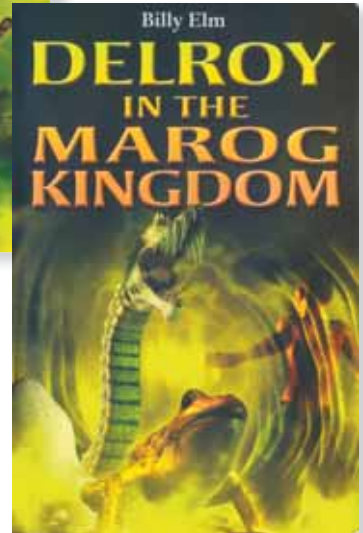
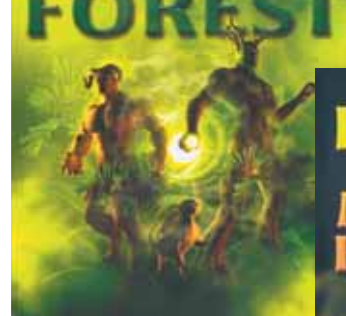
**Delroy in the Marog Kingdom**, by Billy Elm. Published by Macmillan Caribbean ©2009. Paperback, 180 pages. ISBN 978-0-230-03498-3.

**Escape from Silk Cotton Forest** by Francis C. Escayg. Published by Macmillan Caribbean ©2008. Paperback, 180 pages. ISBN 978-1-4050-9900-4.

These books are two in a new Macmillan series of six labeled "Island Fiction". The books are based on folklore stories of various Caribbean community cultures and beliefs and were written for the sole purpose of getting Caribbean teenagers more involved in reading. These tales are fictional and the characters in the stories are not real nor are the events.

The first book being reviewed in the series is called *Delroy in the Marog Kingdom*. Delroy was the only child for his mother but a second child for his father. Dahlia, his father's wife, treated him inferiorly because of how he spoke and where he and his mother came from. His father acknowledged him financially but barely emotionally although he longed for it. Delroy was once told a story by his mother of a woman named "river mumma", a woman living in the river who had the power to control a man with her beauty if he looked into her eyes. He was warned that if he ever saw her, he was not to look into her eyes for bad things would happen to him. It so happens he did look into her eyes once and from there the plot thickens.

Delroy was presumed drowned at a Labour Day picnic after he was pulled under by a current that transformed him into a "Marog" (a type of frog), as he had been chosen by the river mumma on behalf of the marog king to be the heir to the marog kingdom. His journey is yielded by force not by will of himself for if he does not com-



ply he might lose the chance of turning back into a boy. Accompanied by a marog soon to become a respected ally and friend, Gorem, he began his perilous journey to acquire the "zeta stone", a source of great power that has the ability to make the holder live for eternity. To acquire this stone was the reason for his pending journey.

He will come face to face with danger, deception, trickery and even almost death as a marog. He will learn valuable lessons in the true meaning of friendship, the desire and strength of love for family within himself and also acceptance of who he is as a human. Delroy will transform from being weak-willed to courageous and skillful. The book uses suitable adjectives so the reader is able to sense his emotions throughout. Many animals and objects are named according to Jamaican dialect for the book is set in rural Jamaica. Although the book is fictional, it helps us the readers to gain a brief understanding of Jamaican folklore and the belief that Jamaicans have of whether it is real or not. The book is worth more than one read for it is exciting, captivating and very dramatic.

In *Escape from Silk Cotton Forest*, from the beginning of his teenage years, life has been hard for Domino, a Goan (half goat, half man). He lost his family in the war against La Diabliesse (a beautiful witch that is half woman, half cow) in the kingdom of Ierie where he lives. On the opposite side of the kingdom of Ierie there is the silk cotton forest where La Diabliesse resides and there, along with his best friends Peenut, a mongoose, and Rhe, a Goteen (a female Goan), he will be imprisoned and forced to serve as a slave along with others from his kingdom.

Domino and his friends do not intend to stay and endure this torture and so they plan an escape. In his journey to freedom he will be bitten by Soucouyants and Douens, almost killed by Moongazers, tortured by La Diabliesse herself and come face to face with a boa constrictor, all in the company of his two companions who fight alongside him. It was said to him earlier in his life by his mother that because he survived snakebite as a baby, he had the ability to hear snakes speak and thus he is destined for greatness. Is this journey to freedom for himself and his fellowmen his destiny? And thus the story unfolds.

Although the beginning was very unclear because of the names given to various creatures in the tale, the story was well put together and as every bit enticing as you would expect from a folklore tale. It is based on Trinidadian folklore, and even for a person such as myself who has little knowledge of it, the story was well told. The scenes created very detailed and effective imagery that portrayed the events in my mind almost as if I were actually there. Many of the scenes were tragic and heart-breaking and this made the story even better, in such a way that it seemed realistic and gave it an air of romance and drama. The author writes with such ease that the plot unfolds so slowly and mysteriously that you are urged unconsciously not to put the book down until it is finished. That is what I call great writing; but don't just take it my word for it, read the book and you'll see for yourself. As for me, I think am going to read this one a few more times, too.

Available at bookstores and from [www.macmillan-caribbean.com](http://www.macmillan-caribbean.com).

# For Cat Fanciers Only

by Wayne and Treba Thompson

Do you like cats? The four-legged type, not the twin-hulled variety. Do you need a feline fix but can't have a cat on board because: a) you plan to sail to quarantine-required countries, b) your mate is allergic, c) you already have a dog, or d) you're off the boat too much to care for one?

If you love cats but can't have one, or even if you have cats but enjoy playing with more, you can indulge yourself by making feline friends along the way. Befriending homeless kitties on the street is often a bittersweet experience as you wonder if they'll have starved to death a week after you depart. Volunteering in animal shelters might let you feel that your efforts have ongoing effects, but volunteer work requires a lot of time and often involves a schedule. The easiest way to get your feline fix is to befriend the cat that hangs out in the restaurant, guard-house, or laundry room of your own boatyard or marina.



*Casa Evita was especially designed for the otherwise homeless felines at Power Boats marina in Trinidad. Cruisers take turns volunteering to feed them*

Power Boats in Trinidad has a cat colony complete with its own little house where cruisers stop to feed and pet the half dozen or so members that currently live there. If you've been to Power Boats, you may have noticed Casa Evita tucked up against the fence in the upper yard on the side nearest Budget Marine. But did you wonder what exactly it was and where it came from?

The colony began in December 2001 when a stray white cat gave birth to four kittens in the yard. Cruisers from Florida, whose names have been lost in the sands of time, discovered this pitiful-looking little family and began to care for them. But as they prepared to sail away, they worried about what would happen to Mama and her kittens. In January 2002 they solved their problem by passing the baton to another cruiser.

Cheryl and Randy Baker on *S/V Caribe* had hauled out in Power Boats for a major refit to prepare their boat for a Pacific voyage, and Cheryl agreed to take over the care of the cats during their stay. The Bakers had a frame-and-plastic "house" built over their boat to allow them to work come rain or shine and to protect all their tools and workbenches full of projects. The structure came to be called the White House, and the cats made their home in it beneath *Caribe*.

Although stray dogs killed one of the kittens, leaving Mama with only three — Boy, Blackie-Whitey, and Gray — the cat colony was soon to grow. The Bakers had made friends with another animal lover, Neville Boos of Fortress Woodworking, and he told another of his friends, a German cruiser named Evita, about Cheryl's compassion for cats. Evita used to wander Chagaramas feeding stray animals, and she began to bring Cheryl homeless kitties.

Cheryl took them all in and, with Neville's help, began a neutering program. This was important for three reasons. It lowered the number of homeless kittens in the area, it eliminated the males' fighting over females, and it cut down on the deaths of mother cats. Female cats were boarding the boats in the yard and tearing up cushions to make nests for their litters, which had prompted several locals to put out poison to kill them. The practice didn't stop the destruction, but it did kill a few cruisers' pets before management stepped in to halt it.

Cheryl tried to find permanent homes for the kitties by making "free kitten" announcements on the local radio net and by working with a veterinarian who would keep animals for a while in an effort to adopt them out. Several cruisers sailed off with new furry crewmembers, and one cat was even shipped to a farm in Delaware. And, of course, a few disappeared. But despite all Cheryl's efforts to find homes, a sizable group of cats still lived beneath *Caribe* in the White House.

In August 2004, work on *Caribe* had progressed to the point where the Bakers no longer needed the White House, so they moved out. A new tenant moved in to store his boat for about a year, and he had no objection to the cats living beneath his boat. So the cats still had shelter, and Cheryl continued to provide love and food.

But the day was coming when *Caribe* would be ready to sail west, and Cheryl couldn't take the cats with her to New Zealand and Australia because of Customs restrictions. She wanted "her" babies to have a home. So in August 2005, along with some other concerned cruisers, she met with Power Boats' manager Donald Stollmeyer. Neville Boos agreed to build a small house for the cat colony and Mr. Stollmeyer provided space in the yard.

The White House came down in November, and *Caribe* sailed away in December, but the Power Boat cats had a new home, Casa Evita. The feline colony grows and shrinks as attraction takes its toll or as new arrivals find their way to the sanctuary. But three of the original members — Boy, Blackie-Whitey, and Gray — still live there today.

As for their care, the spirit of Evita and Cheryl lives on. Cruisers volunteer to feed the cats twice a day, each caregiver finding a replacement as they prepare to sail away. Most provide the cat chow themselves; sometimes food is donated by other cruisers who place a bag in the wooden box beside the little shelter. And in a pinch, Neville Boos can be counted on to help. He maintains a fund for the cats' care — feeding and "fixing" — that is occasionally augmented by cruisers' donations, but all too often comes from his own pocket. Visiting animal lovers are always welcome to make contributions to the fund, volunteer to feed the kitties, or just stop by and give them a little attention.

So if you're a cat fancier and you happen to sail to Trinidad, remember that it's easy to make feline friends at Power Boats.

## SAMMY'S THRONE

by Ruth Lund

From the very first day we brought two cats on board our boat *Dignity*, it was a major bone of contention. Where to put the cat loo? Down below it was too smelly, on deck it was too exposed, and in the cockpit it was always in the way.

When we took the two five-year-old cats, Tigger and Roo, onboard they came with their own litter box which had a lid, and in all the time they lived on board never "had an accident" anywhere else in the boat. This litter box stayed at the back of the cockpit in port. When we sailed it moved to a spot under the cockpit table, firmly lashed to the pedestal after one unfortunate yacht race where a violent tack had litter and its contents sliding all over. But this system was not ideal. In Trinidad's rainy season, the litter box, with its open door and air holes in the top became a soggy mess. We tried various methods to keep it dry — a little canvas awning, a loose wooden cover — but whatever we did, it was an eyesore and an embarrassment when socializing in the cockpit.



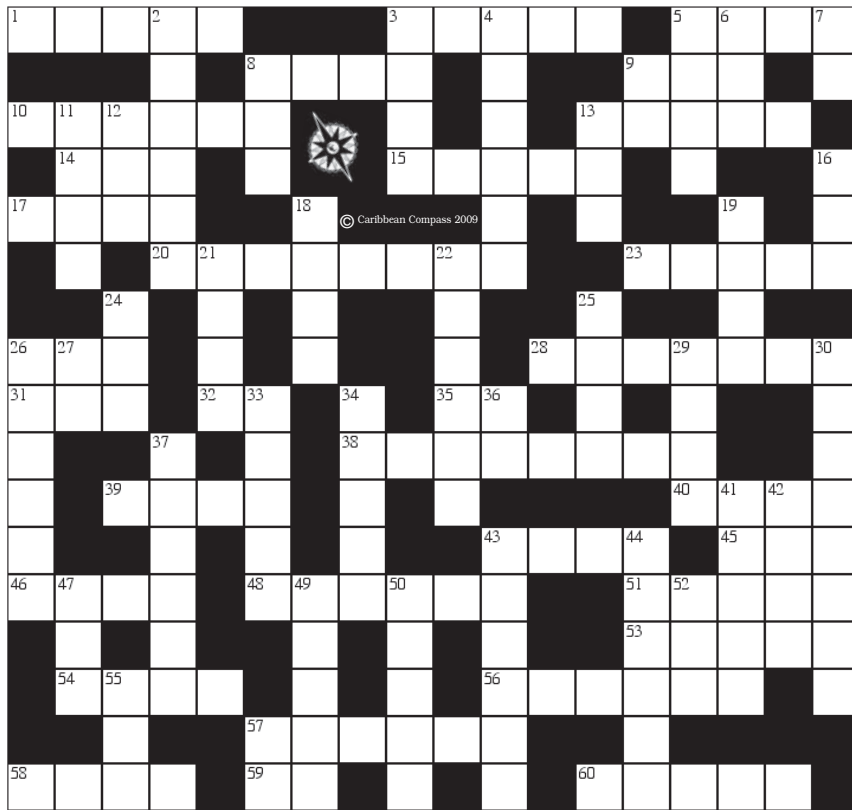
*No, Sammy — not there!! Just kidding. He might hide in the mainsail for fun, but for business this ship's cat now has a built-in litter box under the cockpit seat*

Then the cat box came to a sticky end in St Kitts. Sailing in late at night we anchored in one of the bays, planning to clear in at daylight. At the crack of dawn the coast guard banged on our hull, demanding to know what we were doing there. They came on board, and with uncanny precision one burly coast guard member planted his military boot through the lid of our cat box, splitting it open. He then went to search the boat below, rifle in hand. As he passed the cabin door he saw our elderly, gentle cat Roo, staring at him from the bed. He got such a fright he leapt backwards, almost falling over the saloon step, asking, "Does he bite?" My husband, Niels, could not resist replying, "Only if you point a gun at her." However, this guy was in no mood for jokes. He was so spooked he cut the inspection short, leaving us with one mutilated cat box. It took me months of searching, and eventually a trip to South Africa, to find another cat box with a lid. Deducing from this incident that cats on board might be a great deterrent to would-be thieves in the Caribbean, where some folk seem to fear cats, Niels lets it be known that we have a fierce feline on board.

When we moved to a bigger boat, *Baraka*, one of the first things we hoped to do was find a better location for the cat loo. Endless discussions about this came to nothing — until we found wood rot in our cockpit floor and lockers. So, after ripping the rotten parts out, we decided now was the time for a built-in litter box location. Sacrificing one of our cockpit lockers, we now have a super-duper loo for our current cat, Sammy. The locker is under the port cockpit seat and has a side opening to the cockpit floor shaped specifically to take the cat-litter box. The opening has a lip to prevent the box from falling out when heeling, but the box can be easily lifted and slid out for replacement of litter. Next to it is a space for spare litter and cleaning equipment. The cockpit seat lid still lifts, giving full access to the space for thorough cleaning. If we hit a storm, it has a "barn door" to close it off from possible flooding of the cockpit floor.

We didn't consult Sammy on the colour scheme, which is litter-type light grey (don't ask why), but he seems to have adjusted pretty well to his new loo. At first he didn't like the smell of fresh paint, but set about rectifying this by scattering litter as far and wide as he could every time he used it. Fortunately, we no longer have the litter-box placement issue to argue about, we now have a better topic — why ever did we give up a locker for a cat loo, and what do we do now with the stuff that used to be stowed there?

# Compass Cruising Crossword



## 'SEA DOG'

### ACROSS

- 1) 26 Across \_\_\_\_: shelter forward of a yacht's cockpit
- 3) 5 Across \_\_\_\_: poles with curved pieces of iron on one end
- 5) Small craft
- 8) Loading dock
- 9) Possessive pronoun, often applied to ships
- 10) On the land
- 13) \_\_\_\_ 26 Across: experienced sailor
- 14) Man o' \_\_\_\_: type of ship, bird or jellyfish
- 15) Sir Francis
- 17) 26 Across's 51 Across is worse than his \_\_\_\_
- 20) Beams and carlings are these for decks
- 23) Courageous
- 26) Man's best friend, or closure for watertight hatch
- 28) Large pieces of wood
- 31) Number of masts on a sloop
- 32) Human's vocal reaction to a 26 Across 17 Across
- 35) Not stop
- 38) Sent down the ways
- 39) 26 Across \_\_\_\_ with 26 Across nut, part of hatch fastening
- 40) Puppy's vocal reaction to a 26 Across 17 Across
- 43) Crazy or infatuated
- 45) Naval slang for evaporating tank
- 46) Large propellers cause this when sailing
- 48) 26 Across-3 Down \_\_\_\_: tool used by blacksmiths
- 51) Place where action occurs
- 53) Pertaining to the moon
- 54) 26 Across sound
- 56) Home \_\_\_\_: local sailing area
- 57) Race starter's gun
- 58) Secure
- 59) Not out
- 60) 26 Across \_\_\_\_: 3 Acrosses used to control timber being hewn

### DOWN

- 2) 26 Across \_\_\_\_: timbers holding a vessel on the launching ways
- 3) 26 Across's \_\_\_\_: that which holds the gun flint
- 4) Large bodies of water
- 5) Pavlov used this to train 26 Acrosses
- 6) Small piece of food
- 7) "Islands \_ Windward" by Carleton Mitchell
- 8) 13 Across 26 Acrosses are 13 Down \_\_\_\_
- 9) Laugh sound
- 11) Labradors love to do this
- 12) This can be top, straw or old
- 13) A large arm of the ocean
- 16) View
- 18) An \_\_\_\_ boat is undecked
- 19) 26 Across \_\_\_\_: a piece of cloth used to tell wind direction
- 21) "Render \_\_\_\_ Caesar..."
- 22) 26 Across's \_\_\_\_: a variety of sole
- 24) "The Golden \_\_\_\_ of Sail"
- 25) 26 Across \_\_\_\_: a variety of shark
- 26) Method of attaching a rope to a spar with the end tied back
- 27) "Press \_\_ more sail!"
- 29) 26 Across \_\_\_\_: 19th century Newfoundland fishing vessel
- 30) 26 Across \_\_\_\_: lines tied to rope or chain to take strain off
- 33) 26 Across \_\_\_\_: watch from 1600 to 1800 or from 1800 to 2000 hours
- 34) 26 Across's 51 Across is one
- 36) Not off
- 37) Dutch fishing vessel resembling a ketch
- 41) Odds or \_\_\_\_?
- 42) Girl's name
- 43) Warning sounds made by 26 Across
- 44) What not to be on watch
- 47) 26 Across likes you to \_\_\_\_ his mummy
- 49) All at once, or on the run
- 50) Spars
- 52) Another name for 26 Across
- 55) 26 Across says this
- 57) Approximately 3.1416

Crossword Solution on page 33

THE CARIBBEAN IS A MELTING POT OF PEOPLE FROM MANY CULTURES.  
LET'S MEET SOME OF THEM IN THIS PEOPLE OF THE CARIBBEAN

Word Search Puzzle by Pauline Dolinski

### PEOPLE OF THE CARIBBEAN



AFRICAN  
AMERICAN  
AMERINDIAN  
ARAUQUINOID  
ARAWAK  
ASIAN  
  
BARRANCOID  
BOY  
  
CARIBS  
CIBONEY  
CIGUAYO

DANISH  
DUTCH  
ENGLISH  
EUROPEAN  
  
FRENCH  
GALIBI  
GARIFUNA  
GIRL  
IGNERI  
KALINAGO  
LADY  
LUCAYAN

MACORIX  
MAYOID  
MEN  
  
NATIVE  
PEOPLE  
  
SAILORS  
SALADOID  
SLAVES  
SPANISH  
SWEDISH  
TAINOS

Word Search Puzzle solution on page 21



# Star Sights



## AUGUST 2009

♈ **ARIES (21 Mar - 20 Apr)**

Feelings on board will be warm and friendly this month. An intimate party on board with one's closest friends is called for.

♉ **TAURUS (21 Apr - 21 May)**

While doing boat projects, don't get mired in creative details. Work on the basics and let the details take care of themselves.

♊ **GEMINI (22 May - 21 Jun)**

Choose your words carefully this month. Problems expressing yourself in business matters could frustrate any boat projects you're working on.

♋ **CANCER (22 Jun - 23 Jul)**

It's all about *amore* at home, so just set a second anchor and spend the month on board with your sweetheart.

♌ **LEO (24 Jul - 23 Aug)**

Finish jobs on board ship during the first three weeks, as romance will anchor off the port bow during the last one!

♍ **VIRGO (24 Aug - 23 Sep)**

Make marine business connections and work on deals this month to prepare for the creative inspiration coming to you around the 23rd when the sun sails into Virgo.

♎ **LIBRA (24 Sep - 23 Oct)**

Some minor squalls in romance may dominate your thoughts this month but don't let them shift your ballast. Fair winds will be back in a couple of months.

♏ **SCORPIO (24 Oct - 22 Nov)**

Concentrate on your cruising creativity. Don't let any adversity in your love life take the wind out of your sails and spoil the fun.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**

This will be a lazy time for you with minor financial squalls taking what little energy you have. Keep a firm grip on the wheel of your attitude to keep it on a positive course. Winds will be favorable next month.

♑ **CAPRICORN (22 Dec - 20 Jan)**

It's going to be rough seas in your love life this month, with endless misunderstandings and airing of grievances. Keep enough sail up, stay on course, and you'll drive right through it.

♒ **AQUARIUS (21 Jan - 19 Feb)**

If you let self-indulgence rule any creative ideas you pursue this month, the effect on your personal relationships will be headwinds and contrary currents. Think of others on board.

♓ **PISCES (20 Feb - 20 Mar)**

Maintain a positive attitude or you might spend the entire month worrying about boat business and fending off disagreements with shipmates or sailing buddies. If you're chartering, bad vibes on board could have repercussions so keep things light and breezy!

## Crossword Solution

<b>ACROSS</b>	48) HAMMER	19) VANE
1) HOUSE	51) SCENE	21) UNTO
3) HOOKS	53) LUNAR	22) TONGUE
5) BOAT	54) BARK	24) AGE
8) MOLE	56) WATERS	25) FISH
9) HER	57) PISTOL	26) DOGGED
10) ASHORE	58) SAFE	27) ON
13) SALTY	59) IN	29) BODY
14) WAR	60) SPANS	30) STOPPERS
15) DRAKE		33) WATCH
17) BITE	<b>DOWN</b>	34) ALARM
20) SUPPORTS	2) SHORES	36) ON
23) BRAVE	3) HEAD	37) DOGGER
26) DOG	4) OCEANS	41) EVENS
28) TIMBERS	5) BELL	42) LANA
31) ONE	6) ORT	43) GROWLS
32) OW	7) TO	44) ASLEEP
35) GO	8) MEN	47) RUB
38) LAUNCHED	9) HA	49) AMAIN
39) BOLT	11) SWIM	50) MASTS
40) YELP	12) HAT	52) CUR
43) GAGA	13) SEA	55) ARF
45) VAP	16) SEE	57) PI
46) DRAG	18) OPEN	

# CARRIACOU REGATTA

(circa 1965)

## Island Poets

Linton Rigg came sailing down  
And anchored here in Hillsborough town,  
"This is the place for me," he said,  
"I'll settle here," and so he stayed.

The Mermaid Tavern was the inn  
That Linton ran, so to begin  
We look back through the years departed  
To tell you how it all got started.

The boats that through the islands plied  
Their fishing trade, both far and wide,  
Were double-enders, sturdy, small,  
And Linton thought, these boats have all...

The verve and skill it takes to race,  
And Carriacou is just the place  
To have a really fine regatta,  
Yes! Here are all the things that matter!

He took the idea that he had  
To sailing pals in Trinidad,  
Hobson, Sydney Knox and Rawle,  
Swore their support and gave their all.

Countless regattas they'd attended,  
Some quite simple, some quite splendid,  
The one remembered so long after,  
Was that first Carriacou Regatta!

**RULES**  
They shrunk the racing rules to two,  
For who needs rules in Carriacou?  
The 'port' and 'starboard' rules held sway,  
A left-swung boom had right of way.

At starting whistle, count to thirty,  
Keep it clean now, nothing dirty,  
The second whistle means you start,  
Let's see each skipper play his part!  
**END OF RULES**

First whistle sounded loud and clear,  
Count to thirty? Me? No fear!  
Off went the boats with yells and shouting,  
What were the rules for? Only flouting!

Sunshine, sails and deep blue water  
Skillful sailors, curses, laughter,  
The boats they used to make their living,  
Were now raced hard, with no forgiving!

Of blunders, errors or mistakes  
That an opponent's boat might make,  
Spectators watched with avid glee  
Betting on favorites out at sea.

As each mark or rock was rounded,  
Shouts and cheers and yells resounded,  
Salt-caked sailors headed home  
Thinking of prizes yet to come!

The Trini Posse stayed at Linton's,  
In those days, everyone was scruntin'.  
Of 'private baths' no one had heard,  
Bathrooms were communal and shared.

Prizegiving time was drawing near,  
And Rawle thought he would don his gear,  
So to the shower he made haste,  
A towel around his ample waist.

In he barged through swinging doors,  
And almost fainted to the floor!  
He heard a scream, and then a wail  
A mermaid stood there, minus tail!

"A towel quick!" he heard her scream  
And Barrow waked, as from a dream,  
And gallant, although in a tizz,  
Tugged at his waist, and gave her HIS!

He heard her mutter, "My oh MY!"  
As blushing red, she hurried by,  
While he stood, naked and forlorn  
Dressed as he was when he was born!

And later when prize-giving came,  
He met the mermaid once again,  
"Have you met Rawle?" enquired his host,  
"Of course," she giggled, "He's the MOST!"

Prize-giving was to happen next,  
But where were prizes? Crews were vexed.  
For several hours they'd hung around,  
Awards, it seemed, could not be found!

Where were the prizes? Come on! Think —  
I know, I know, they're in the bank!  
The envelopes are locked inside,  
"Get the manager quick," they cried.

Where was he? That they did not know,  
Suffice to say they had to go,  
Searching the town, the beach? Afloat?  
At last they found him on a boat.

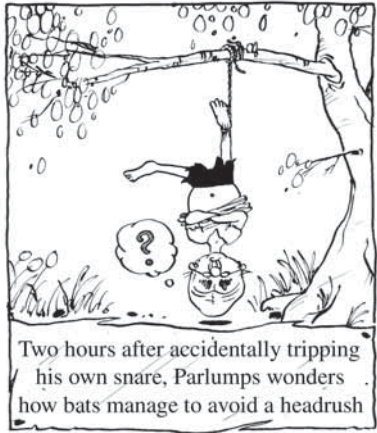
Off to the bank, a-brandishing keys,  
Back to the fête. Attention please,  
Winners! No need to rant and rage,  
Just try to make it to the stage!

So Carriacou Regattas flourished,  
Improved, supported, maintained, nourished,  
By sailors just like you and me,  
Who love to sail, and love the sea.

So let us raise a glass or two,  
Yeah!  
"Regatta Time In Carriacou!"

*Remembered by Rawle Barrow,  
and rhymed by Nan Hatch*

## parlumps marooned



## FACT-OIDS



**WE** all know the old saying about hurricanes: "June too soon, July stand by, August it must."

Well, that first August for newlyweds Mermaid Merry and her Merman husband Gem had them wondering what to expect. Gem was his usual optimistic self and assured his beautiful mermaid wife with her long red hair and emerald eyes that there was nothing to worry about even if a hurricane did hit. But Merry, used to living on a sunny reef, wasn't so sure and she worried about what they should do in case the worst happened.

"Don't worry about it!" Gem insisted. "A hurricane's waves will pass well over the top of us; that's one advantage of living on a seamount."

"But it's not a real seamount," countered Merry. "It's only a sea hill and it's too close to the coast."

Gem refused to even think about storms and went about his usual business of taking the teenage fish on learning excursions far from the seamount. But Merry was worried and sure enough, one day in August, she felt an ominous calm.

"I don't like the feel of the weather," Merry said to Gem that morning. "Please stay home." But being a Merman and used to living in the deeps of the sea, Gem only laughed and swam off. Merry hardly knew what to do now that she was alone, so she sent messengers to ask everyone to meet with her immediately. When they arrived she said:

"I think a hurricane is coming."

There was a sudden silence while this unpleasant news sank in then Merry went on: "Has anyone been through a hurricane?" Nobody had, but one mother had heard that the last storm had wiped the seamount clean. This put everyone in a terrible fright, not least of all Merry, but she kept a brave face and explained that the castle was as strong as a fortress as it had been burrowed out of the rock itself and would provide shelter for everyone.

Before anyone had a chance to panic she sent them home to collect their belongings and food and to return at the first sign of danger. Merry busied herself organizing the castle and making sure that the windows and doors were secure, but she worried constantly about Gem and hoped that he would return any minute.

Then dangerous swells began to roll in and dark clouds gathered like an army overhead and still there was no sign of Gem or the teenagers. Thunder rumbled, growing louder and louder bringing with it frightened mothers and their children. Usually the youngsters were a handful, but now they were silent and clung to their mothers' fins. Merry smiled to put them at ease, saying it was time to have some fun and sent them off to her special room where she kept her picture books and playthings. The older fish arrived soon after, carrying all the food they could find and Merry showed them where to settle themselves. The sea creatures were the last to arrive and they were offered shelter where they would naturally seek it, the eels in narrow tunnels and sea stars and sea urchins in nooks and crannies. Merry was relieved that the large fish had already swum down into the safety of deeper water as she had no room for the big rainbow runners, glassy eyed snappers, toothed dog snappers and all of their kind.

"Oh, Gem, where are you?" Merry was frantic with worry, especially when the swells grew into huge waves that thundered overhead and spears of lightning stabbed the sea. Then the rain began and it fell in slanting torrents across the surface of the sea, taking away all the light. In ordinary times, Merry and Gem relied upon the luminous sponges and tiny phosphorescent creatures to provide night-light for the castle and now they did their best to light up the oppressive darkness. Merry sobbed quietly, wondering if she would ever see her dear love again.

Indeed, where were Gem and his group of adventurous teenagers? Well, by the time Gem knew that a terrible storm was on the way he had taken his party far, far from the seamount and it was too late to return, so he led the way down, down to his father's safe home at the bottom of the sea. His Mermaid mother was already

# STORM ON THE SEAMOUNT

By Lee Kessell

there because she wisely spent all the hurricane months safe with her Merman husband while he spent some pleasant winter months in his wife's sunny reef home.

"What are you doing here?" his surprised father asked when Gem swam into his old home. When Gem explained how foolish he had been in not listening to Merry, his father told him not to worry as Merry was a very capable young mermaid and that he and his wife were very happy to look after unexpected guests until the storm passed. Well, the teenagers thought this the greatest adventure of all time and didn't care how long the hurricane lasted but poor Gem fretted inconsolably.


At last, after a terrifying night on the seamount, the first light of a bleak day penetrated the thinning clouds and before long Merry could look out and see that the waves had almost gone and the rain clouds were drifting away out to sea. But what of the seamount? Was it swept clean? Before she could find out if her guests had homes to return to Merry organized a big breakfast for everyone. Then, taking two of her strongest fish with her, Merry ventured out to inspect the damage. Yes, the seamount had been swept clean. The lovely golden pillar corals that had adorned the roof of her castle were nowhere to be seen nor were the rope sponges, wire corals and vase sponges. The flower boxes were gone and nothing much remained of anything but the rock of the seamount itself. Poor Merry went back and told everyone that they would have to remain her guests for a little while longer but in the meantime everyone must help to put things right.

Just as working parties were being organized there was a commotion at the castle door. "It's Gem and the lost teenagers!" chorused everyone and then there was Gem holding Merry in his arms, hugging her tight and promising never to leave her ever again.

As for the seamount, the destruction wasn't nearly as bad as it had first appeared. The bases of the corals remained attached to the rock surfaces and would re-grow; the holdfasts of the sponges would sprout again, the flower boxes were easily remade and replanted and the homes of the fish and the sea creatures were soon livable. And perhaps most important of all, the community of the seamount became even closer than before and they learned a very good lesson: BE PREPARED.

THE END

PROUDLY SPONSORED BY PETIT ST. VINCENT RESORT



DOLLY'S DEEP SECRETS

by Elaine Ollivierre

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

We have looked at how coral polyps eat. **Now, how do they reproduce?**

When living organisms reproduce, they do so in one of two ways: sexual reproduction where they need a partner and asexual reproduction where they don't. Coral polyps use both methods.

Most often, coral polyps reproduce sexually. Male polyps produce sperm (male gametes) and female polyps produce eggs (female gametes). Some types of corals are hermaphroditic and produce both male and female gametes. Fertilization is when the sperm and the egg fuse together and, for coral polyps, this can happen in one of two ways.

Firstly, the female polyp may keep the egg inside her body. This kind of polyp is called a **brooder**. Sperm released from another polyp swim in and fertilize the egg. This is internal fertilization. In the second method, the polyps release both eggs and sperm into the water where external fertilization takes place. These polyps are **broadcasters**.

**Synchronous spawning** means that the eggs and sperm are released into the water at exactly the same time. Scientists are still not sure exactly how the polyps know how to coordinate this spawning but it seems to be connected with the lunar (moon) cycle. So many gametes are released at one time that the water above the reef turns cloudy!

Fertilization of the gametes produces tiny larva called **planula**. The planula is the size of a pin head and has hairs all over it which enable it to swim with other zooplankton for several days. Many planula are eaten but the survivors sink on to a hard surface (a rock or a shipwreck, for example) where they attach themselves and develop into adult polyps which can form a new coral reef if conditions are favourable.

Coral polyps also reproduce asexually. Asexual reproduction results in an individual polyp which is exactly the same as the parent polyp. This is called **cloning**. Sometimes a polyp simply divides into two. Sometimes **budding** takes place. This is when a new polyp grows out from the side of the adult polyp. The buds can form buds of their own and so extend the coral colony.

Asexual reproduction is especially important when reefs are damaged in storms or hurricanes as it produces new individuals more quickly and in larger numbers than in sexual reproduction. Sexual reproduction is also important because it produces a variety of individuals which are different from their parents and may be better able to withstand changing conditions. Corals have the advantage of being able to use both kinds depending on the environment. This is vital when we think that coral reefs grow very slowly, about half a centimetre to three centimetres per year.

**WORD PUZZLE**

Unscramble the following five-letter words from the passage and write in the boxes provided. Find a key word written vertically in the table.

1. REMPS
2. LOPPY
3. ARVAL
4. RUNAL
5. LUDAT
6. CROLA
7. WREAT

1									
2									
3									
4									
5									
6									
7									

Answers on page 29

## THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

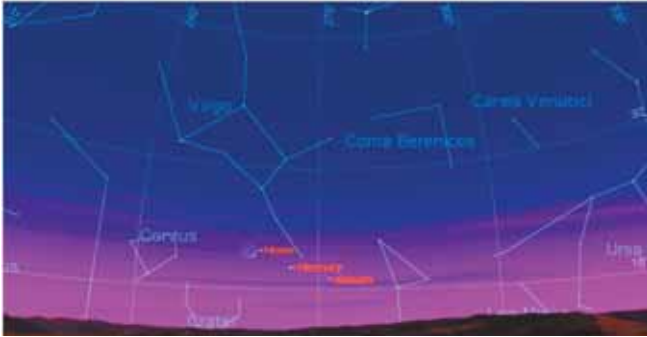
# THE SKY IN JULY

by Scott Welty

### The Planets in August

MERCURY - spends the month in the western sky at sunset.

VENUS - a morning sight all month. Look for it just before or at sunrise. The two bright stars to the left of Venus are the Gemini twins, Castor and Pollux. (They must be identical twins; I can never tell them apart!)



Looking west — August 22nd at 1945 AST

EARTH - directly under your feet all month.

MARS - Mars is also for early risers. You'll find it a little above Venus early in the month. Venus is the bright one. They will slowly separate as the month goes on.

JUPITER - Jupiter is rising around 10:00PM early in the month and then earlier and earlier as the month wears on.

SATURN - Setting in the west just after the sun.

### Dates of Interest

August 6th 0100 UTC - Full moon\*. See the full moon very near Jupiter.

August 12th - The Perseids meteor shower peaks on this day (see below).

August 16th, 17th - These mornings will show a pretty thumbnail waning moon located between Venus and Mars. Check it out!

August 19th

- If you have a clear and low western horizon, look for Saturn and Mercury to be side by side and setting together around 8:00PM.
- New moon

August 22nd - the moon joins Saturn and Mercury in the western twilight. (See Saturn Mercury Moon chart)

September 2nd - again the Moon rides with Jupiter through the night sky.

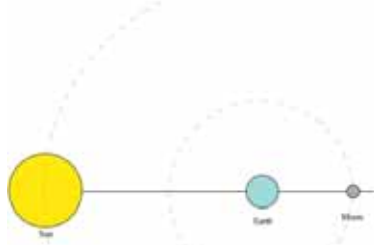
September 4th - Full moon\* 1600 UTC

### \* When is the moon full?

In a way this is an easy one and yet...

Pretend the earth is at rest and the moon and the sun revolve around us. I know it doesn't happen that way but this is actually the easier platform for most simple observational astronomy. Since it takes the sun about 24 hours to go around while the moon takes a little over 27 days there will be a time when the moon is in exactly the opposite direction in the sky from the sun. Or, the angle between the sun and the moon as measured on earth is 180 degrees (see moon in opposition chart). Since the sun and the moon are both moving this happens at one exact moment and is the only moment when the moon is truly full.

For example, the July full moon was on Tuesday the 7th at precisely 09:23 Universal Time (UTC, i.e. the time in Greenwich, England). The August full moon will be on Thursday the 6th at 00:57 UTC. So the moment of a full moon has nothing to do with whether it is light or dark where you are. It's just geometry. I think it is this



The geometry of the full moon

fact that causes some one-day dithering between when different calendar makers put the little full-moon face on a particular day.

Look at the August full moon — August 6th at 00:57 UTC. That's about 1:00AM in England. What time is it in the Caribbean then? Well, it's four hours earlier isn't it, because we're four time zones to the west, meaning that the moment of the full moon isn't even on the 6th for us but rather it's 9:00PM on the 5th.

How do you mark your Caribbean calendar then?

Depending on where you live, you might not see the full moon for several hours

after the actual full moment. Or several hours before. How do you pick what DAY to tell people is the full moon locally? I think, just use the moment of the full moon and figure out which night you're going to see the most full moon.

So, once again, for August the full moon is at about 01:00 UTC on August 6th. That's at 9:00PM in the Caribbean on August 5th. On the night of the 5th the moon is going to be pretty full. You'll see it just after sunset as it is still getting fuller and then see it for several hours after maximum fullness at 9:00PM. On the next night, the night of the 6th, the moon will be more than 20 hours past its full moment. So while the moment of the full moon happens on the 6th in England, the best night for having a full moon in the Caribbean will be the night of the 5th. Clear enough?

So, from now on I'll publish day and TIME of full moon moment UTC. You can take it from there!

### August's Featured Constellation

DELPHINUS - This is a cutie and a special constellation for sailors — Delphinus is Greek for dolphin. The ancient story associated with this constellation is about the Greek poet/musician Arion (also the inventor of the dithyramb) of Lesbos. Arion, having just won a pile of loot at a musical competition in Sicily, finds that the crew of his ship conspired against him for the cash. Having been granted a last wish before being put to death, he begins singing a dirge and then flings himself into the sea. He is then rescued by a dolphin who was enchanted by his music and the dolphin carries Arion on his back to Greece.

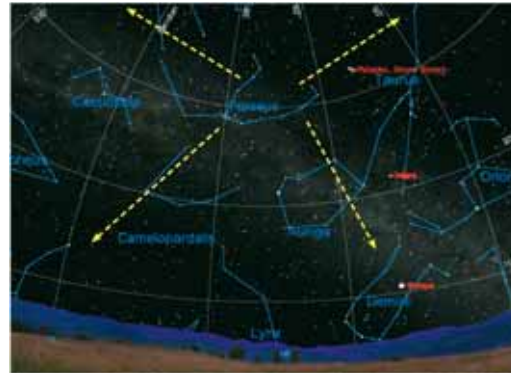


Delphinus high in the eastern sky on August 15th at 2100 AST

Any of you Buffett fans think this sounds familiar? Of course, Jimmy and his daughter re-worked this ancient tale with an island flavor in Jolly Mon Sing! You can use the summer triangle from last month's column to locate Delphinus. (See Delphinus chart).

### THE PERSEIDS METEOR SHOWER

August presents a special treat: the Perseids meteor shower. The name comes from the fact that every August many meteors (shooting stars) can be seen emanating from the constellation Perseus. Why? When comets fly around our sun they tend to leave a trail of debris in their wake. There is a debris field in the earth's orbit left from comet Swift-Tuttle that the earth passes through each August. The relative



Trails of meteors will track backwards toward Perseus. Looking north-east on August 12th at 0500

orientation of the earth's motion and this debris field makes the meteors seem to be coming out of Perseus. They're not really. The debris is basically at rest and the earth is running into it! (Remember, the earth is streaking along at about 18 miles a second in its orbit around the sun.) At the peak there may be as many as 60 meteors per hour.

The bad news is twofold. You want to view Perseus when it is as high as possible, but Perseus doesn't rise until about midnight on the 12th — the peak day of the activity. Also, on the peak day you'll have the moon being pretty close to the observing area, slightly ruining the darkness of the sky. The good news is that the shower only peaks on the 12th. Feel free to look for meteors several days before and after the 12th as well. Also since the meteors aren't really squirting out of Perseus you're liable to see some streaking out of the eastern sky before Perseus rises. Good for those of us who can't seem to stay up after 2100! (See Perseids chart).

### To Contemplate While Having a Glass of Wine on Deck...

If you get to see some meteors then try to see them as not moving but as stationary road signs whipping past earth as it hurtles through space. It's nearly impossible to do and was one of the main reasons people were reluctant to accept the fact that the earth was going around the sun and not the other way around.

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

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## SERVING AT SEA BY SHIRLEY HALL

# THE SWEETEST SPUD

Have you ever wondered what that pinkish-skinned, yellow-fleshed root is at the Caribbean roadside veggie stand? It is a sweet potato, and it is sweet! If you are from North America you are ready to argue since this is not the "sweet potato" you are accustomed to, or rather, what you were told was a sweet potato. The orange root you eat at Thanksgiving is really a yam.

Sweet potatoes are often confused with yams, however yams are very different. While the sweet potato is native to Peru, yams originated in Africa. Yams are not very sweet, and grow as large as 100 pounds.

Before Europeans landed in the Western Hemisphere the sweet potato was already well traveled. This root had already passed through South and Central America, and was carried by boat to far-away Pacific islands and New Zealand, where it is known as *kumara*. In many countries of the Pacific, the sweet potato is a primary food source. China now grows most of the world's crop, although West Indians love sweet potatoes and grew more than 700,000 kilos of sweet potato last year.



Among a variety of Caribbean root crops, sweet potatoes are at far right

Columbus brought back to Spain many new foods he discovered during his first voyage to the New World in 1492. Sweet potatoes were among Columbus's treasures. The Spanish immediately loved sweet potatoes and began cultivation. Soon Spain exported the sweet root to their rival, England. France acquired a taste for the root when Napoleon's wife, the Empress Josephine, who was born in Martinique, craved the sweet potato. Portuguese seafarers carried the sweet potato to Africa and Asia.

The sweet potato is an island staple vegetable that requires a long growing season to produce mature roots. The sweet potato is very nutritious. A half-cup of cooked sweet potato supplies two grams of protein, four grams of fiber, vitamins A and C, calcium, beta-carotene, manganese, and folic acid.

Sweet potatoes can be baked, boiled or roasted, and used in many of the same ways you'd use Irish potatoes — mashed, for example, or as a potato salad. They can be shredded raw and added to salads or to top soups. Sweet potatoes can even be juiced. They don't keep as well as some other root vegetables and are best when relatively fresh. Scrub well just before using.

### Basic Sweet Potato Soup

4 or 5 large sweet potatoes

1 large onion

4 Cups of water

An additional 3 Cups of water

salt and seasoning to taste

Peel the sweet potatoes and onion, and chop them into one-inch pieces. In a large stockpot, put 4 Cups of water, potatoes and onion. Boil until potato is soft. Put vegetables and liquid into a food processor or blender and purée. Return puréed mixture to stockpot and add additional 3 Cups of water. Reheat and season to taste.

Variations include the addition of leeks, use of chicken or vegetable stock instead of water, topping with cream or yoghurt and a sprinkle of chopped chives, or even chilling to serve cold as a vichyssoise.

Serves six.

### Sliced Baked Sweet Potato

Slice peeled sweet potatoes half an inch thick. Place on a piece of foil or baking sheet and brush with vegetable oil. Bake at 400°F for half an hour or until tender.

### Fried Sweet Potato Cakes

3 nice size sweet potatoes

2 eggs

1/2 Cup flour

2 Tablespoons cooking oil

salt and pepper to taste

Peel and grate raw sweet potatoes. Mix in eggs and flour. Season to taste. Form into cakes about an inch thick. Heat oil in skillet and add cakes. Cover and fry till cooked through and the cake breaks easily. Uncover and let brown. Serves four.

### Spicy Sweet Potatoes

3 large sweet potatoes

2 Tablespoons butter or margarine

1/4 Cup chopped or sliced almonds (other nuts — even grated coconut — can

be substituted)

a pinch (to taste) of salt, pepper, ground cloves and cinnamon

1/2 Cup flour

2 Cups vegetable oil for frying

Peel sweet potatoes, boil until soft, and then mash them. Add nuts and spices. Blend until sweet potatoes can be rolled into small balls. Carefully roll the balls in flour. Deep fry until golden brown and serve hot. Makes a great side dish or a unique appetizer.

### For the Gardeners

Sweet potatoes grow best in sandy soil, started from what are called "slips". Plant the slips two inches deep and a foot apart. The row should be mounded at least eight inches high. Add another inch of cover sand when the slip begins to grow. Keep three feet between rows, as healthy plants will vine. The rows must be kept wet in the development stage. Carefully pull out any weeds. Once the vines are mature, water sparingly, perhaps once a week. Sweet potatoes prefer hot dry weather. A heavy rain or over-watering will cause the roots not to form properly. To harvest, dig them out carefully with a fork and dry in a shady, cool spot for a week.

All countries in the world have their own culinary identity but in the twin-island nation of Trinidad & Tobago, each island has its own. One of the things that sets Tobago apart from Trinidad is its locally made sweets. Not only are they delicious, but some of these sweets have a long history. For example, toloom and sugar cakes were developed by African slaves who received part of their supplies in sugar and molasses.

I have a terrible sweet tooth and these sweets are an absolute must anytime I visit Tobago. Sweets are one of the first things people ask for as presents if someone is visiting the island. They are readily available from vendors found outside the ferry terminal and airport. The sweets are sold in packets containing about five pieces each, selling for between US\$1.00 to US\$1.50 per packet.

# Ode to Tobago Sweets

by Jo-Anne Nina Sewlal



*Homemade sweets sold by street vendors in Tobago are delicious souvenirs. Here are fudge and nut cakes*

Vendors sell a variety of local sweets, but here are some that have maintained their popularity over the decades.

Firstly, there are Benne Balls, which I think are the best known of the Tobago sweets, made from benne — known elsewhere as sesame — seeds. When most people think of sesame seeds they think of them toasted and sprinkled on hamburger buns or used as sesame oil in Asian cooking. However, these local sweets are made of a mixture of melted sugar and toasted sesame seeds. Although traditionally shaped into balls they can also be formed into sticks or bars.

It is said that these seeds originated in Africa, since their closest relatives are found growing there. African slaves brought sesame, which they called benne, to North America and most likely to the Caribbean. They are very nutritious seeds, high in antioxidants, and contain three times more calcium than a comparable measure of milk.

There are many other sweets made in Tobago that come in the shape of balls. One is made from pawpaw (papaya). In this sweet, the green fruit is used, mixed with granulated sugar and cooked until the mixture gels. Green food colouring is added at the end to emphasize the colour of the fruit.

Another such sweet is toloom, which is made by caramelizing sugar and adding molasses, both of which add to the almost black colour of this sweet. Other ingredients include grated ginger and coconut as well as pieces of dried orange peel (the skin of the orange along with a little rind, usually hung and left to dry).

Nut cakes are another popular sweet on the island. Halved peanuts are toasted and added to a simple-syrup mixture that also has some ginger added. Spoonfuls are then placed on a well-oiled tray — or the marble slab that was a necessity for candy making in days gone by. The heaps are allowed to dry as they form wide mounds.

A colourful sweet is sugar cake. Despite the name these are not comprised of pure sugar. They are similar to nut cakes, but grated coconut is used in place of the nuts. You can add food colouring to make them any colour you want but traditionally they are pink or white, sometimes a combination of both. A packet will usually contain three cakes with a combination of pink and white cakes.

Fudge is a well-known sweet around the world, but in Tobago the popular variation is Coconut Fudge where sugar, coconut milk and condensed milk are mixed over heat to dissolve the sugar. The mixture is poured into a tray and allowed to cool and then cut into squares.

The final sweets usually sold by vendors are peppermint sticks. A mixture of water, sugar and margarine is boiled to form a heavy syrup. Peppermint oil is added to give it flavour. The mixture is poured onto a marble slab or oiled tray. The edges are folded into the centre and, as the mixture gets cooler, it is repeatedly rolled and pulled by hand. Finally, sections are cut and shaped to form sticks.

So if you visit Tobago, why not pick up a few of these traditional confections and take a sweet taste tour of our culture?



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by Ross Mavis



**CRÊPES FOR CRUISERS**

Trust the French to take a simple flapjack and turn it into a delightful moleskin case for sweet or savory fillings! Crêpes Suzette was the first crêpe recipe I remember trying when I was a very young man. A childhood friend was from the French West Indies. His sister made Crêpes Suzette for me once during a visit to our home. For several years after, I thought crêpes were only for dessert. Since then I have tried countless crêpes, both sweet and savoury. The only limiting factor is what ingredients might be readily available as a filling for these light, delicate and tasty pancakes.

Several reasons make crêpes a perfect cruising dish. They are easily and quickly prepared. Although tasty and quite filling, they are not heavy enough to cause one to drift off to sleep during the day. And, finally, only a small pan with little heat from even a one-burner stove is all that is needed to produce a good quantity of crêpes that can be kept for several days in the refrigerator. Crêpe batter is primarily composed of eggs and flour with the addition of herbs or spices for a savoury variety or sugar and flavouring for sweet.

The batter is easily made and is best kept for a few hours in the refrigerator to allow most of the bubbles to escape. Traditional French recipes for crêpes call for as many as ten eggs. A less rich crêpe can be made using fewer eggs and I find the results almost as good. Crêpes can be rolled, folded or served flat in a stack, depending on the recipe.

An easy and delicious crêpe can be made using a filling of sautéed sliced bananas sprinkled with brown sugar, coconut and a drizzle of rum. If fresh berries, such as raspberries or strawberries are available, make a filling by pureeing some berries and mixing this with sugar and thickly whipped cream. Then gild the lily by spreading softened cream cheese on the crêpe before spreading the berry and cream mixture down the centre and rolling it up. Sprinkle with powdered sugar and serve with fresh fruit and a drizzle of Grand Marnier. Delicious and quite elegant.

But the real delight for luncheon crêpes, in my humble opinion, is seafood. A handful of small shrimp, a few scallops, diced conch or lobster can be transformed into the pièce de résistance with a simple cream sauce. Or why not try a vegetarian crêpe by using lightly blanched asparagus, broccoli, spinach or mushrooms and your choice of either a melted Swiss or cheddar cheese cream sauce? For those of us more carnivorous in appetite, any combination of cooked chopped meat or poultry can become a quick and easy lunch when folded in a crêpe with the addition of a light gravy from last night's roast.

I have even added heated sliced potatoes from the previous night's supper along with leftover vegetables and chopped roast beef to make a full-meal-deal crêpe. The results are always fantastic. My wife loves home-baked beans and chow chow pickle wrapped in crêpes. It's sort of a blending of Maritime and Acadian cultures over lunch. There is no shortage of combinations.

Here are a couple of crêpe recipes I recommend you try.

**Savoury Crêpes**

- 3 eggs, well beaten
- 1 1/2 Cups (375 ml) milk
- 2 Tablespoons (30 ml) melted butter or canola oil
- 1 Cup (250 ml) all purpose flour
- scant 1/2 teaspoon (2 ml) salt
- pinch of cayenne pepper
- 2 Tablespoons (30 ml) finely chopped chives or parsley

Place eggs, milk and butter in a blender or mixing bowl and whip for about 30 seconds. Add flour, salt and cayenne and continue beating for two or three more minutes. Mixture should be the consistency of thick cream. Scrape down sides of bowl and add chopped chives or parsley. Stir to mix and let batter rest in refrigerator for an hour or overnight.

Heat a nine-inch non-stick frying pan or crêpe pan over medium high heat. When a drop of water dances on the surface of the pan, add a drop of oil and 1/4 cup of the stirred batter. Tilt pan quickly and with a twisting motion of your wrist, allow batter to coat evenly the surface of the pan. Cook about one or two minutes until the edges of the crêpe start to curl slightly. Turn crêpe over to cook for about 30 seconds more until it is lightly browned. Stack crêpes on a sheet of parchment or waxed paper. Cook balance of batter in the same way, separating cooked crêpes with paper.

Fill crêpes with chopped meat or vegetables of your choice and serve with a hot tomato or cheese sauce.




**Sweet Crêpes**

- 3 eggs, well beaten
- 1 1/2 Cups (375 ml) milk
- 2 Tablespoons (30 ml) melted butter or canola oil
- 1 Cup (250 ml) all purpose flour
- 2 Tablespoons (30 ml) sugar
- 1 teaspoon (5 ml) vanilla flavoring

Prepare using the same method as for savoury crêpes. Use with your choice of fresh fruit (Ceylon or Julie mangoes are great) or fruit preserves and either ice cream or whipped cream. A delicious ending to any lunch or light supper!





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**Dear Compass,**

May I congratulate whoever is responsible for upgrading the yachting facilities in Cumberland Bay, St. Vincent, as reported in the June issue of *Compass*.

Years of neglect and recent outrageous examples of greed by boat boys in Wallilabou, plus the recent spate of thefts, have made that once-popular anchorage now one to be missed.

The creating of a Customs station at Chateaubelair was a laudable effort by the authorities but sadly one that seems unappreciated by a proportion of local residents who obviously looked upon greater yachting numbers as more opportunity to perpetrate robberies for their own, rather than the community's, gain. That the yachting press, the Safety and Security Net, plus the charter companies, recommend avoiding Chateaubelair is testament to its reputation.

St. Vincent has a lot to offer visiting yachts and it is a great shame that more attention has not been paid to yacht security issues. While other islands, notably St. Lucia, seemingly have more problems than has St. Vincent, yachts seemingly worry less about them than they do about similar problems in St. Vincent. Perhaps it is because wherever you go in St. Vincent there are large notices that seem to say that the authorities accept that there are security problems from time to time but they want to help and give telephone numbers to contact in the event of anything of a suspicious nature occurring. This gives the impression that the authorities will speedily and efficiently investigate any concern, an impression that — erroneously I am sure — does not appear to be the case in St. Vincent.

Yachts moving north are easily able to use Cumberland Bay as a stopover before the leg to St. Lucia as they are able to check out at Bequia and still leave St. Vincent waters before the 24-hour limit has expired; those coming south however have more of a problem.

Customs & Excise expect yachts to stop at Chateaubelair, clear in, and then either stay there (definitely not recommended!) or move on south. The two other choices, neither of which helps Cumberland Bay, are to clear and overnight in Wallilabou or carry on to Bequia.

It is unfortunate that, during this last season, Customs made several visits to Cumberland Bay and fined those yachts that had arrived (presumably from St. Lucia or Martinique) but had not yet cleared. The excuse — that there was an element within yachtspeople that avoided paying clearance and that they were simply enforcing the rules — just shows that some Customs officers have no idea of how to encourage visiting yachts to St. Vincent rather than encourage them to bypass the island and go straight to Bequia. With St. Vincent and the Grenadines being a very lengthy transit, from St. Vincent all the way to Union, it is very unlikely that yachts will deliberately not clear as the risk of being caught is much greater than, for example, in St. Lucia where the coastline is only some 30 miles or so and one could be in and out of their waters quite quickly.

To aid the promotion of Cumberland Bay, and until perhaps a Customs station can be established there, it would help if a blind eye could be taken to yachts overnighing there on their way through, for example to Bequia where clearing in is an easy and convenient process. That "blind eyes" are something of an anathema to Customs officers is a given but there are always ways of controlling situations without resorting to heavy-handed treatment of the 99 percent of visitors who are perfectly law-abiding and simply want to get a good night's sleep after a lengthy voyage.

Co-operation between different government departments often seems to be nonexistent but in this instance, co-operation between the NGO responsible for this development, the Tourism Authority and Customs would help greatly Cumberland Bay's successful redevelopment.

I trust that that might still happen.

**Richard Ashton**  
S/Y Kalamunda

**Dear Richard,**

The development of the yachting facilities at Cumberland Bay is a cooperative effort between the SVG Ministry of Tourism's Tourism Development Project and a community-based group, the Cumberland Valley Tourism Organisation, with financial support from the European Commission. Already nearing completion as this issue of the *Compass* goes to press, new buildings will eventually house an office, shops and laundry. A dinghy dock is also planned.

Another active community-based NGO, the North Leeward Tourism Association, is working toward having an on-the-water security patrol established in Chateaubelair Bay by the start of the coming winter season. We'll keep you posted.

CC

**Dear Compass,**

Regarding Danny Moreland and What's on My Mind in the June issue of *Compass*: very well said by the man that has "been there done that", the man who as a young man with no money worked and dreamed and learned serving his apprenticeships on *Maverick*, *Romance* and *Danmark*, where, as an American, he worked his way up to bosun on a Danish sail-training ship.

Life was not handed to him on a silver platter; no big wages and big tips from plush charter boats, but rather hard work and little pay — but under skippers who were consummate seamen. It was a tough school, a school incomprehensible to the modern young sailor, but Danny achieved his dream: a tall ship that he has sailed around both Horns. Hats off to him, and his observations should be taken to heart.

**Don Street**  
Iolaire

**Dear Compass,**

Thanks again for another wonderful issue (June, 2009).

Three of the letters in the Readers' Forum, however, struck me as rather discordant.

First, there's the stereotyping anti-American who asserts that the reporting of security information on the Safety and Security Net (SSB 8104 at 8:15AM) is American xenophobia coupled with a "git out yer gun" mentality (not true at all). Exactly what does he expect to hear on a Safety and Security Net, anyway? Touchy-feely stuff? The reality is that the Net provides level-headed, valuable information that allows cruisers to assess risks in various places throughout the Caribbean based on other cruisers' observations.

I'm sure nobody expected a listener to be so suggestible as to pull his dinghy halfway up his mast or place boards covered with tacks all over his boat, as did this self-proclaimed "idiot". The Net provides the information. It is just information. Each cruiser can weigh it and decide what to do with it, and hopefully refrain from paranoia. The person running the net provides a service that I suspect has saved a lot of people much grief — and possibly even some lives. She does not need some flip-out artist ("yabba-dabba-doo") suggesting that she sounds like a cartoon cave dweller.

And then there is your letter telling tales out of school about a Customs officer "who didn't notice" that the cruiser had not filled out his form or about "did you know" some bad cruisers don't check into Customs at all... and you can clear up your Immigration transgressions on a French island. I'm sure this letter is just what is needed to guarantee that checking in and checking out will soon become more onerous than ever.

Lastly, we have our old-salt hero from the *Picton Castle*, who is right that cruisers should look at the bright side of things. But then he whines about whining cruisers and suggests that the complaints are probably "just a sideways way of informing the listener of a self-conferred 'island veteran' status." He then goes on to give exhaustive details of his own many island-veteran status, complete with e-mail address and a little advertising for his 300-ton world-cruising square-rigger leaving for wonderful places in 2010 to 2011. The reality is that this guy does not spend all his time in the Caribbean, is a professional charter captain, not a cruiser and, since his vessel is so large, can ignore the "mandatory moorings" and a host of other niggles that the average cruiser often laments (such as beautiful waters that have been fished out, anchorages taken over by mooring balls, etcetera.) He then has the audacity to suggest that if you don't like this or that about the Caribbean you should just jet out at once, not try to get things changed. Up until I read the captain's letter, I had always recommended to adventurous souls who didn't have a boat that they might consider a *Picton Castle* voyage. Having read his letter, I'd say a year at sea with this blowhard would be insufferable.

**Regards,**  
**Ken Campbell**  
S/Y Magic

**Dear Compass,**

How does a valued, long-term, honorable member of the Caribbean cruising community respond to what I perceive as a personal affront in your periodical? You state in the footnote you might edit letters for "fair play".

—Continued on next page

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

A 'Growing' Business in Carriacou

The Pandora Awards — one crew's pick of the best of the Eastern Caribbean

Doing What on Water Island?  
... and more!

—Continued from previous page  
So, how can my friend Melodye Pompa or any person close to her fairly respond to Tim Sadler's unnecessary characterization of her in your June issue's letters column?

We all go through transformations and clearly Mr. Sadler is in "transformation" as one week he overreacts, hauling his dink "halfway up the mast" and now his constitution is to totally disregard valuable information any traveler should review and consider. Not to mention his divisive comments about nationality — well, that's helpful with your international readership! Enough about him except he (the "rum-soaked idiot", his words) probably sent the letter late at night without his wife checking it first. That would make several times he did not listen to her, as he probably always should.

But is not the world shattered enough that you see fit to convey his sad characterization from the highest mountain? Incredibly you did it on the same page you printed an article from Melodye where she encourages adventure and use of a local resource in Dominica.

Well, an apology from Mr. Sadler (if he were to do so) is not worth much; and what could Melodye possibly say in her defense except to personally take it on the chin and write a professional response on the part of the Safety and Security Net. That leaves one option: I believe your periodical owes Melodye Pompa a prominent apology in the same forum.

**Tim Cordts**  
**S/Y Spirit**

**Dear Compass Readers,**

Tim and I had a long e-mail conversation about this, in which we eventually and cordially agreed to disagree. I'll recap my response briefly.

Dear Tim,  
As well as having the highest regard for her work with the Safety and Security Net, I also consider Melodye a friend. But personal relationships should not dictate what we do or don't publish.

Yes, we do edit letters for fair play, but the Compass is a forum, shaped more by writers' ideas than by a rigid editorial policy, and fair play in a forum allows for the wide variety of writers' opinions — even those critical of, or poking fun at, public figures in the cruising community. Our Readers' Forum — a forum within a forum — publishes praise as well as negative opinions of a variety of individuals and groups; in past issues you will see examples of letters criticizing entities ranging from regional governmental bodies to local fishermen; from bareboaters to cruise-ship passengers, from cruising "gurus" Don Street and Chris Doyle to the guy who uses a strobe as an anchor light. We also publish letters that are critical of, or poke fun at, the Compass. We don't think readers would be best served by having "sacred cows".

In light of your concerns, I went over Tim Sadler's letter again. There's plenty of hyperbole, cheekiness and self-mockery, but I honestly still don't see anything that was specifically insulting to Melodye. If Mr. Sadler had cast objective doubts about Melodye's professionalism as net controller or the validity of the information provided by the Safety and Security Net, we would have asked for the Net's response, to be published in the same issue. But simply remarking that he personally was happier when not listening to the Net, or that the controller's voice reminded him of a (well-liked) cartoon character's voice? I don't consider these subjective reflections to be "personal affronts" requiring either editing out or apology.

**Sally**

**Dear Compass,**

Regarding the letter from William P. Gloege in the July edition of Compass, in which he advocates more cruisers carrying firearms and suggests that Caribbean governments modify their legislation to facilitate some sort of "cruisers versus bad guys" arms race. It seems to me that Mr. Gloege's plan would — pun intended — backfire. If it became common knowledge that cruising boats were a bountiful source of weaponry, would criminals not target them more than ever? Just asking.

**Fredrick Ahearn**  
**S/V Paloma**

**Dear Compass,**

My wife and I have just completed a cruise lasting several months in the Eastern Caribbean. There were delightful moments. Probably the highlight was being on the start line when *Velsheda, Ranger* and company took off in 20 knots of wind during the Antigua Classic Yacht Regatta. It was a truly stunning sight to see these beautiful, graceful yachts ripping along under full sail. We had some very pleasant sails ourselves between the islands on our own boat and there were, I thought, a lot more turtles around than in previous years.

Overall, however, I did not particularly enjoy my trip. Part of the problem was that the weather was seldom consistently good this year. Another factor was the feeling that, as cruisers, we were somehow becoming second-class citizens, a class below the free-spending charter and superyacht people, whose increasingly high profile in the Eastern Caribbean has had a marked effect on prices in restaurants and supermarkets. More and more your average cruiser is the guy nursing a beer, sitting on a bench table with the locals

at an outdoor rib-and-chicken barbecue place. No bad thing to do on occasion, but only by choice.

Another thing I hated was the spread of mooring buoys over once beautiful bays; they are extremely ugly. The original justification for installing mooring buoys was to prevent further coral damage from anchors in the more popular bays. Unfortunately this laudable ambition seems to have been replaced by profit-making. Twenty dollars this year, \$25 next year... Cane Garden Bay in Tortola and Pinney's Beach in Nevis have suffered particularly harshly from this rush to cover every inch of water with mooring buoys. I understand that mooring company representatives are active throughout the islands trying to persuade governments as to the "benefits" of mooring buoys. It is an awful prospect that eventually every beautiful bay in the Eastern Caribbean will be covered with them.

In addition, Cane Garden suffers from having thousands of cruise ship passengers dumped on its once beautiful shoreline during the season. The day we arrived I could not believe it when we turned into the bay and literally every inch of beach was covered with what appeared to be every fat person on the planet! This on a beach that formerly seemed crowded with ten people. Once the crowds left, evidence of their intrusion was still evident: stacks of plastic beach chairs disfigured every few yards of this once classically beautiful Caribbean beach.

Pinney's Beach was another classically beautiful Caribbean anchorage. It is now packed with serried ranks of mooring buoys. Ashore the story is worse. During the construction of a controversial hotel, palm trees that turned out to be diseased were imported from Florida. The hotel treated and saved those on the hotel grounds but the local palms all became infected and died. Three miles of formerly palm-fringed beach now looks like a set from Apocalypse Now.

We are very fond of Bequia, where in early 2006 we enjoyed a unique experience. Anchored as usual about three-quarters of the way along Princess Margaret Beach around lunch time, a huge loggerhead turtle hauled herself up the beach about 20 yards away from us and proceeded to lay her eggs. It was a wonderful sight and unusual as they usually lay at night. But there is always a serpent in paradise, and in the case of Bequia it is a French charter company. They have adopted Princess Margaret as their anchorage and there is no more daunting sight in the Caribbean than seeing half-a-dozen charter cats bearing down on you. The skippers all have their favorite place to drop anchor, and woe betide anybody else who anchors in these places. They, believe me, will ignore your presence, and it can lead to having a large catamaran swinging within inches off your stern or bow.

So now we are heading back to the glorious revolutionary republic of Venezuela. It has its drawbacks, but I ain't complaining about paying ten dollars a kilo for fillet steak or about the same for a kilo of prawns. And I can go out to a restaurant and the consideration about having another bottle of wine is not whether I will need a second mortgage to pay the bill, it is can I manage the two-foot gap between boat and quay? Plus, to my mind, the offshore cruising is the best in the region. Venezuela's offshore islands are beautiful and unspoiled and the clincher for me and the rest of us Los Roques aficionados is that there are no charter yachts, cruise ships, jet skis, mooring buoys or superyachts!

**Tim Sadler**  
**S/Y Nanou**

**Dear Compass Readers,**

This is a note to all you folks who have dogs aboard. Dogs are wonderful companions for solo sailors and great family pets. Some people (unfortunately) even have them just as a "security alarm". Unfortunately, inconsiderate cruisers are causing many of their fellow liveaboard sailors to lead "a dog's life", as they anchor in the middle of the fleet without thought for their neighbors. I know it's hard to train dogs when and when not to bark. If your pet is extremely vocal, responds to a multitude of external stimuli, howls the whole time "mum and dad" are off the boat, and cannot tell time, please anchor away from populated areas. The annoyance caused by your noisy pet is not his fault — it is yours!

**Sign me,**  
**Still Sleepless in the V-Berth**

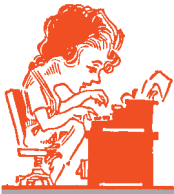
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# Letter of the Month

Dear Compass,

This letter is responding to some of the concerns expressed by Roland O'Brien in the "What's on My Mind: Shrinking Anchorages" article published in the May 2009 issue of *Compass*. Mr. O'Brien reflects on declining access to free anchorage in prime areas, resulting in live-aboard yachting visitors feeling unwelcome and unappreciated in relation to the positive financial and social contributions they make to the Caribbean.



Above: The free anchorage at Woburn on Grenada's south coast

Below: Cruising families at Hog Island



In the case of Grenada, this misjudges the views of the public and private sector. As an industry, our communications and PR may have been limited, but our pursuit of improvements in the best interests of the yachting community is ongoing.

The concerns expressed in the article need to be viewed within the context of the bigger economic picture in the Caribbean. Tourism is increasingly pursued as an alternative means to generate revenues that finance the country's needs such as schools, roads and more, and this path of development has not been without its share of debate and contentious issues to resolve.

In terms of Grenada, in 2001 the UN's Economic Commission for Latin America and the Caribbean (ECLAC) drew attention to the high levels of revenue earned from the hitherto "invisible" yachting visitors. Since then, with lobbying from the marine industry and from within Government, top-level support for cruising yacht development has steadily increased.

We have seen dramatic improvements in facilities and services. Ten years ago Grenada had one boatyard with 25 spaces; this year Grenada has three yards storing about 500 boats. The facilities and storage methods are specifically for cruising yachts (between about 35 and 90 feet), and have been designed with reference to insurance company requirements for yachts of this size. Full yards and waiting lists would indicate that this development is very much in demand by the cruising community.

—Continued on next page

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—Continued from previous page

Recognizing the value of cruisers, the Government of Grenada introduced a 2.5-percent level of duty on parts and supplies for yachts in transit. This is a valuable concession to yachts when you consider that mechanical parts for local vehicles attract an import duty of around 55 percent.

Geographically, marine developments have resulted in a wider spread of anchorages than previously on Grenada's south coast. For example, with the development of Clarke's Court Bay, Whisper Cove and Le Phare Bleu marinas, the eastern end of Clarke's Courts Bay has become a much more popular and convenient anchorage. The buoys laid by Le Phare Bleu facilitate easier entry to Port Egmont as well as to the marina itself. Similarly the opening of Grenada Marine in 1999 opened up St David's Bay as another option for live-aboard cruisers. There are still plenty of bays and anchoring spots on the south coast where a boat can be the sole occupant, yet with facilities and services within reach if required.

On the west coast, moorings have been laid near Moliniere Point to enable yachting visitors to more easily enjoy the Underwater Sculpture Park — anchoring was prohibited some time ago to prevent coral damage.

With regard to St. George's Lagoon losing its attraction as a free anchorage with Camper & Nicholson's development of Port Louis, prior to the marina development this site was a sad reminder of the demise of the historic and fondly remembered GYS. Surely a modern marina with services and facilities is better for both the island and its yachting visitors than ramshackle buildings, broken-down docks and abandoned and unattended boats. The Lagoon is undoubtedly a convenient and central location, but over the last few years has had disadvantages as an anchorage — including pollution, the occasional theft and many underwater hazards — all of which are being addressed by Camper & Nicholson. Port Louis is very much a cruising yacht facility: with the new docks now under construction, 85 percent of their dock space is for boats less than 73 feet in length.

Mr. O'Brien also expressed concerns about the Four Seasons Resort development on Grenada's southeast coast. The inability to navigate Hog Island cut due to the construction of the bridge is not an issue for the vast majority of yachts. With a very narrow dogleg channel and a maximum depth of five feet, this was never a safe passage for yachts. Fishing boats and dinghies can still use the passage to Woburn with no obstacles.



Grenada's offerings for a diverse mix of yachting visitors includes secluded natural anchorages, this upscale marina right in town, and much, much more

The hotel development includes plans to process the smelly and environmentally damaging wastewater from the nearby rum factory, improving the appeal of the anchorage in Clarke's Court Bay, Woburn and nearby areas.

According to Mr. O'Brien, "Governments still think, wrongly, that mega-yachts will bring in more business to their countries than do ordinary cruising sailboats." Grenada's yachting visitors encompass a huge range of boats, budgets and lifestyles and in Mr. O'Brien's article there is a tendency to polarize this range into two extreme groups at either end of the scale, whereas most of Grenada's yachting visitors are somewhere in the middle.

A quiet, clean anchorage is great, but there are times when a dock, an authorized service agent, a restaurant or nearby accommodation for visitors are part of the cruising agenda. Grenada has traditionally excelled at accepting and welcoming this mix of floating visitors and looking at developments to date, Grenada's yachting experience has been enhanced rather than reduced. Grenada is not just developing to accommodate mega-yachts; we are working to provide what is in demand by the whole spectrum of yachting tourism.

The majority of Grenada's marine businesses are owned and run by Grenadian citizens and residents. With the arrival of overseas-owned marine developments, the Government does need to ensure that they are "in tune" with their location. Maybe the biggest challenge is ensuring that all points of view are heard and considered — live-aboard cruisers, environmentalists, fishermen, charterers, residents, hotel guests, et al.

Marine businesses are well represented on Grenada's Board of Tourism, Chamber of Commerce, Hotel & Tourism Association, training development programmes and other forums as well as having their own trade association, MAYAG (Marine and Yachting Association of Grenada). Every year the number of skilled and qualified Grenadians on the job market increases with more courses being offered at St. George's University, Marryshow College and the University of the West Indies. Grenada is looking to the marine industry to provide opportunities for some of these people and it is through developing and improving our facilities and services that we will be able to do so.

The Grenada Board of Tourism is currently running a Yachting Sector Survey to find out more about the views of our yachting clients — forms are available at Ports of Entry. Please do complete them and return them to the Customs & Immigration officers when you leave, or to any marine business on the island. E-mail feedback can be sent to [mayagadmin2@gmail.com](mailto:mayagadmin2@gmail.com) at any time.

Anita Sutton  
On behalf of MAYAG

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—Continued from page 15 ...*Regatta News*  
**Vilain Is King In T&T's Well Services Kingfish Tourney**  
Junior angler Mark Vilain of the team *Anger Management* reeled in the biggest kingfish in the Well Services Group of Companies Kingfish Tournament held in Trinidad on June 20th and 21st. His kingfish weighed 27.4 pounds. Mark also won best junior angler. Fernando Navarro of *Blue Fever* caught the second largest kingfish (23.8 pounds). Third place went to Kirk Agar (22.6 pounds) of *Barbie Doll Too*.  
First place in the Best Boat category went to *Barbie Doll Too*, captained by Sid Johnson. Mark's team, captained by Phillip Vilain, came in second, and third place went to Captain Travis Ali and the team *Blue Fever*.  
Amanda George of *No Flyers* won best female angler. The heaviest cavalli (17.7 pounds) was caught by Jeremy Welch of *Geordie 3*. Heaviest tuna/bonito (11 pounds) was caught by Fernando Navarro of *Blue Fever* and the heaviest dorado (22.2 pounds) was reeled in by Ronald Cabral of *Outlaw*.  
In all, 21 boats competed with 88 anglers including four females and 12 junior anglers. A total of 275 pounds of kingfish, 128.4 pounds of cavalli, 127 pounds of dolphin and 20.5 pounds of bonito made the scale and 277 pounds of the catch was given to charity.  
Alan Fitzwilliam, Chairman of the Tournament thanked the sponsors, the Well Services Group of Companies, for their assistance in making this tournament such a great success.  
For more information contact valdez@vtinternational.net.

**46th Annual July Open Billfish Tournament, St. Thomas**  
The third day proved a charm for *Gulf Rascal* at St. Thomas's 46th Annual July Open Billfish Tournament (JOBT). Though anglers aboard the Florida-based 54-foot Hatteras went fishless this third and last day of fishing, their collective catch of five blue marlin still earned *Gulf Rascal* the Top Boat award.  
Just after 3:00PM on July 6th, Florida angler Rudy Polselli Jr., aboard his 55-foot Viking, *Rude Awakening*, released his vessel's fifth blue marlin, tying *Gulf Rascal* on count. Polselli, catching and releasing all five of his team's blue marlin, earned the Captain Johnny Harms 'Give 'Em Line' trophy, awarded to the first angler to catch and release the most blue marlin. Steve Swindal's 60-foot Bertram, *Blue Heaven*, rounded out the top three in the boat prizes with three blue marlin releases.  
The 19-boat fleet released a total of 34 blue marlin and one white marlin over the three-day event. Interestingly, big fish created a real buzz on the docks this year — something that happened back in the 1968 JOBt when angler Elliott Fishman caught an 845-pound blue marlin, a fish that set a world record for its weight at the time. The *Reel Escape*, not fishing in the

tournament, hooked up, fought for eight and a half hours, and ultimately released a 1,000-plus-pound blue marlin on July 5. The next day, tournament and Texas angler, Don Schmidt, fishing aboard his 64-foot Viking, *Omi Gosh*, hooked up another "grander-plus" blue marlin. "It was easily over 1,200 pounds," says Schmidt.  
A certified IGFA observer was on board all the boats in this all-release tournament.  
This year, the Virgin Islands Game Fishing Club (VIGFC) brought back the tradition of hosting an onshore fishing tournament for kids. Forty youths came out to try their luck. Sebastian Silva earned Most Fish and Biggest Fish in the three- to six-year-old category, with the catch of seven fish, one being nine ounces. In the seven-to-12 age group, Lerrent Erdem caught the biggest fish, 15 ounces, while Nathan Gatlcliffe won the Most Fish award with a catch of 20 fish. Finally, in the 13-to-15 age group, Catherine Phelan caught the Most Fish, 16, and Biggest Fish, one pound three ounces.  
This year's tournament was dedicated to Puerto Rican sportfisherman Ralph Christiansen, who was killed in a plane crash in February. Christiansen was one of only two anglers in the history of the JOBt to win the Captain Johnny Harms 'Give 'Em Line' Trophy. Proceeds from the JOBt benefit the Boys & Girls Club of the Virgin Islands.  
For complete results, visit www.vigfc.

**21st Annual Bastille Day Kingfish Tourney, St. Thomas**  
Big fish, and lots of them, is what 208 anglers enjoyed



Third from left, Josh Slayton, with his record 58.78-pound kingfish. Fourth from left, Top Female Angler, Tam Hildreth. Second from left, Captain Chris Tronquet

at the 21st Annual Bastille Day Kingfish Tournament, held July 12th at Hull Bay Hideaway, St. Thomas USVI. When the official weigh-in was complete, it was Josh Slayton

of St. John who reeled in the Largest Kingfish, a record-setting 58.78-pounder, aboard the 33-foot custom sportfisher *World Class Anglers*. For his efforts, Slayton pocketed US\$2,000 in cash, sponsored by NEMWIL, managed in the USVI by Red Hook Agencies, Inc.  
Winners also received overnight stays at local hotels, dinners for two, and a variety of luxury gifts and excursions all generously donated by the Virgin Islands' business community. All 36 registered junior anglers were eligible for a special "Catch in the Hat" award, sponsored by Hull Bay Hideaway and Red Hook Agencies; the first 16 names drawn from a hat received \$50 cash and the last two names called won \$100 dollars each.  
Fifty-seven boats entered this year, and nearly \$12,000 was awarded in cash and prizes. One hundred and sixty-nine fish, including 35 kingfish, were caught. Best Boat title went to Shawn Berry's *Weapon of Mass Destruction*.  
This year, thanks to a unique partnership between Senator Patrick Simeon Sprauve, the St. Thomas Fishermen's Association and the Northside Sportfishing Club, Charlotte Amalie High School student Keith Roy Colbourne, in recognition for his many hours of volunteer community service, joined experienced fishermen and fished the tournament aboard the *Ms. Andrea*.  
Each year, the Northside Sportfishing Club makes local donations and this year's beneficiaries were the Joseph Sibilly School, St. Thomas Rescue, the American Red Cross, Kidscope and the Family Resource Center. The Club also awards college scholarships.  
The tournament was run this year by a new generation of organizers: Catherine Bryan, Gene Brin, Jr., Danny and Jessica LaPlace, and Carlyn and Wesley Ledee. Sponsors included Coors Light, Snapple, Paradise Rum, distributed by Bellows International, Ltd. Yanmar, Yamaha, Caribe, distributed by Offshore Marine, NEMWIL, Managed in the USVI by Red Hook Agencies, and TOPA Insurance Services, Inc.  
For more information contact the Northside Sportfishing Club at (340) 774-5206.

**46th Port Antonio International Marlin Tournament, Jamaica**  
The 46th Port Antonio International Marlin Tournament, the 25th Port Antonio Local Canoe Tournament and the 8th Magnum Tonic Wine Canoe Tournament will take place September 26th through October 4th at Port Antonio, Jamaica.  
Welcome aboard cocktails and all-inclusive beach party at Frenchman's Cove Beach will be co-hosted by Appleton Rums, Red Stripe Light, Pepsi, KFC, Tastee Patties Ltd., The Jamaica Broilers Group of Companies, Smoke Shack, Rainforest Seafoods, and The Jamaica Tourist Board. On the evening of October 1st, documentary movies on deep-sea angling will be shown from 1831 hrs in the Main Hall.  
For more information contact rondq@mail.infochan.com.

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American Yacht Harbor	St. Thomas	27	Cooper Marine	USA	26	Johnson Hardware	St. Lucia	13	Soper's Hole Marina	Tortola	27
Aquanuts	Grenada	MP	Corion Boat Services	Carriacou	MP	Jones Maritime	St. Croix	40	Spice Island Marine	Grenada	24
Art & Design	Antigua	MP	Curaçao Marine	Curaçao	11	KNJ Mariner	Trinidad	MP	St. Thomas Yacht Sales	St. Thomas	41
B & C Fuel Dock	Petite Martinique	37	Dominica Marine Center	Dominica	MP	KP Marine	St. Vincent	16	Superwind	Germany	37
Bahia Redonda Marina	Venezuela	19	Dopco Travel	Grenada	10	Le Phare Bleu	Grenada	27	SVG Air	St. Vincent	29
Barefoot Yacht Charters	St. Vincent	17	Down Island Real Estate	Carriacou	MP	Lulleys Tackle	Bequia	36	Technick	Grenada	MP
Barrow Sails & Canvas	Trinidad	MP	Doyle Offshore Sails	Tortola	3	Marc One Marine	Trinidad	MP	Tikal Arts & Crafts	Grenada	MP
Bay Island Yachts	Trinidad	42	Doyle Offshore Sails	Barbados	MP	Marina Zar-Par	Dominican Rep	12	Trade Winds Cruising	Bequia	42
Bequia Marina	Bequia	36	Doyle's Guides	USA	30	McIntyre Bros. Ltd	Grenada	39	Transcaribes	Guadeloupe	MP
Blue Water Sailing	USA	11	Echo Marine - Jotun Special	Trinidad	10	Mid Atlantic Yacht Services	Azores	MP	Turbulence Sails	Grenada	24
Budget Marine	Sint Maarten	2	Electropics	Trinidad	MP	Navimca	Venezuela	21	Tyrral Bay Yacht Haulout	Carriacou	37
BVI Yacht Sales	Tortola	41	Food Fair	Grenada	38	Northern Lights Generators	Tortola	8	Vemasca	Venezuela	18
Camper & Nicholsons	Grenada	7	Fred Marine	Guadeloupe	15	Perkins Engines	Tortola	22	Voies Assistance	Martinique	MP
Caribe Greement	Martinique	MP	Gittens Engines	Trinidad	MP	Petit St. Vincent	PSV	34	Wallace & Co	Bequia	MP
Caribe Yachts	Guadeloupe	41	Grenada Boat Services	Grenada	25	Porthole Restaurant	Bequia	MP	Wallilabou Anchorage	St. Vincent	38
Carene Shop	Martinique	18	Grenada Marine	Grenada	25	Power Boats	Trinidad	MP	WIND	Martinique	MP
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Coral reef in the Caribbean © Nancy Sotkin

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## What you need

### BE HURRICANE PREPARED!

#### SAND SCREWS

- HX65283 - 1 inch x 5.5 ft. rod with eye  
8 inch helix \$88.59
- HX65301 - 1 1/4 inch x 5.5 ft. rod with eye  
10 inch helix \$127.66
- HX65501 - 1 1/4 inch x 8 ft. rod with eye  
10 inch helix \$149.94

#### ROPE

All sizes available.  
New shipment just arrived!



#### FENDERS

Fend off with Polyform fenders.  
All sizes for all boats.

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### TIME TO SERVICE YOUR FUEL SYSTEM

Use premium products available at Island Water World!



Racor Fuel Filters



**Biobor JF**  
Diesel  
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**Star\*Tron**  
Fuel  
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### GALVANIZED CLAW ANCHORS

**30%\* OFF!**



- HG20015 - 33 lbs. **\$98.00**
- SL057920 - 44 lbs. **\$105.00**
- SL057930 - 66 lbs. **\$188.00**
- SL057950 - 110 lbs. **\$359.00**

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