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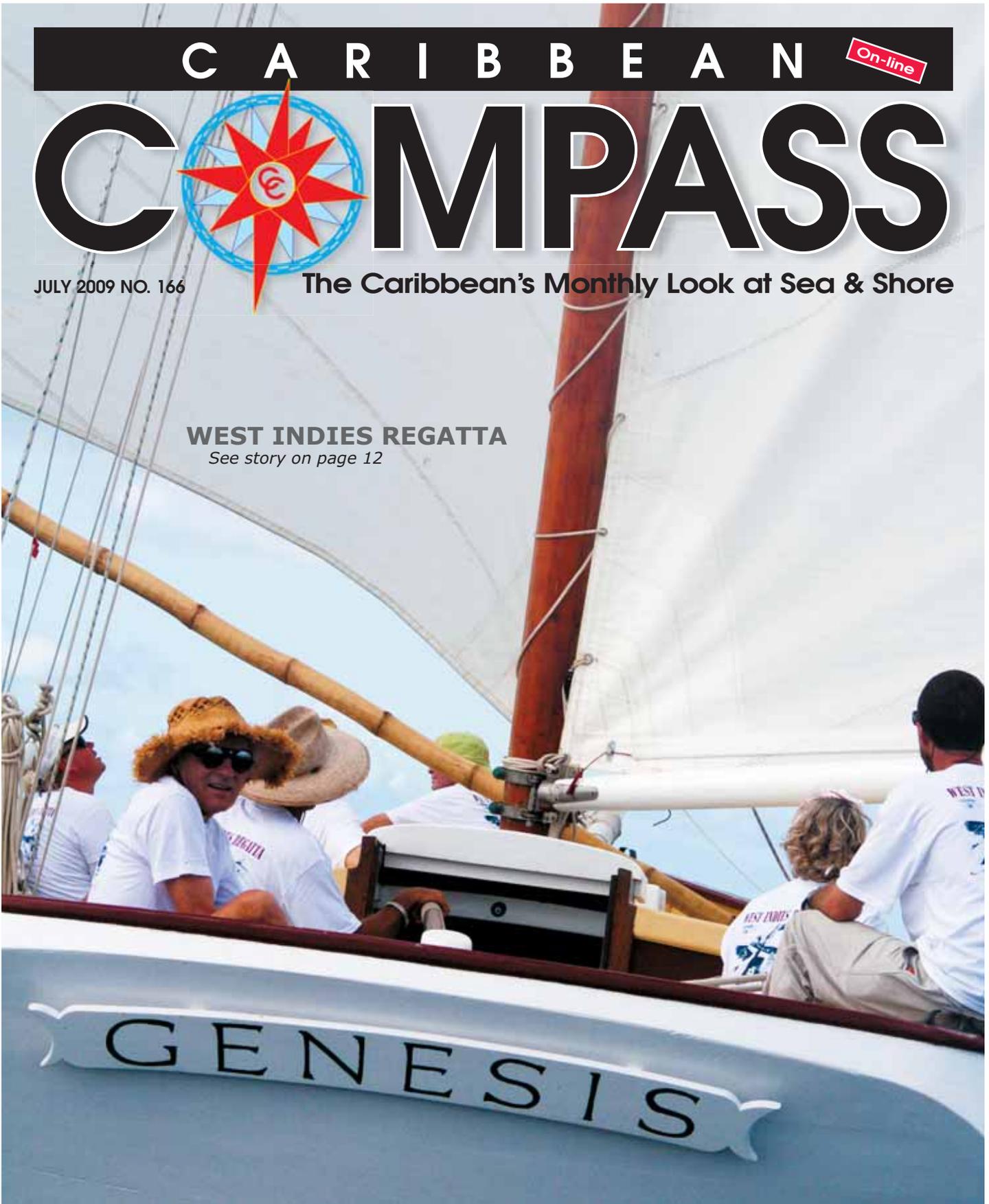


JULY 2009 NO. 166

The Caribbean's Monthly Look at Sea & Shore

WEST INDIES REGATTA

See story on page 12



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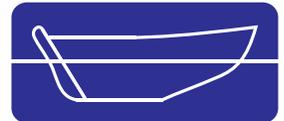
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photo: www.yachtshotbvi.com

CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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CALENDAR

JULY

- 1 Public holiday in Antigua (Vere Bird Sr. Day) and Suriname (Eid-ul-Fitr)
- 2 Curaçao Flag Day. Public holiday in Curaçao
- 3 Emancipation Day. Public holiday in USVI
- 3 - 4 17th Annual Firecracker 500 Race, Tortola, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 495-1002, fax (284) 495-4184, mvh@surfbvi.com, www.weyc.net
- 4 Independence Day (USA). Public holiday in Puerto Rico and USVI. Carnival in St. John, USVI
- 6 Public holiday in Cayman Islands (Constitution Day) and Guyana (Emancipation Day)
- 6 - 7 St. Vincent Carnival (Vincy Mas). Public holiday in St. Vincent & the Grenadines. www.carnivalsvg.com
- 7 FULL MOON
- 10 Independence Day. Public holiday in The Bahamas
- 10 - 12 Premier's Cup Youth Regatta, Tortola. Royal British Virgin Islands Yacht Club (RBVYC), tel (284) 494-3286, rbviyc@rbviyc.com, www.rbviyc.net
- 11 Bequia's 14th Annual Fisherman's Day. info@bequatourism.com
- 11 - 19 Calabash Festival, Montserrat. www.visitmontserrat.com
- 11 - Aug 1 Tobago Heritage Festival. Tel (868) 639-4441
- 14 Bastille Day. Public holiday in French West Indies
- 18 Volcano Anniversary. Public holiday in Montserrat
- 20 Luis Muñoz Rivera's Birthday. Public holiday in Puerto Rico
- 20 - 21 St. Lucia Carnival. www.luciancarnival.com
- 21 Schoelcher Day. Public holiday in French West Indies
- 24 Birth of Simón Bolívar. Public holiday in Venezuela
- 24 - 26 USVI Lifestyle Festival, St. Thomas. www.usvimf.com
- 25 Constitution Day. Public holiday in Puerto Rico
- 25 - 27 Rebellion Days. Public holiday in Cuba
- 26 - 2 Aug 25th edition Tour des Yoles Rondes, Martinique. www.tourdesyoles.com www.yoles-rondes.org
- 26 - 3 Aug 44th Annual Carriacou Regatta Festival. www.carriacouregatta.com
- 27 José Celso Barbosa's Birthday. Public holiday in Puerto Rico
- 29 Carriacou Children's Education Fund Potluck Barbecue, Carriacou Yacht Club. boatmillie@aol.com
- 30 - 1 Aug Canouan Carnival. Tel (784) 458-8197
- 31 Somer's Day. Public holiday in Bermuda
- 31 Carriacou Children's Education Fund Charity Auction, Carriacou Yacht Club. boatmillie@aol.com

AUGUST

- 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. SLYC
- 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)
- 4 Culturama. Public holiday in Nevis
- 5 FULL MOON
- 6 Public holiday in Jamaica (Independence Day)
- 10 Constitution Day. Public holiday in Anguilla
- 10 - 11 Grenada Carnival. Public holiday in Grenada
- 15 Feast of the Assumption. Public holiday in Haiti and French West Indies
- 15 - 16 Caribbean Dinghy Championships, Barbados. 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.sanjuaninternational.com
- 30 Feast of St. Rose De Lima, St. Lucia. Cultural folk festival
- 31 Independence Day. Public holiday in Trinidad

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation. If you would like a nautical or tourism event listed FREE in our 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

Cover photo by Justin Sihera, West Indies Regatta 2009

Info & Updates

DR Eases Yacht Clearance Procedures

Cumbersome clearance procedures are cited by yachtsmen as one of the main turn-offs when selecting a destination. Responding to a campaign by the marine-related private sector in the Dominican Republic, that country's government now allows yachts to clear in at marinas. Ports of entry now include Marina Zar-Par/Boca Chica (18°25.50'N, 69°36.67'W), Marina Casa de Campo (18°24'N, 68°55'W), Santo Domingo (18°28'N, 69°53'W), Punta Cana (18°32'N, 68°22'W) and Las Salinas (18°16'N, 71°19'W) on the south coast, and Puerto Plata (19°49'N, 70°42'W), Ocean World Marina (19°50'N, 70°43'53'W) and Puerto Blanco Marina/Luperón (19°55'N, 70°56'W) on the north coast.

In addition, yachts entering the DR at a private marina will not be boarded by numerous government officials — the captain will do the paperwork in the marina office. (One Navy representative with one other official can search the vessel if there has been a report of suspicious activity.) The captain must inform the marina, giving his name, vessel's name and the number of passengers on board, any time the yacht leaves the marina.

All payments are to be made to the marinas directly and a receipt will be given when the yacht leaves the marina. Fees are as follows:

- Five percent of the vessel's dockage fee before tax, charged by the Port Authority. This covers cruising permits up to 90 days
- US\$10 for each passenger on the vessel (excluding the crew), paid to Immigration
- US\$16 (or 500 Dominican Pesos) for each crew-member or passenger that leaves the Dominican

Guatemala's Rio Dulce area is a popular summertime destination for cruisers in the Western Caribbean. We take a look at what's going on there now



Republic or arrives in the country by plane and is signing on or off the crew list

- Only when departing to a foreign port: US\$10 (or equivalent in Dominican Pesos) for a Dispatch Letter, paid to the Navy

A new vessel entrance form, to be filled out with the vessel, crew and passenger information, is reportedly in the works. This will be given to all governmental authorities and one copy to the captain of the vessel as proof of entry and clearance when traveling between marinas in the DR. This document is currently being developed by the marinas and must be approved by the Dominican Port Authority before it comes into use.

Rio Dulce Situation Report

Ann Westergard reports: As the official hurricane season arrived, more and more boats crossed the bar to their summer quarters up the Rio Dulce in Guatemala.

—Continued on next page

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partspwr@surfbvi.com

—Continued from previous page

It has been estimated that 400 to 500 boats can be involved in this migration, although they certainly don't all blow in, or out, at the same time, and some have been up the river for years.

It is also true that for some insurance companies, the Rio Dulce is not a fully insurable, guaranteed hurricane-safe location. It's not out of the "zone" but it is shielded by mountains and far enough inland that the average hurricane would lose its punch. Most boaters find the risks are acceptable, or buy a rider, or do without!

After a shocking murder/robbery attempt aboard an anchored vessel last summer, security was at the front of everyone's mind. In response, the Guatemalan Navy instigated a 24-hour safety patrol of the river in the "marina mile" between Mario's Marina, the Fronteras Bridge and up towards the mouth of Lake Izabal. Several marinas have added their own security forces, and there have been very few incidents recently.

Theft of outboards, cockpit electronics and unsecured goods continues to be a concern, as it is everywhere with such discrepancies in income. Livingston, at the mouth of the river, has a reputation, as do some isolated anchorages in the Golfete and Lake Izabal. Here there is no governmental police presence, and the usual common-sense safety precautions should be taken.

The marinas are filling up with boats, but one comment recently heard is that, although the boats are here, the people have flown home in greater numbers than in previous years, leaving a quieter than usual liveaboard presence. Everyone's hoping for an upsurge in business at the summer's end.

For the first-time visitor, coming to the Rio Dulce is a real head-spinner. The climate has no tradewinds or easily discernable patterns. The summer rainy season, which can cool things down a little, seems quite variable year to year. Shopping is different, too. You'll be getting groceries in street markets and small *tiendas* in Fronteras, or in Relleno on the other side of the bridge. These aren't really full-blown towns; for specialized items you'll be looking towards Guatemala City, or beyond. And you'll be doing a lot in Spanish.

How to occupy your upriver hours? Well, there's always boat work, whether you do it yourself or take advantage of low labor rates for the never-ending "rub-and-scrub". In a civilized life, you'd take care of that in the morning, then shop or have lunch in town. Spend the afternoon with mah jongg or the internet,

the great novel, guitar practice, or whatever it is you do that takes all day, until La Hora Felice! The cruiser social life features movie nights, music nights, a Saturday swap meet, occasional Ladies' Days of hair-cuts and manicures, and day trips to nearby attractions such as the hot-running waterfall at Finca Paraiso and the canyon at Boqueron.

If you're aboard, that is. You might take advantage of a safely parked and looked-after boat to use Spirit Airline's bargain fares to fly away. Or, there's inland travel to some of the famous temples: Coban, Honduras, is a mere three hours away, and Tikal, a wonderful extra-night destination, a bit further. Antigua is famous for being itself, and for language schools, although there are others. Lake Atitlan is on everyone's list. Guatemala is a beautiful country full of natural attractions, and the Rio Dulce is just the beginning.

For more information visit <http://mayaparadise.com>, <http://riodulcechisme.com>, <http://inriodulce.com> and www.cruiserlog.com/wiki/index.php?title=Guatemala (under construction).

Some fellow cruisers have great blogs. If you're coming this way check out <http://svsoggypaws.com>, www.sv-moira.com and www.svargo.com.

Transcaraiibes Ralliers Deliver to Haitian Orphanage

Yacht rallies are about travel and camaraderie, but this year one had a special mission. In April, participants in the 2009 Transcaraiibes Yacht Rally from Guadeloupe to Cuba carried tons of school supplies, clothing and other material from St. Martin to the orphanage on Ile à Vache, Haiti, during two legs of the annual sailing event. The supplies were collected by the Red Cross and Rotary Club of St. Martin, and delivered gratis by the yachts after an interim stop at Casa de Campo in the Dominican Republic.

See a full report on the *Transcaraiibes Rally 2009* on page 15.

French St. Martin's Clearance Now Paperless

Yacht clearance at Marigot, St. Martin, no longer involves paper forms. Two computers (with French keyboards) are available for yachtspople to use in the Immigration office at the ferry complex. The clearance fee is five Euros for boats less than 56 feet long, and ten Euros for those longer. Yacht anchoring in Marigot Bay only will be charged an additional 20 Euros. Yachts staying at Marina Fort-Louis and Marina La Royale can clear in at the marinas.

Eight Bells: Richard Scott-Hughes

Yet another pioneer of Caribbean yacht chartering is gone. Richard Scott-Hughes died on April 20th. Universally known to others in the fledgling yachting industry as "Hot Screws" for his luck with the ladies, this son of a master mariner took up sailing as a boy in England. He won the Hard Weather Cup in Seaview dinghies in 1947 at age 14, a feat not achieved before or since.

—Continued on next page



Yachts participating in the 10th Annual Transcaraiibes Rally delivered tons of clothing and other supplies to the St. Francis orphanage in Haiti

ARUBA

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

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—Continued from previous page

In 1960 he skippered the charter yacht *Boekaneer*, a 60-foot Alden schooner, and married his childhood sweetheart, Jenny Few-Brown. For their honeymoon they set sail for Antigua, where the boat chartered with Nicholson's agency. He took pride in being able to enter most harbours under sail, and was reportedly one of the first yacht skippers to enter St. George's Lagoon, Grenada, when a cut was first dredged. Later he became manager of Grenada Yacht Services and then Spice Island Charters in Grenada. Adrian Valney, who stepped into his shoes at GYS, says, "Richard is well remembered as one of the best yacht charter agents in the Caribbean. He had the gift of the gab and sold the islands well to numerous guests from all over the world. Because of Richard, Grenada was put on the map as the final destination of one of the best charter grounds. We all sold charters from north to south through the Windwards and called it the 'sleigh-ride south'. Richard pioneered this."

In 1963 Scott-Hughes returned to England before sailing across the Atlantic again in *China Clipper*, a 52-foot Chinese-built yacht. He also raced in Newport to Bermuda and Fastnet races in the 1960s, and in the 1970s skippered the British yacht *Illusion* to victory in the International One Ton Cup in Germany.

Yacht Attacked in Portsmouth, Dominica; Security Improved

In the early hours of May 14th, three swimmers boarded a yacht anchored in Prince Rupert Bay, Dominica. The yacht was anchored off the town of Portsmouth, close to the Customs dock near the Picard River. The men, armed with a gun, a machete and a knife, bound and gagged the two-person crew, beat them, ransacked the boat in a search for cash and valuables, and destroyed the VHF radio. The men then stole the yacht's dinghy to get ashore.

The crew freed themselves and motored their yacht to the nearest other yacht for help. (See related story on page 41.) The police and the coast guard responded within 20 minutes. Dominica's Minister for Tourism, Ian Douglas, and the president of the Dominica Marine Association, Hubert Winston, have visited the victims to assure them of police progress and to offer whatever assistance is needed.

The victims tell *Compass* that they are in contact with the police and, contrary to some reports, no suspects are in custody as of this writing (June 16th) and aside from the dinghy no stolen items have yet been recovered.

At the time of the incident, the Portsmouth Area Yacht Security (PAYS) sole patrol boat provided a security patrol from sunset to dawn, but only in the northern part of the extensive Prince Rupert Bay. Since then, the Government of Dominica has given a second security patrol boat to PAYS for the purpose of ensuring the security and safety of the many yacht visitors to the bay. Minister Douglas commended the members of the Indian River Tour Guides Association and its offshoot, PAYS, for their work over the years in helping to build and protect the yachting industry in the town of Portsmouth. During the peak season up to 60 yachts at a time anchor at Prince Rupert Bay, which has spawned the establishment of several new businesses to cater for their needs.

Jeff Frank, Chairman of PAYS, said that the new dinghy will allow PAYS members to patrol a larger portion of the Bay "as well as to assist local emergency authorities with search and rescue missions, thereby helping to secure the safety of visitors". Funding for the purchase of the 17.8-foot security dinghy came from the European Commission under the Special Framework of Assistance (SFA) 2006.

Cruisers' Site-ings

WomenandCruising.com — a website providing advice, resources and inspiration for women cruisers — has just added a new feature article called "Galley Advice from 18 Cruising Women". Experienced contributors answer questions about galley design and equipment, reflect on the challenges and rewards of cooking at sea, and recommend cookbooks and share recipes that have served them well.

The contributors are loosely sorted into four categories: Coastal Cruisers and Island Hoppers, who have more ready access to regional markets and who cook mostly at anchor; Catamaran Cruisers, who cook on boats that don't heel; Long Distance Cruisers, who provision for long passages and cook often at sea; and Cruising Charter Chefs. Contributors to the current article are Ann Vanderhoof, Heather Stockard, Lisa Schofield, Mary Heckrotte, Barbara Theisen, Corinne Kanter, Truus Sharp, Betsy Baillie, Diana Simon, Marcie Lynn, Sheri Schneider, Amanda

Swan Neal, Judy Knape and Lynda Childress, as well as Women and Cruising principals Kathy Parsons, Gwen Hamlin, Pam Wall and Sylvie Branton.

Plus, there is a special downloadable "Kitchen Sink Galley Checklist" that will help those shopping for a new or used boat to identify and evaluate features of various boat galleys.

Check it all out at www.WomenandCruising.com.

Marine Photo Exhibition in Puerto La Cruz, Venezuela

An exhibition of photographs by the marine biologist and professional photographer José Voglar is being shown through July 31st at Fundacion La Tortuga on Fermin Toro Street (near the Coconut Center) in Lecheria, Puerto la Cruz, Venezuela. Admission is free. The show, *Al Borde del Azul Profundo* (On the Edge of



You can catch the exhibition of marine photos in Puerto Le Cruz until the end of the month

the Deep Blue), pays homage to the ocean. The 28 photographs, in color and black-and-white, are available for purchase, and their sale will benefit the marine and coastal conservation work of Fundacion La Tortuga.

For more information phone (0281) 281-7469.

Navigation Note: New Data Gathering Buoy Off Puerto Rico

CarICOOS Data Buoy A was launched from the barge *M/V Don Alejandro José Padilla* near the Puerto Rico insular shelf break about 1.4 nautical miles south-southeast of Caja de Muertos island on June 9th at 17° 51.61' N, 66° 31.43' W.

Caja de Muertos is an uninhabited, 2.7-mile-long island located about 5 miles off Puerto Rico's south coast. Caja de Muertos Light, established in 1887 and automated in 1945, sits atop the highest hill on the island.

CarICOOS is the observing arm of the Caribbean Regional Association for Integrated Coastal Ocean Observing (<http://cara.uprm.edu>). This effort is one of 11 coastal observing systems and regional associations which, along with US federal agencies, constitute the national coastal component of the US Integrated Ocean Observing System. This is the first coastal data buoy for the US Caribbean region.

The Physical Oceanography Group at the University of Maine designed, fabricated and tested the buoy, assisted in buoy emplacement and continues to provide technical support. The University of Puerto Rico at Mayaguez provided administrative and logistical support throughout the process. The Maritime Police Unit of the Ponce Municipal Police provided navigational assistance for buoy emplacement.

Data from this buoy should be representative of conditions along the Caribbean coasts of Puerto Rico and the US Virgin Islands. Data will be useful to mariners in general and will also be employed in validating numerical models of ocean conditions. The data collected by the buoy is currently undergoing quality control and will be available online shortly at www.caricoos.org.



Information, please! This new buoy off Puerto Rico will provide realtime data on winds, waves, currents, sea-water temperature and salinity. Data will be useful to mariners in general and will also be employed in validating numerical models of ocean conditions

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If you don't yet know where to spend the hurricane season and have some repairs to do, consider St. George's, Grenada, and visit Grenada Boat Services to discuss your needs.

For more information see ad on page 10.

'XJ' Now Management Partner at Aruba Marina

Over the last 12 years, for many visiting yachts Xiomara Jansen (better known as XJ) has been the



face of the Renaissance Marina in Aruba. For guests of the marina she is the first person one sees when tying up the vessel. She is also the one to turn to when in need of fuel, finding technicians of various specialties, car rentals, and apartments for crew, and in one instance, even finding worms for a home-school project.

As of June 1st, XJ became a partner in East Wind Marine Services, the company that has been managing the Renaissance Marina since 2005. She will be responsible for the day-to-day operations of the mari-

na and the chandlery, and will continue to assist the guests of the marina as only she can.

Located in the center of Oranjestad, Aruba, the Renaissance Marina welcomes all yachts with drafts of up to 12 1/2 feet, and has a chandlery on premises.

For more information see ad on page 6.

Marine Trades Group Says High Fees Harm St. Maarten

The 2009 Annual General Meeting of the St. Maarten Marine Trades Association (SMMTA) on May 28th focused on the severe decline being experienced by the marine industry on the Dutch side of the island. SMMTA members agreed that it was not the global economic recession, but rather the Simpson Bay Lagoon Authority's (SLAC) exorbitant fees for visiting yachts that caused the dramatic downturn. "The world is not hurting Sint Maarten, this decline is due to Sint Maarten hurting Sint Maarten," declared the association's President, Jeff Boyd.

According to a report in *The Daily Herald*, St. Maarten's English-language newspaper, SMMTA maintained the decline of yachting in St. Maarten far exceeded that of other territories. This is borne out by companies that volunteered statistics, comparing the months of April and May 2009 with the same months of the previous year.

Marine chandlery Budget Marine and Island World both showed decreases of 20 percent or more for sale of marine products at their St. Maarten shops, while there was no decrease reported from their branches in other territories. Island Global Yachting showed no decrease in activity at their marinas in other territories, yet their two major properties in St. Maarten decreased by 19 and 20 percent. Simpson Bay Diesel (diesel engine supply and service) showed a drop of 40 percent compared to last year. FKG riggers reported that its activity in St. Maarten had dropped by 29 percent in this period, but its sister company in Antigua had dropped by only four percent. SMMTA members also pointed out the high occupancies on the French side of their island compared to the low occupancies on the Dutch side.

Budget Marine's group manager, Robbie Ferron, stated, "Comparative destinations are doing great, but St. Maarten is dropping like a stone... and it is not because of the economic recession. The economic recession has not had a big effect on the yachting industry in the Caribbean, which is driven by passion."

—Continued on next page

Port Louis Marina – another great reason to visit Grenada



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

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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.

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



—Continued from previous page
St. Maarten is going down because of exorbitant fees and yachts are clearly going elsewhere.”

The St. Maarten Marine Trades Association, which was founded in 1994 to promote St. Maarten as a premier destination for yachts of all sizes, represents major names in the marine industry both from the Dutch and the French sides of the island. The SMMTA will be working with the St. Maarten government and SLAC officials to address the issue of high fees.

For more information on the SMMTA visit www.smmta.com.

New on Young Street in Historic St. George's



Forever Young. It's quiet on a Sunday, but at any other time Young Street is the place to be in St. George's, Grenada

There's lots of new life in old St. George's, Grenada. The Grenada National Museum, "Gateway to things Grenadian", is housed in a structure steeped in history; halfway up Young Street from the Carenage harbor,

on the corner of the side street leading to the famous Sendall Tunnel, sits the majestic Antilles Building, built in 1704. It has been used as French military barracks, a British prison, and, in the early 20th century, a hotel. The museum now offers cultural activities on Wednesday and Friday evenings beginning at 5:00PM. Here local artists display a variety of talent, offering yet another window into Grenadian life.

Upstairs is the wonderful new Museum Bistro for tapas, cool drinks, coffee, lunch specials and take-away. It's great place to sit, relax and look over the bustling street from cast-iron balconies once used by rich estate owners, governors, and French and British sea captains.

Just adjacent, in another historic building, is Tikal, "the first tourist shop in town". This arts and crafts shop, named after the ancient Mayan city in Guatemala, first opened its doors 50 years ago and offers art, jewelry, clothing and much more from local handcrafters and from around the world.

Across from the museum, through an old courtyard and upstairs, is the Yellow Poui Art Gallery, named after the "yellow poui" tree whose third flowering foretells the coming of the rainy season. The gallery exhibits works from more than 80 local and overseas artists.

After browsing some art, the Pebbles Jazz and Blues Club, on the deck in the courtyard, is a perfect place to wind down with refreshments while listening to a variety of local and visiting musicians.

And just up the hill, in a 250-year-old building, visit Art Fabrik Batik Boutique and Workshop, for inspired fashion, exciting accessories, jewelry and Caribbean art and craft. Hand-painted batik creations are made right there, and the studio is open to visitors. It is fascinating to see the intriguing batik process first-hand.

Check out the NEW old Young Street, St. George's, Grenada, for unique fashion, great arts and crafts, good music and local delicacies, all set in a superb area of historic interest.

For more information on Tikal and Art Fabrik see ad in the Market Place section, pages 43 through 45.

Santiago Marina Welcomes You to Cuba

Many sail and powerboats looking for a safe place in the Caribbean come to the hospitable Santiago de Cuba International Marina, located at 19°52'18"N and 75°56'35"W, at the entrance to the historic and beautiful bay of Santiago, which in colonial times was the starting point for the Spanish conquest of the American territories.

—Continued on page 42



The marina at Santiago provides a warm welcome to the southeastern region of Cuba



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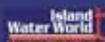



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Reef Jam 2009: Not Just Another Day at the Beach

by Ellen Sanpere

Memorial Day weekend in the US generally involves a moment of remembering those who have sacrificed their lives in the nation's wars, accompanied by at least one day of fun and relaxation with family and friends. Barbecues, games and music are required, and parks or beaches are preferred venues.

For the past two years, the organizers of Reef Jam, a grassroots group from St. Croix's various environmentally oriented groups, have put together all of the above with a fundraising effort to benefit the coral reefs of the island while educating beach-goers and entertaining music lovers.

Rhythms at Rainbow Beach, north of the town of Frederiksted, is usually jammed with beach-goers on Sunday afternoons, attracted by white sands and calm lee-side waters, volleyball and great music. On May 24th, a small entrance fee was added to that mix, along with attractions for all ages, as Reef Jam 2009 raised US\$10,000, to fund a mini-grant program for marine-related education and conservation projects.

The importance of coral reefs extends beyond the interests of divers and snorkel enthusiasts. Healthy coral reefs enable healthy fisheries; they protect the beaches that draw tourists and mitigate windstorm damage to the coastline — all of which have a tremendous financial impact on our world and its people. Human impact is destroying this valuable asset, and education is the first step in reversing that trend, according to the Virgin Islands Network of Environmental Educators (VINE).



Karlynn Langjahr with interested youngsters at the East End Marine Park's activity booth

An underwater photography contest started the day even before the local food vendors began cooking. A raffle offered chances to win US\$400-\$600 packages of donated dinners, scuba dives, jet ski rentals, tours, hand-blown art glass, cruising guides and Cruzan rum.

The St. Croix East End Marine Park sponsored an activities tent with educational games and a kids' snorkel clinic to educate and entertain. New child-size snorkel gear was loaned to children interested in learning how to see what's underwater just off the beach.

VINE and the St. Croix Environmental Association (SEA) continued the educational theme, offering printed information on reef conservation from several governmental and conservation groups. Safe snorkeling clinics and a "Leave Paradise in its Place" campaign are part of their outreach to preserve coral reefs. (As a reminder, US Customs agents at the airport are authorized to confiscate and return to the beach coral and shells found in luggage leaving the island.)

Michelle Pugh, owner of Dive Experience and a member of the Women Divers' Hall of Fame gave a mooring-rope demonstration, and DPNR Fish & Wildlife displayed a tiny lionfish in a jar, to aid fishermen and divers in identifying and eradicating this predatory reef-destroyer.

On Rhythms' open-air stage, University of the Virgin Islands student MCs Trevor Nelson and Tahyna Jules introduced guest speakers Senators Nellie O'Reilly and Terrence Positive Nelson, and the musical artists, who appeared for free or at a discount: Siete Son supplied salsa sounds, Kurt Schindler brought his unique combination of reggae, rock, world jazz, funk and blues, and the Reggae Bubbblers provided the sound system and finished the event on a musical high note.

Heading the grassroots organizers are Kurt and Janelle Schindler, founders. According to Karlynn Langjahr (DPNR St. Croix East End Marine Park), Reef Jam was started in 2007, when the Schindlers contacted their friend Claudia Lombard for ideas on holding a benefit performance for St. Croix reefs. Lombard linked the Schindlers to three women from VINE: Emily Tyner (UVI-Marine Advisory Service), Melanie Feltmate (St. George Botanical Gardens) and Langjahr. At the time, VINE was gearing up for International Year of the Reef 2008, and met with the Schindlers and other interested individuals. The effort became Reef Jam 2008. Initial investment was exactly zero, but local businesses and community groups donated funds and volunteer time to the event, which raised US\$7,000. The funds were used for snorkel gear and snorkel clinics for reef safety, and public service radio announcements with information on fishing seasons, reef protection and snorkel clinics.

This year, Langjahr was pleased to report a turnout of about 1,000 people, more than 60 volunteers, and "good energy."

Funds generated at Reef Jam 2009 will be available on a competitive basis through the 2009 Reef Jam Mini-Grant Program: St. Croix community groups, school or student organizations, civic groups, government or non-government agencies/organizations, and individuals are invited and encouraged to apply for small (US\$500-\$2,500) grants to fund marine-related education and conservation projects. Possible projects to be funded include: organizing beach/waterway cleanups, designing marine-themed murals, creating environmental education awareness materials, establishing youth environmental conservation groups, and more.

Reef Jam uses the Virgin Islands Resource Conservation and Development Council as their fiduciary, and Langjahr thanked them for the quality of their services.

After last year's success and feedback from the crowd, the organizers decided to make Reef Jam an annual event and hope to establish its non-profit (501-c-3) status by next year.

Check with www.reefjam.com for updates, and have your beach blanket ready for 2010!

Ellen Sanpere lives aboard Cayenne III, an Idylle 15.5, in Christiansted Harbor, St. Croix.

Caribbean Eco-News

Dominica Stands Up for Whale Conservation

An International Ocean Life Symposium co-sponsored by the Eastern Caribbean Coalition for Environmental Awareness (ECCEA) and the Pew Environment Group in cooperation with the UNEP Caribbean Environment Programme took place March 22nd through 25th at the Fort Young Hotel in Roseau, Commonwealth of Dominica.

According to the ECCEA, the meeting was an important step to restore the image of the Caribbean sub-region, and of the Commonwealth of Dominica in particular, in whale conservation. At the symposium the Prime Minister of Dominica, The Hon. Roosevelt Skerrit, reaffirmed that the Government of Dominica has broken with regional consensus and a 15-year policy of supporting Japan's pro-whaling vote at the International Whaling Commission, and will no longer support an overturn of the current ban on commercial whaling at the IWC.

Former Caribbean diplomat Sir Ronald Sanders noted that for several years it has been alleged that several small Eastern Caribbean countries have supported Japan at the IWC because the Japanese Whaling Association provided them with fish refrigeration facilities. It has also been claimed in British Broadcasting Corporation (BBC) programmes that the JWA paid the IWC membership fees for some of these countries as well as the cost of their delegations' attendance. These claims were upheld in Dominica by environmentalists who have followed closely that country's participation in IWC meetings. Among these persons is Dominica's former Environment Minister, Atherton Martin, who resigned in 2000 in protest over the issue.

In his presentation to the Dominica conference on March 23rd, Prime Minister Skerrit recalled that last year his government "had taken a very bold decision after many decades of supporting the whaling issue to steer clear of voting for whaling", and he emphasized to the gathering that his government would not renege on that commitment.

Meanwhile, six primary schools in Dominica are participating in a pilot Floating Classroom Program to learn how to protect marine life, specifically whales. The program was designed by IFAW (the International Fund for Animal Welfare), in collaboration with the Ministry of Education Youth Development Division, The Dominica Youth Environment Organization Inc, and CARIBwhale (the Caribbean Whale Watchers Association). The goal is that through an introduction to whales, dolphins and life on coral reefs, school children will acquire a deeper understanding of how human actions on the land and the ocean's surface affect underwater life. The introductory lessons of the Floating Classroom curriculum focus on whales and the importance of the waters around Dominica as a breeding ground for them. The second day is followed by a whale-watch trip aboard Dive Dominica's whale watching vessel *Stingray*.

The 61st Annual Meeting of the IWC is taking place in Funchal, Madeira, as this issue of *Compass* goes to press.

Uses of Grenadines Waters Being Mapped

It's widely known that the Grenadines boast beautiful cobalt and turquoise waters — but what's really out there, and what is it all used for? To make a visible inventory, a variety of marine-resource users in the Grenadines participated in a series of marine-mapping exercises from May 14th through June 10th. The exercises included identification of coastal resources and areas of importance for marine livelihoods in each of the nine inhabited Grenadine islands.

Participants worked alongside PhD researcher Kim Baldwin of the Centre for Resource Management and Environmental Studies at the University of the West



Chart check. Ron Williams (center) and Laurie Stowe (right) of Bequia Dive Adventures point out areas of interest to UWI researcher Kim Baldwin

Indies, to map local knowledge of areas that provide food or materials of tangible value for local communities. They also mapped cultural and historical areas, conservation areas, and areas under threat or space-use conflict. The exercises captured a wealth of local knowledge to supplement the limited scientific information available. They are part of the ongoing Marine Resource and Space Use Information System (MarSIS) project, a research initiative of the Sustainable Grenadines Project, which aims to strengthen civil society to contribute to sustainable development.

Over the past four years the Grenadines MarSIS research has been developed with a range of stakeholders including the governments of Grenada and St. Vincent & the Grenadines, NGOs and marine-resource users. It combines existing scientific information with local knowledge of marine resources, conservation and livelihood areas into a Geographical Information System and is anticipated to be complete by the end of this year.

Key spatial information will include marine habitats, infrastructure, marine resource users, associated space-use patterns (such as anchorages, dive sites, fishing grounds, shipping lanes, recreation areas), biological areas (sea turtle nesting, seabird roosting, marine mammals) and conservation sites (marine protected areas, spawning and nursery grounds, historical sites/shipwrecks, other coastal livelihood opportunities) as well as identified areas of threat (sand-mining/dredging, beach erosion, dumping/land-based sources of pollution, mangrove cutting) across the Grenadines.

Remaining activities include a marine-habitat mapping cruise of the Grenada Bank scheduled for August 15th through September 5th sponsored in part by The Moorings, the University of the West Indies and the Mustique Company.

Stakeholder validation and feedback workshops of the final information system are planned for late November.

—Continued on page 40

Inaugural Working Boat Regatta at St. Barth

by Frank Pearce

The French island of St. Barthelemy (St. Barth to us) has had a long history of inter-island trading. Sloops and schooners from as far as Grenada, Barbados and Puerto Rico came and went.

This trade has largely disappeared with changes in regulations and bureaucracy; the days when sailing cargo vessels were lined up on the quays in front of the old, now-restored warehouses in the harbor of Gustavia have passed by.

But the spirit remains. Some time ago, Alexis Andrews, the owner of the Carriacou sloop *Genesis*, got together with Loulou Magras and other notables in St. Barth, and had a vision of keeping alive the memories of those times by having a gathering of Caribbean working boats at St. Barth.

Although at one time most of the islands had fairly specific workboat designs that had evolved at each place, sadly most of these islands no longer build their typical boats. Exceptions are Carriacou and Petite Martinique, where to this day new working boats are being built and are working, carrying cargo, fishing and earning their owners a living in whatever way they can.

It's no surprise then that the wooden sailing working boats of today emanate predominantly from Carriacou. Antigua now has quite a fleet of Carriacou-built vessels including *Genesis*, *Ocean Nomad*, *Summer Wind*, *Summer Cloud*, *Tradition*, *Sweetheart*, *Pipe Dream* and *Good Expectation*.

Shortly after taking part in the Antigua Classic Yacht Regatta in April, this traditional West Indian fleet set sail for St. Barth to join the new West Indies Regatta, to be held May 1 through 4. Joining them in St. Barth were the twice-circumnavigating 25-foot Bequia double-ender, *Plumbelly*, and the last schooner built in Nevis, the magnificent *Alexander Hamilton*. Charles Hambleton had been unfortunate in losing his mast on *Summer Cloud* during the Classics, but the Woodstock Shipwrights came to the rescue and spliced in a new length of mast, and working day and night, he re-rigged her and set off for St. Barth in good time.

On arrival in Gustavia, the working boats moored stern-to in a row on the lovely quay in front of the museum and administrative offices, where berthing was provided free of charge by the Port Captain, Bruno

Greaux. Having been advertised and publicized on local radio, the event soon drew interest and we met up with many of the more senior citizens who had been involved with trading under sail in the past, and many other interested "strollers". My own vessel *Tradition*, a cutter-rigged Carriacou boat with her original colors and rig, was soon recognized as one of the former cargo vessels and I was regaled with stories about her trading days, when with only the smallest of engines she sailed regularly between St. Barth and Carriacou.

After a day of rest and showing off, we had two days of informal racing, taking as many of the local dignitaries on board as we could accommodate. *Tradition*, at 50 feet with a 34-foot main boom, has no winches, so it's back to basics with block and tackles on the sheets and three people on the mainsheet — plenty for everyone to do.

After racing we were inundated with bottles of wine, cases of beer and lots of reminiscences. In the evening the gazebos on the quay were set up with food (by courtesy of the Blanchard and Romney families), music and film/slide shows of Loulous' images from the West Indies from 1970 to 1980, and photos from the books *Carriacou Sloops Volumes 1 and 2* by Alexis Andrews.

The main sponsor of the event was The Grenada Chocolate Company who produced an interesting movie extolling the valid virtues of their organic chocolate-making cooperative in Grenada and provided lots of samples of this wonderful, pure, home-produced delicacy. David Wegman and Katie put on a lovely puppet show on the quay with live music while over at the Select Bar there was a lively party with great music thanks to Droopy who flew his brother Tuey Connell's Jazz Band all the way from the United States for the event. Great music, great generosity, *ti ponch* flowed.

—Continued on next page



ROSEMOND GREAUX



Main photo: The Carriacou-built sloop *Tradition*, helping keep regional workboat tradition alive in St. Barth
Inset: The crew on Alexis Andrews' Antigua-based *Genesis*

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JUSTIN SHERIA



—Continued from previous page

On the second day's racing, *Tradition* had about 15 on board, including Captain Bill of St. Barth who has spent a lifetime at sea trading between the islands. Now, at 92 years of age, he was anxious to share his

tive and seamanship these guys must have had, and Captain Bill such a gentle and erudite man. Thank you for joining us, Bill.

Further thanks have to go out to Loulou Magras and Alexis Andrews for having the inspiration for this



ROSEMOND GREAUX

Above: The Lesser Antilles' traditional trading vessels were designed to get goods quickly from island to island. Sweetheart shows her speed

Inset Top Left: Sweetheart and Genesis attempt to overtake Summer Cloud

Below: Just like old times: the quay at Gustavia with the fleet in



ROSEMOND GREAUX

knowledge of local winds and currents and expertly took the helm. Bill was only too pleased to reminisce about his lifetime of sailing his trading schooner among the islands. I liked his tale of shipping live cattle on deck (if you can imagine that) into St. Barth, where they lived ashore, were fattened up, and got French "passports" so they could enter Guadeloupe as French cattle with no duty to be paid. What initia-

amazing event, Mowgli Fox for running the committee boat, Raymond Magras for his sponsorship and help, and Bruno Greaux, Daniel Blanchard and Jennie May for helping to make it all happen. Additional support was proved by UNESCO, and sponsors included *Caribbean Compass*, Acqua Films, Woodstock Boatbuilders, The Anchorage and Adventure Antigua.

A wonderful few days of glorious sailing aboard true West Indian sailing vessels and great hospitality at one of their traditional ports of call will always be remembered.

Most important is to look forward to next year, April 30th through May 2nd, and hope that many more Caribbean working sailing boats can come and make this event even more spectacular.

Have a look on Alexis Andrews's website westindiesregatta.com (there's a great movie at westindiesregatta.com/Movie) for more information — and spread the word, please!

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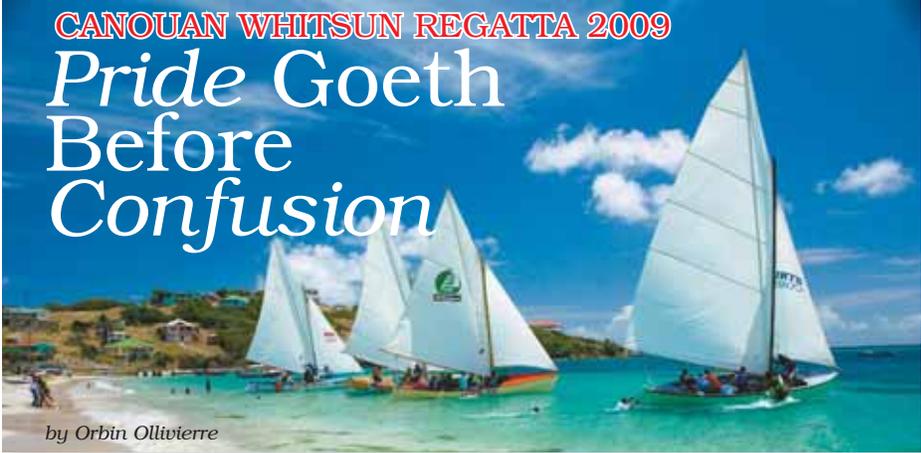
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Sabre M135





It's Saturday, May de 30th an' ah lyin' at anchor in Canouan Bay. De skies blue an' de water clear an' pretty; ah could see white sea urchins an' red starfish on de bottom, ah good sign de water healthy, remind yo' dat life is just fo' livin'!

Twenty-one boat line de beach, sails flappin' in de breeze. Yo' notice ah say 'breeze', yes, it comin' at ten to 15 knot. It's de Canouan Whitsun Regatta an' we got eight boat down from Bequia. At de end ah Bequia Easter Regatta ah say dey go 'prove dem point in Canouan; well, today is de day, at least fo' *Bequia Pride*. She got new jib an' dagger board. As fo' *Confusion*, she lengthen she mast an' dress up in ah new mainsail, lookin' good on land. *Bluff* lookin' good as ever, an' so is *Cloudy Bay*. In de 24-foot class, we got *Limbo* an' *Iron Duke* but ah don't t'ink *Iron Duke* sailin' today, she got ah bad leak along she garboard streak; dey go' fix it fo' tomorrow. In de 18 footers, is *Worries* an' *Tornado* from Bequia, *Nerissa J one an' two*, an' *Progress* from Canouan.

At ah quarter to twelve, dey decide fo' start, 14-footers off first, ten in de class, half de fleet. Twenty-eight-footers last, dem look good goin' out de bay to de buoy an' downwind to Catholic Rock. *Confusion* in de lead aroun' de rock an' upwind dey comin', passin' south ah Mayreau Baleine Rock an' up to Friendship. Dey on ah beat an' de tide goin' about four knots in de opposite direction. *Bequia Pride* in de lead around de first mark wid *Confusion* an' *Bluff* right behind. As dey pass Glossy Hill, *Bequia Pride* still in de lead, *Confusion* close behind because she catch up on de downwind leg, so did *Bluff*. Is ah good fight to de finish but *Bequia Pride* get de mark first, *Confusion* second, *Bluff* third an' *Cloudy Bay* some way out dey. Talkin' dis an' dat, I ain't see no committee boat by de finish an' no horn — 't'ings flat! Time fo' dem guys stop ah green one. Dey deserve it because is t'ree o'clock an' de sun hot an' de belly flat.

Sunday mornin' is here an' ah decide fo' tek ah walk down de beach an' tek ah look at all dem boat. As ah say, it got ten small boat an' dey rig all how. Look like dem never put up sail until dat Sunday mornin' because when de word say 'Go' an' dem open jib, ah see de jib sheet fo' one on de way up de mast; dey hook it up down-side up! But yo' know what catch me most? Is dem names. Boy oh boy, dey got name like *Bad Feelings*, *Shark*, *Spy*, *Hard Target*, *Blue Vex* to name ah few. But off dem go an' de way dem look, some ah dem go' tow back instead ah sail back.

Reverse course today an' de sun hot fo' so, it ain't got ah cool tree yo' could stand under in Canouan. All dey plant is footsteps, not trees. Dey got some nice houses though. Ah goin' go up on de hill an' watch, good view. On de beat up to Friendship, *Bequia Pride* in de lead as dey round de mark, *Confusion* an' *Bluff* close behind. In de 18-foot class, *Tornado* in front by ah long way. *Confusion* in front on de downwind leg to Catholic Rock to fight ah northeast wind an' ah bar lee tide. It go' be ah good fight between *Bequia Pride* an' *Confusion* because de two ah dem look to be close. *Bluff* tack back on de south shore: wrong move. De tide trippin' north an' dey goin' south. Ah

always hear dem old people say, if de wind is north, keep on de north shore; come close to yo' mark not go away from it. Dat mek sense. But dem also say, yo' ha' fo' pay fo' learn. Dey turn *Glossy* an' upwind to de finish. Ah good fight, *Confusion* an' *Bequia Pride*, tack fo' tack, wid *Confusion* winnin' by seconds. Tomorrow is another day but fo' now, check out what goin' on on shore. No Queen Show tonight but it go' ha' some kind ah action on de hard court; boom-boom all night!

Monday mornin' break wid ah few rain clouds an' ah good breeze. Nine o'clock an' down de rain come, all man runnin' fo' cover. Is de only t'ing Caribbean people does run from! Eleven o'clock an' it stop, an' so is de wind. Down just enough to breathe, it remind me ah de Easter Monday in Bequia. But off dem go, ah triangular course outside de bay. It go' be ah bit tricky out dey today. De wind shiftn' in all direction but it ain't stop *Bequia Pride* from salvagin' she pride an' leavin' *Confusion* more confused. *Bequia Pride* got "Hold yo' own" on she sails an' she certainly hold she own today. As fo' *Bluff*, she foldin' too quick an' not livin' up to she name, an' *Cloudy Bay* days are gettin' grey!

Limbo knock out *Iron Duke* all two races. *Tornado* go' get first overall but she get ah good lickin' today; well done *Worries*! An' so my friend, let de skulls start bustin' again until Carriacou when all de big boys meet again.

Canouan Regatta 2009 Winners

- 28-Foot Class**
Bequia Pride, Arnold Hazell, Bequia
- 24-Foot Class**
Limbo, Allick Daniel, Bequia
- 18-Foot Class**
Tornado, Kingsley Stowe, Bequia
- 16-Foot Class**
Liberty, Elmore Laidlow, Canouan
- 14-Foot Class**
Bad Feelings, Samuel Forde, Mayreau



Clockwise from top: Skipper Allick Daniel of *Limbo*, crewmember Ulric 'Alo' Raguette accepting the trophy for *Bequia Pride*, and skipper Kingsley Stowe of *Tornado*





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The Northern Caribbean Adventure



by Stéphane Legendre

Twenty boats gathered at Marina Bas du Fort in Pointe-à-Pitre, Guadeloupe, for the start of the 10th Annual Transcaribes yacht rally, which took the fleet from Guadeloupe to Cuba. Stopovers were made in Marigot, Saint Martin, and along the south coast of the Dominican Republic, as well as at two new ports this year — Ile à Vache on the south coast of Haiti and Errol Flynn Marina in Jamaica. At Ile à Vache, rally participants delivered goods donated by the Red Cross and the Rotary Club in St. Martin to an orphanage (see related item on page 6). This year, the rally also had a new finishing point in Cuba — the south coast city of Cienfuegos.

The sailing was smooth and downwind all the way. Twenty-five-knot winds were rarely reached and the group could fully enjoy the stopovers' swimming, friendly parties and excursions.



Right: The rally fleet fills the marina at Port Antonio, Jamaica

Left: Rally organizer Stéphane Legendre with Errol Flynn Marina manager Dale Westin and Transcaribes rally founder Jean-Marc Rutin

This rally is characterized by the freedom that is given to participants; a good example was this year's leg from Guadeloupe to Saint Martin. From Marina Bas du Fort, some decided to go upwind around the Pointe des Chateaux cape, others south around Basse-Terre, and a third group decided to wake up early and take the Rivière-Salée canal which shortened their journey by 50 miles.

This is a social as well as a sailing event. The main point of each leg, whatever the distance, is to reach the next stop in time for the welcome briefings and parties, which are set at 6:00PM local time.

The tenth anniversary event featured a wonderful welcome at Marina Bas du Fort, as usual. At Saint Martin, the rally boats docked at Marina Fort Louis and provisions and spares were loaded aboard for the next stages of the multi-destination voyage. Participants also sorted out and loaded the boats with hundreds of bags of clothing and supplies for the Haiti operation. Everyone was ready for the adventure.

Some 320 miles later the group reached Marina Casa de Campo, the first stop in the Dominican Republic. This lovely marina, with first class service, friendly people and excellent parties — thanks to Commodore Fini's friendship and efficiency — has been a partner of the rally from the very beginning. A visit to the luxurious Casa de Campo resort and Altos de Chavon, a medieval Italian village reconstruction, were highlights of the first day there. Another important excursion took place to the capital city of Santo Domingo's historical quarter. These trips gave a feeling of what the DR has to offer for ralliers who have time to stay longer on their return journey to the Lesser Antilles.

The other stops in the DR were at Isla Catalina, Boca Chica, Isla Beata and its 200 fishermen, and last but not least Bahia Las Aguilas with its five-mile-long deserted white sand beach close to the Haitian border.

Another 110 miles of overnight sailing and we were anchored at Ile à Vache. The distribution of humanitarian aid took place and the memorable welcome the population treated us with is still in everyone's memory. It is amazing to see what people can offer with so little, a lesson for us all. We will definitely come back next year.

One more night of sailing and we reached Errol Flynn Marina at Port Antonio, Jamaica. Here we had three marvelous days of relaxation, touring and provisioning in preparation for the last leg of the trip to Cuba. For those who planned to depart from Cuba to cross the Atlantic to Europe, this was an opportunity to stock up on all necessary items for that long journey. The marina staff, beginning with manager Dale Westin and his assistant George Munro, made every possible effort to make this stay a memorable one; they were friendly, efficient and always ready to help.

Two-and-a-half days of sailing later we arrived at Cienfuegos for the first time, which we knew would be unforgettable. In the narrow entrance channel, dozens of



small typical fishing boats welcomed the rally fleet and escorted us to the Marlin Marina. Local and international press was there: TV, newspapers, radio stations. Cienfuegos was built by the French around two centuries ago, and from now on the rally will reach Cienfuegos for its commemoration day, April 22nd, each year.

The closing ceremony at the Cienfuegos Yacht Club was above anyone's expectation; the food was tasty and the dance performance and music were just fantastic. The following day we took the bus to visit the historic cities of Trinidad, built by the Spaniards, and Old Havana.

Special thanks to Marlin Marina Cienfuegos, Habanatur (excursions) and Commodore José Miguel Diaz Escrich from the Hemingway International Yacht Club in Havana. Without their help, no culmination of the rally of that quality would have been possible.

In conclusion, after having visited six different islands, made more than ten stops and covered around 1,500 nautical miles, this group of 50 sailors had the feeling they had lived a true Caribbean Adventure.

The next Transcaribes rally will take place between April 1st and 22nd, 2010. The organizer speaks English, Spanish and French. Come and join us!

For more information visit www.transcaribes.com.



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REGATTA NEWS

Optimism over Junior Sailing in Carriacou

Mike Barnoff reports: Although the retirement to England of Edward "Ted" Tuson is regarded as a big loss to Carriacou's sailing community, he is leaving his



Optimist dinghy sailing is a worldwide phenomenon, and Carriacou kids are part of the action

pet project — the Carriacou Junior Sailing Club in Tyrrel Bay — in great shape for the future.

It began in 2002 with the acquisition of three Optimist dinghies donated from Trinidad via the Grenada Sailing Association to foster youth sailing on the island. The club in Tyrrel Bay's village, Harvey Vale, is the most successful product of that initiative. Nine Optimists were originally distributed among three communities; eventually most of the dinghies found their way to Tyrrel Bay. As a result of Ted's enthusiasm and the support of many residents, regular visitors and passing yacht crews, the club has flourished.

More than one "graduate" of the juniors is now a strapping teenager who will be guaranteed a berth on boats competing at local regattas. The club has also provided a valuable social opportunity for the youngsters on Saturdays and a morning sail always ends with a swim and sometimes a game of beach cricket. Tuition, ranging from a basic introduction to dinghy sailing through safe-conduct training to competitive racing, is now being handled by Kurian Bethel,

an enthusiastic volunteer from the island's traditional sailing community of Windward. Club teams participate in both Carriacou and Petite Martinique regattas. Now with a fleet of eight Optimists, two GP14s (one in need of repair) and a small workshop/dinghy park, the club is a substantial presence. A keen membership of young sailors extends a welcome to youngsters from visiting yachts and fills all available dinghies every Saturday morning.

Jacqui Pascall of the Grenada Sailing Association expressed the association's gratitude to Ted for his devoted work in establishing the club and building its success over the years. Budget Marine's continuing sponsorship of the junior sailing program enables the GSA to support Kurlan in his new role with training sessions from visiting instructor Kevin Banfield and career development courses in Grenada. Ted is hopeful that his legacy will not have to rely forever on the generosity of the GSA, interested yachtsmen and private benefactors, but will also gain recognition from the Grenada government. In the meantime, anyone who would like to come along with an RIB to provide escort and safety-boat cover, or just join in the fun, will always be most welcome.

For more information contact CJSC coordinator Teena at (473) 403-6562.

Antonina Wins 2009 Atlantic Cup Rally

The 19 sailboats in this year's Atlantic Cup offshore sailing rally from Tortola to Bermuda reached in north-east to southeast winds for the 850-mile passage. Departing Tortola on May 3rd, sailors enjoyed spinnaker runs, glorious sunsets, and fresh-caught tuna, punctuated only briefly by fresh winds and lumpy seas. The annual Atlantic Cup, sponsored by the Cruising Rally Association, provides friendly competi-



The Cherubini schooner Antonina, Overall Winner at this year's Tortola-to-Bermuda Atlantic Cup race

tion, shared weather information, crew lists, and twice-daily radio chats to boats returning to the US and Canada from their winter cruising grounds in the Caribbean.

Antonina, a Cherubini schooner sailed by Vince Archetto from New Jersey, was the Overall Handicap Winner. The elegant schooner manned by a crew of four out-sailed its handicap to beat *Clover III*, a Swan 56, under the command of skipper David Fraizer who was first to finish. Gil Smith and his crew on *Joy For All*,

a Farr 50 were second to finish. *Fado Fado*, a Leopard 46 catamaran with Denis McCarthy on the helm, arrived third. The Rally fleet of nine boats completed the passage in between 98 and 121 hours.

For the first time, the ralliers departed Tortola from Nanny Cay Resort and Marina. "The hard-working team at Nanny Cay made it very easy for participants to get ready for the long passage. The fact that Nanny Cay Marina has skilled tradesmen on site makes it all much easier," said Steve Black, Founder and President of the Cruising Rally Association.

All ralliers received a warm welcome at the St. George's Dinghy and Sports Club in Bermuda and most departed for the eastern seaboard of the US within 48 hours of arrival.

The fleet was divided into three divisions. In addition to the Rally Class, there were two Cruising Classes. Six boats entered the Cruising Class to enjoy a cruise in company to Bermuda. Four other boats sailed directly to the United States from Tortola in eight or nine days. All classes received the same safety, weather and communication benefits. The boats in the cruising class that sailed to Bermuda received awards that recognized their achievement of safely completing the open ocean passage.

With wireless transponders on each yacht, positions were broadcast via the satellite network six times each day, with each boat's track displayed on the Caribbean 1500 website using software customized to incorporate features from Google Earth.

The Cruising Rally Association returns to Nanny Cay later this year for the 20th Caribbean 1500, slated to start on November 2nd. This event is one of the largest and longest-running offshore cruising rallies in the Americas. Black anticipates a record entry of returning ralliers for the anniversary activities.

The Cruising Rally Association is supported by companies including Davenport & Company LLC, Nanny Cay Resort & Marina, West Marine, *Blue Water Sailing* magazine, Switlik, OCENS, ICOM, and World Cruising Ltd. For more information visit www.carib1500.com.

12 Metres Duel in Anguilla

At the 7th Annual Anguilla Regatta, held May 8th through 10th and sponsored and organized by the Anguilla Sailing Association and the Anguilla Tourist Board, there were races for numerous types of boats, including local boats, Optimists, and yachts in Spinnaker, Non-Spinnaker, Cruising and Multihull Classes. But stealing the show on the

Saturday were the two St. Maarten-based America's Cup veterans, the 12 Metres *Stars & Stripes* and *True North*, duking it out for the Battle of the Banks and the West End Cup with crew from local businesses aboard. All proceeds from this event supported the Anguilla Youth Sailing Club.

Speaking for the ASA, Peter Parles said, "This year's Battle of the Banks and West End Cup races were very exciting! We love this part of the regatta as everyone is cheering on someone on a boat. That we can get these great boats over to Anguilla and have the local community involved is something the ASA is proud of and would like to continue for years to come."

—Continued on next page

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—Continued from previous page

He continued, "We appreciate the banks' continued participation over the seven years they have raced and Cuisinart has become a great friend to the ASA, Anguilla Regatta and, most importantly, the Anguilla Youth Sailing Club. We truly appreciate the contributions they have made to this and all of our efforts, and would like to publicly say a big thank-you! We thank all the regatta as well as Frangipani Beach Resort who stepped up and offered assistance to the ASA and AYSC by lending their boat *Relentless* as press boat for the three day event."

One new aspect of the 12 Metre Challenge this year was that anyone could purchase a spot on one of the boats for a friendly Sunday morning race. Tourists, locals and ex-pats all climbed aboard the two yachts on Sunday morning and raced a short course, with *Stars & Stripes* squeaking in with a win by six seconds.

In the Battle of the Banks, last year's winners, the National Bank of Anguilla, took the helm of *Stars & Stripes*, and the challengers, Caribbean Commercial Bank, boarded *True North*. With previous years' results tied at three wins apiece, this was an important tie-breaking year — in winds topping 20 knots! The race stayed close. As the boats beat up the coast of Anguilla towards the finish in Road Bay, they split tacks to the finish, resulting in *True North* finishing first.

In the West End Cup race, defending champions Cuisinart Resort & Spa sailed *True North*, while a combined team from Frangipani Beach Resort, Medical Air Service Association, The Pumphouse and Straw Hat Restaurant raced *Stars & Stripes*. Coming in close to shore at Meads, Maundays and Rendezvous Bays, the boats met with cheering crowds as they rounded the marks. Team Cuisinart became the first repeat winner, holding the cup for another year.

Plans are underway for next year's regatta and dates will be announced soon.

For complete results visit www.anguillaregatta.com.
For more information about the ASA or the AYSC visit www.sailanguilla.com.

St. John's Commodore's Cup Defines Friendly Competition

Margie Smith reports: The 10th Annual Budget Marine Commodore's Cup, sponsored jointly by St. John, USVI's three yacht clubs — the St. John Yacht Club, the Nauti Yacht Club, and the Coral Bay Yacht Club — was held May 9th and 10th, Mother's Day weekend, in Coral Bay, a place where residents are known by the names of their boats. Everybody knows everybody in this quintessentially friendly competition.

Denise was on her Cal 27, *Reality Switch*, with an all-girl crew of Suki, Lynn, Deborah, Jamie and... well, there was that one "woman" in a purple wig who looked suspiciously like Wally from *Island Blues*. Sara O'Neill, skipper of the 33-foot Camper Nicholson *O'dege*, sailed with a Mother's Day crew including her mother, Debbie, her son, Abel, and Carolina — the family's boat dog. Their neighbor Steve raced his boat *Painkillia* for the first time in years.

Boats had the choice to compete in PHRF spinnaker or non-spinnaker divisions, or in a pursuit race. *O'dege* won the pursuit race, followed by Bear on *Yellow Menace* and, in a three-way tie, Marty on *Ruffian*, Steve on *Southern Breeze* and Tory on *Paradise Found*. George and Linda Stuckert of Cruz Bay took first place in the PHRF non-spinnaker division in their J/30, *Zing*, followed by Coral Bay's Jimmy on *Zephyr* and, in a good example of how things work in Coral Bay, Bill on the KATS Ensign called *Spinner*, *Spitter*, *Sniper*, or *Wiper* — depending on who you ask. In the spinnaker class, it was Chris Thompson from St. Thomas in his J/27 *J-Walker* in the lead.



Denise and the not quite all-female crew of the Cal 27 Reality Switch

The winners of each class competed in a Laser sail-off, which Sara O'Neill won, making *O'dege* the overall winner of the regatta for the second consecutive year.

As always, the awards ceremonies were held at Skinny Legs, St. John's venerable burger joint, official home of the Coral Bay Yacht Club, and unofficial town hall of Coral Bay. And as always, the dinghy raffle was one of the most highly anticipated portions of the festivities (this year won by School Bus Kathy). As always, proceeds benefited Kids and the Sea (KATS), the esteemed program teaching boating skills and safety to the future sailors of the Caribbean.

2009 Round Guadeloupe Race — Terrific!

Before launching this year's Round Guadeloupe



And they're off! Despite some pre-start sponsorship jitters, the famous Tour de Guadeloupe attracted top yacht-racing skippers and more entries than last year

Race, the organizers hesitated. Due to the economic climate, some sponsors reefed their sails and the uncertainty of local institutions' financial help up until a few weeks before the event made Le Triskell Organization wonder if they would fail. But they did not. Guadeloupe's nautical community decided the show would go on — and they achieved a terrific event.

Forty-nine boats, two more than last year, were on the start line on May 20th in front of Gosier Islet under a beautiful sun and 15 knots of wind. Due to the increasing number of boats in the CSA monohull class, a second group should be created next year.

The stopovers at Marie Galante, Port Louis, Deshaies and Les Saintes were festive and friendly. Competitors, friends and relatives were present, answering Triskell President Jean Michel Marziou's call to demonstrate, if needed, that the conviviality on the Tour de Guadeloupe is almost as important as the competition itself. As usual, the evening at Les Saintes was the climax.

For the second consecutive year the organization set up a cumulative compensated time. This racing system offered an interesting fight between smaller boats at ease in medium-strength winds. The overall winner was *Batti+Bagghi* with Luc Dupontell at the helm. Without any single-leg victory he managed, thanks to consistency, to reach the highest step of the podium.

A large and tired crowd, after five days of racing, came to the prizegiving ceremony at Marina Bos du Fort at Pointe-à-Pitre. The Comité du Tourisme des Iles de Guadeloupe (Tourism Office of Guadeloupe), and Nouvelles Antilles had invited journalists from France, which shows the economic impact of this event for Guadeloupe.

—Continued on next page

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—Continued from previous page

The participation of major local and international racers such as Victor Jean Noel, Luc Coquelin, Claude Thelier, Willy Bicente and Christine Montlouis is another sign that this has become a major Caribbean event.

The Round Guadeloupe Race 2010 will be held April 1st through 5th.

For full results visit www.triskellcup.com.

Captain Oliver's Convivial Regatta 2009

Stéphane Legendre reports: Captain's Oliver Regatta is characterized by its conviviality and fair play throughout the races and wonderful evening parties organized at Oyster Pond marina restaurants and resort, on the French side of Saint Martin.

This year, 28 boats gathered in four classes: Performance Monohulls (eight boats), Performance Multihulls (six boats), Cruising Monohulls (nine boats) and Cruising Multihulls (five boats). The weather favored the organizers with beautiful sunshine and 15 to 20 knots of wind, dying on the second day, accompanied the racers.

There were two races this year, with a last-minute course modification due to strong winds on the Saturday. Saturday's race was around the island anticlockwise, starting and arriving in front of the Oyster Pond marina. On the Sunday a pursuit race was organized for the first time, leaving Tintamarre Island to port; on the way back boats had to round Molly Beday and



Short or tall, there was fun for all at Captain Oliver's regatta.

Guana Bay rocks, leaving them to starboard before the line just off the marina's entrance buoys.

In the Performance Monohulls Class, the three Melges 24s — *Coors Light*, *French Connection* and *Budget Marine* — competed for the top step on the podium. One minute's difference separated *Coors Light*'s winning skipper, Frits Bus, and *French Connection*'s skipper, Didier Rouault.

Moondance, Garth Steyn's Catalina 36, won the Cruising Monohull class, in front of Ronnie Van Siffert's Contention 37. Captain Oliver's own boat, an old Marquise 56, surprisingly won the Cruising Catamaran class and Jeroen de Rooij's Prindle 19 won the Racing Multihull class in front of Geoff Lédée's Seacart 30.

The parties' climax was reached on the last day at the prizegiving, to which Oliver Lange (Captain Oliver) had invited the dancers from the famous Platinum nightclub of Sint Maarten.

In conclusion, once again a wonderful weekend sailing in Saint Martin helped to round out a very intensive sailing season in the Caribbean. We are looking forward to next year's edition.

For more information visit www.coyc-sxm.com/regatta.

St. Lucia and Martinique: 'Let's Get Together!'

Danielle de Rouck reports: The Yacht Club de la Martinique (YCM) organized La Transcanal Regatta from Martinique to St Lucia on May 30th and invited the St. Lucia Yacht Club (SLYC) to participate with the intention of enhancing the relationship between the yacht club communities. Although the event produced only five local Martinique yachts and one from St. Lucia, the SLYC hosted more than 60 visitors to its shores.

Participating yachts were *Sonadio* and *Open the Barre* in the Racing Class, and *Ocean Two*, *Foxy* and *Europa* in the Cruising Class. The St. Lucian entry, the *J/24 Grayling*, was skippered by Edgar Roe with his junior sailing crew from SLYC. A powerboat carrying representatives from La Conseil Regional de



From left to right: YCM Committee member Jean Trudo, SLYC Commodore Charles Devaux and YCM Commodore Philippe Volny celebrating cross-channel togetherness for Martinique and St. Lucia yacht clubs

Martinique accompanied the fleet. *Sonadio*, an Archambault A40, was the first to cross the finish line, which was taken care of by SLYC's Ted Bull and Frank Capers.

After finishing, the yachts headed to Rodney Bay Marina where they docked at reduced rates thanks to the generosity of IGV. That evening the sailors were welcomed to the St. Lucia Yacht Club with an appetizer and rum punch, followed by a briefing for Sunday's race, the day's prizegiving and dinner. SLYC members were pleased to have the company of Philippe Volny, Président of the Yacht Club de la Martinique, and Lionel Baud, Président of the association Open the Barre, who heads the organizing committee of Le Combat de Coques race held every year in Le Marin/Site. Anne. Albert Lapiquonne of Club Nautique du Marin Sailing School and Jean Michel Pastourelli, Sailing Instructor at Club Sportif Militaire de la Martinique, were also present.

Jean Trudo presented the prizes from YCM. Trophies donated by La Conseil Regional de la Martinique were given to the winning yachts, whose crews also benefited from kegs donated by Heineken St Lucia. A traditional exchange of burgees was made between Philippe Volny and Charles Devaux, the commodores of the two clubs. Then the tireless visitors were taken out for a night on the town!

On the Sunday, racing action continued in Rodney Bay with St. Lucian J/24s and Lasers racing with the

Martinique yachts. *Sonadio* was again victorious in the Racing Class. *Ocean Two* topped Cruising Class, and *Grayling* came first in the J/24s. Eduardo was the Laser class winner.

The day was completed with a beach barbecue and prizegiving, and burgees were exchanged between the Club Sportif Militaire Martinique and SLYC commodores. From the feedback it looks very promising for the event to grow into a major race. Next year, the Transcanal will reverse direction, sailing from St. Lucia to Martinique.

The sponsors, Conseil Regional de la Martinique and Alain Affelou, Martinique, and Heineken St. Lucia, made it possible to entertain the sailors and provide prizes that will be cherished. A big thank-you to Jean, the do-it-all from YCM, SLYC Bosun Ted, SLYC Manager Merica and SLYC Social Secretary Danielle, and not to forget Maurice of "One Time".

For more information visit www.stluciayachtclub.com.

Travellers Trophies Won by Storm and Lost Horizon

The Travellers Trophy is awarded each year to the yacht which has achieved the best results in major Caribbean regattas based on, as the name suggests, both traveling to away regattas (effort) and excellence (winning). This shows a true dedication to the sport of yacht racing and can properly justify the title of "Caribbean Champion Yacht".

The Port Louis Grenada Sailing Festival in January is the first regatta of the annual series, and the last is Antigua Sailing Week in April — when the trophy will be awarded. A revised format of the Travellers Trophy now allows for the trophy to be awarded during the current year, instead of for the previous year.

In keeping with the revised format, the trophy was presented twice this year. The 2008 Travellers Trophy went to Peter Peake and his team from Trinidad on the Reichel Pugh 44 *Storm*. They sailed in all three regions — South, Center and North — and placed or won in nearly every regatta they entered. The 2009 Travellers Trophy has gone to the J/122 *Lost Horizon* — James and Nicky Dobbs and their team from Antigua. They campaigned very successfully in the Center and North regions, in the Rolex, BVI Spring, Puerto Rico and Heineken Regattas, and were leading in Antigua Sailing Week until they broke their boom.

J/24s to Vie for International Championship in Barbados

The Barbados 2009 J/24 Open International Championship will be sailed on Saturday July 4th and Sunday July 5th on Carlisle Bay, Barbados. The event is organized by the Barbados J/24 Club and hosted by the Barbados Yacht Club and Harbor Lights Nightclub. The skippers' briefing will be held at the Barbados Yacht Club on Friday July 3rd at 5:00PM in the Regatta Room.

The Championships will be governed by the ISAF Racing Rules of Sailing 2009 – 2011, and the Sailing Instructions. The race committee is planning on having eight races over two days. Seven races need to be completed to constitute a series. Race courses will be provided at the skippers' briefing. The scoring system will be the low point scoring system: one point for each position you finished based on the number of entries. DNS, DNF or Disqualification after a race will result in points reflecting the number of entries plus one.

For more information visit www.j24barbados.com.

Premier's Cup International Youth Regatta in July, BVI

The Kids and The Sea (KATS) Organization, The Honourable Premier and People of the British Virgin Islands take great pleasure in inviting young sailors from throughout the region to compete in the 2009 Premier's Cup International Youth Regatta...

—Continued on next page



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—Continued from previous page

...which will be held July 10th to 12th at Nanny Cay, Tortola, hosted by KATS and the Rotary Clubs of the BVI.

Entry is open to all youths under 18 on the last day of the regatta, with a sponsoring Rotary Club and Yacht Club. There is no entry fee. Food, soft drinks and accommodation are provided for competitors.

This event is governed by the ISAF Racing Rules of Sailing 2009 – 2012, the sailing instructions, the class rules as changed by the sailing instructions and the prescriptions of the Royal BVI Yacht Club as governing body.

Racing will be aboard IC24s and Laser 4.7s. The IC24 class has a weight limit of 700 to 850 pounds, with a maximum of six crew. Racing will take place off Nanny Cay Marina in Sir Francis Drake Channel. Multiple races will be run. Scoring will be low point with the winner having the lowest score.

For more information contact Abby O'Neal, Director Premier's Cup, at aoneal@bvitourism.com.

T&T's Best Dinghy Sailors 2008 – 2009 Announced

On June 6th, the Trinidad & Tobago Sailing Association hosted the final Budget Marine National Dinghy Sailing Ranking for the 2008 – 2009 season. On this day the nation's best sailors sailed their final three



The best dinghy sailors of Trinidad & Tobago, 2009. Back row, left to right: Daniel Briggs, Wesley Scott, Dekife Charles and Budget Marine representative Ruth Lund. In front are Derek Poon Tip and Meiling Chan Chow

races of the season on Carenage Bay to determine the overall winners. Throughout the season, sailors young and old competed on 14 ranking days in five different classes for the title of best dinghy sailor of the season in each class. After the last race, most classes had sailed at least 36 races. The winners were: Optimist Green fleet, Meiling Chan Chow; Optimist Race fleet, Derek Poon Tip; Laser 4.7, Wesley Scott; Laser Standard, Andrew Lewis; Club 420, Daniel Briggs (skipper) and Dekife Charles (crew).

For more information contact youth sailingschool@yahoo.com.

One of the renowned Decked Sloops Class that provides razor-sharp racing action. Add races for yachts and Optis, plus a wealth of shore-side events, and Carriacou Regatta Festival is an island event not to be missed



TINA NASH

Caribbean Dinghy Championships 2009 for Barbados

The CDCs will take place in Barbados this year on August 15th and 16th, and it looks like there will be a bumper crop of teams participating, which can only heighten the competition! Barbados is looking forward to hosting this annual event, which is so important to both youth and senior sailors alike.

For more information contact Anne at findale@caribsurf.com or visit www.sailbarbados.com.

Guadeloupe's Coupe de Nwél — the Christmas Cup

Guadeloupe has been home for two years to a growing dinghy/ beach cat event, the Christmas Cup (or Coupe de Nwél in Creole), with the third edition to be held from December 26th through 30th in Le Gosier. The competition is open to Optimist and Laser classes as well as F18, F16 and other 16-foot beach cats. Optimists proved to be the most competitive class in 2008 with many great sailors coming from Martinique and France.

The organizer, Circle Sportif Bas du Fort (CSBF) aims to reinforce the Caribbean dimension of the competition and has set up a partnership with NouvellesAntilles.com, a tour operator from Guadeloupe, to offer special deals to regional sailors.

For more information visit www.csbf-guadeloupe.com (the Notice of Race is available in French and English).

Here Comes Carriacou Regatta Festival 2009

The Carriacou Regatta Festival takes place annually during the week leading up to the first Monday in August. This year's 44th edition takes place from July 26th through August 3rd. It is a showcase for locally built open boats and decked sloops to compete for bragging rights. The most recent Petite Martinique Regatta served to demonstrate how competitive the sloops are this year in what will be a well-supported class, with several of the Antigua-based Carriacou sloops threatening to return to their birthplace to compete.

The annual two-handed Round Carriacou yacht race, which attracted 27 entries last year, will sail on Friday July 31st, followed by crewed yacht races on August 1st and 3rd. Mount Gay Rum joins Doyle Sails, Island Water World and Budget Marine in supporting the event.

Be sure to arrive in plenty of time for the annual "fun for a cause" fundraisers for the Carriacou Children's Educational Fund. The CCEF Welcome Potluck Barbecue will be on July 29th at the Carriacou Yacht Club in Tyrrel Bay, and the CCEF Charity Auction will take place on the 31st at the same venue. These efforts make it possible for four to six students to attend the TA Marryshow Community College, for a large number to have the required uniforms and textbooks for primary and secondary school, for lunches to feed some hungry children, and to assist the primary schools in building and furnishing their computer labs and libraries. Your contribution makes a big difference in these children's lives.

For more information on regatta events see ad on page 45.

For more information on CCEF events contact boatmillie@aol.com.



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MERIDIAN PASSAGE OF THE MOON

JULY & AUGUST 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!

July DATE	TIME	21	1129 (new)	10	0250
1	1936	22	1230	11	0333
2	2029	23	1327	12	0420
3	2114	24	1419	13	0510
4	2206	25	1509	14	0605
5	2257	26	1557	15	0704
6	2347	27	1644	16	0807
7	0000 (full)	28	1732	17	0910
8	0035	29	1821	18	1012
9	0121	30	1915	19	1110
10	0204	31	2002	20	1204 (new)
11	0246			21	1256
12	0327	August DATE	TIME	22	1346
13	0408	1	2053	23	1435
14	0451	2	2143	24	1524
15	0536	3	2232	25	1613
16	0624	4	2319	26	1704
17	0718	5	2343 (full)	27	1756
18	0816	6	0003	28	1847
19	0920	7	0046	29	1938
20	1025	8	0127	30	2028
		9	0208	31	2115

ALL ASHORE...

Ten Things To Do in Trinidad

...While the Varnish Dries

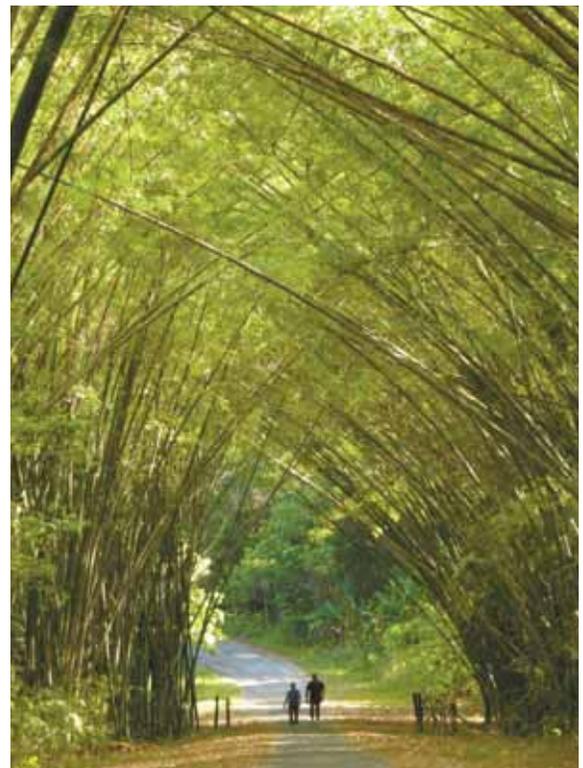
by Devi Sharp

Trinidad is a great place to spend some time. It is a big island and there is a lot to do, the people are friendly and the food is good.

Here are ten easy and inexpensive things to do in or around the marina zone of Chaguaramas while you wait out the hurricane season. I recommend getting a cell phone to make your arrangements for trips and for taxi pickups. A phone will also help you make and keep dates with service providers in the marine industry.

1) Take a local hike

There are several trails within easy walking distance of the marinas and boatyards in Chaguaramas. For example, there is a nice shady walk that starts behind the fire station. To get there, walk along the main road from the marina area towards Port of Spain and stay on the road until just past TTSA (Trinidad and Tobago Sailing Association). There is a road that makes a Y to the left; follow it. Walk about a quarter mile to the fire station. Take the next left after the fire station and follow the



Walk it off. A hike in lush tropical nature is the perfect antidote to boat work

paved road uphill. Sometimes the gate is closed, but the road is open to bikes and pedestrians. You can also take a maxi taxi to the fire station; just tell the driver where you want to go. This road is very popular with local walkers and bicyclists. It goes up five miles to the Coast Guard Radio Post and an old radar dome. The vegetation along the way is lush and supports many birds and butterflies. If you take this walk early in the morning you might hear howler monkeys.

2) Go to the Botanical Gardens and Zoo

Take a maxi taxi towards Port of Spain. Ask the driver if he is going to the Savannah. If the driver says no, get out at the overpass just past the West Shore Medical Clinic and wait for a maxi going to the Savannah (be sure to ask the driver). The hand signal for maxis is to point your thumb over your shoulder. You can also get a taxi to take you.

At the Botanical Gardens, entrance is free but it's worth paying a guide because there is not much interpretive material around the exotic trees and unusual flowers. Go next door to the Emperor Valley Zoo (small entry fee) for a better look at some animals you might also see in the wild. [Editor's note: The zoo is scheduled for an upgrade. For more information visit www.tdc.co.tt/media/?id=pr64.]

—Continued on next page

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3) Take a trip to the Asa Wright Nature Centre

The Centre is located in the central northern mountain range on an abandoned coffee and cocoa plantation. In 1967, the now 100-year-old house and the associated buildings were turned into a guesthouse and the surrounding 193 acres were dedicated to conservation and protection of the animals and habitat. The Asa Wright Nature Centre is a great place to watch and photograph birds and butterflies, take walks in the woods, swim at a waterfall and have tea on the veranda while you watch hummingbirds at the feeder. You can book a one-day trip or an overnight with Jesse James' Members Only Maxi Taxi Service. Jesse will get you a good rate for your visit and the trip to the Centre usually involves a culinary feast at a "doubles" (a popular form of street food consisting of fried dough and spiced chickpeas) stand.

4) Eat local food

Speaking of food, go to Grace's Roti Shack in Power Boats at Chaguaramas, or try one of the other roadside food stands. In the morning you can find doubles outside the gate at Power Boats and also on the main road near the Military History and Aviation Museum, which is an interesting stop with a nominal entry fee.

5) Swim with the locals

Get a taxi or rent a car and organize a trip to Maracas Beach. This beach, on the north side of the island in a protected bay, is where Trinis go to party. The swimming is good and the people-watching is excellent. There are several "bake and shark" stands where you can enjoy this delicious Trini favorite food. The bakes are similar to fry bread, the shark is also fried and the sandwich is topped with a wide assortment of condiments. There are freshwater showers available.

6) Rent a bike

There are several places to rent bikes. We have rented bikes from Maxwill Inflatable repair. You can use the bike to do your errands, take a pleasure ride to the end of the road (opposite direction from Port of Spain), bike up the road behind the fire station (see #1 above) or explore the many roads and trails near the golf course and nearby Tucker Valley.

7) Visit the Caroni Swamp or watch leatherback turtles lay eggs

For an amazing experience book a trip to the Caroni Swamp and at dusk watch the



DEVI SHARP (2)

return of Scarlet Ibis to their roosts. The ibis are elegant birds that look like red Christmas decorations on the green trees. You might be lucky and also see a silky ant eater or a boa curled up high in a tree en route to the ibis roost.

Depending upon the time of year you might be able to book a trip to see leatherback turtles lay their eggs (March to September is the turtle-nesting season), or see the babies hatching. The leatherback is the largest turtle and the largest living reptile in the world. Mature males and females can be as long as six-and-a-half feet and weigh almost 2,000 pounds.

8) Buy fresh produce and fish at the market

You can buy your produce and fish for the week at the fresh market in Port of Spain. The produce is here fresh from the fields and a lot less expensive than at the supermarkets. Take a bus from Chaguaramas to the terminal in Port of Spain and walk the few blocks to the market.

Alternatively, book the Saturday market trip with Jesse James. Jesse or his driver will pick you up at your marina or boatyard at about 6:30 in the morning. After an hour of marketing and eating breakfast at one of the stands, you load your produce in the van then take a half-hour dash through a grocery store. With a bit of planning this can be your provisioning run for the week.

9) Go to a pan yard or a concert

Look in the local paper for announcements of concerts or call the local pan yards to find out when the steel-pan bands are practicing (usually twice per week). Most likely you will need to book a taxi for delivery and pick-up, but it can be well worth the expense to hear the music and perhaps dance a bit.

10) Take an organized hike or go on a hash



My favorite hike is to the Guanapo Gorges. We have done this trip twice and would go back again and again. We joined a trip organized by Jesse James. Jesse provides transportation and hires a professional hiking guide to lead you through the woods and into the gorge. Most of the hike is in the gorge, where you walk and float down the river in lifejackets. The vegetation is lush and the gorge is shady — a wonderful place to spend a day.

Hashing is an organized, friendly run or walk. There is a long history to this sport and I leave it to you to do the research. The trail is laid out by local folks and is marked with shredded paper. You can run or walk in a group. At the end there is a bit of eating and drinking. The website for the Port of Spain Hash House Harriers is <http://poshashhouse.tripod.com>.

There is a lot more to do. Go out and explore!

Devi and her husband Hunter are currently exploring the Caribbean in their sailboat Arctic Tern.

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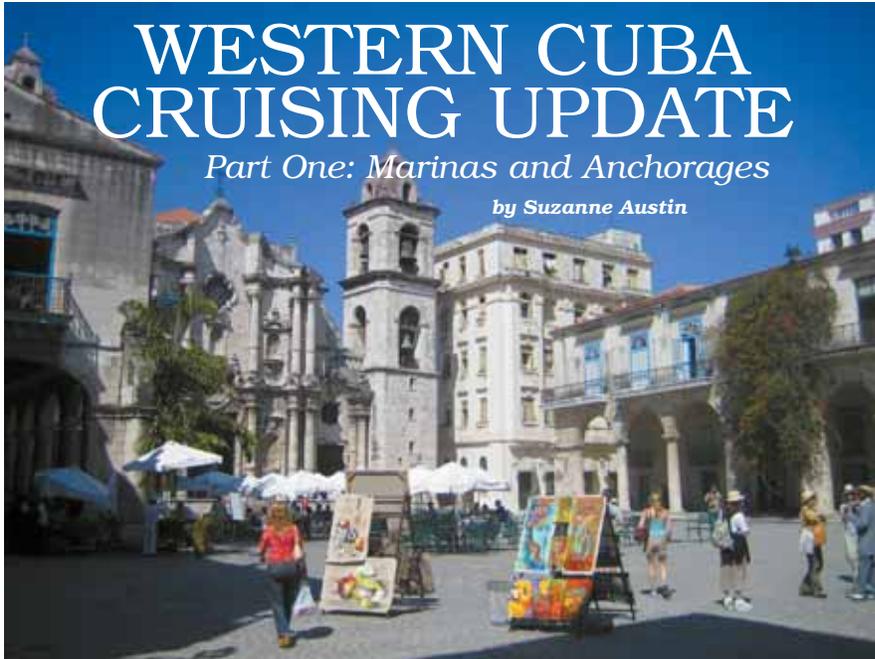
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WESTERN CUBA CRUISING UPDATE

Part One: Marinas and Anchorages

by Suzanne Austin

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.

Our Routes to Major Ports

From Isla Mujeres, Mexico, east-northeast across the Yucatan Channel (Gulf Stream) to Cabo San Antonio and Havana.

Southwest via anchorages back to Cayos de la Leña, around Cabo San Antonio to Maria la Gorda, south-east and east-northeast to Puerto Cortés.

East-southeast to Cayos de San Felipe, east to Isla de la Juventud, southeast to Cayo Largo.

East to Cayo Guana del Este, north-northeast to Cienfuegos.

We followed the recommended counterclockwise route from Havana around Cuba's west end and along the south coast, but those sailing east to west along the south coast had an easier time of it, prevailing wind- and wave-wise.

Marinas/Anchorages

• CABO SAN ANTONIO MARINA, LOS MORROS

Entry WP 21°55.5N, 084°55.6W, then follow red and green buoys to the concrete marina dock. This marina is new, but a bit rustic, though international clearance is available as well as expensive diesel fuel, a bar and restaurant, scuba diving and minor supplies. No electricity or water at dock. Shortly after we arrived, fishermen came to trade lobsters for rum. No problem!

Fuel = 1.4CUC/liter (CUC is the Cuban tourism currency; as this issue of *Compass* goes to press, one CUC = US\$1.08)

Marina berth = 18CUC/day

Above: No trip to Cuba is complete without a visit to vibrant Old Havana

A cruise around the western part of Cuba, from Havana to Cienfuegos, offers a rich variety of experiences ranging from anchorage tranquility to urban delights.



CRUISING GUIDE PUBLICATIONS/CRUISING GUIDE TO CUBA

Officials include Customs, Immigration (US\$15 per person), the Guarda (who do a very thorough interior vessel inspection with a sniffing spaniel), Agriculture (who will confiscate fresh meat and eggs) and Veterinarian for pet clearance (US\$10). Lots of paperwork, but all Cuban officials are polite and friendly.

Customs did not have the required "stamp", so that US\$20 fee was collected at Marina Hemingway, an overnight passage away. Half of that passage can be done inside the reef for shallow-draft (less than six feet) vessels. Exit the reef at Pasa Roncadora, WP 22°37.8N, 84°12.6W. Buoys absent.

• MARINA HEMINGWAY, HAVANA

Entry WP 23°05.4 N, 082°30.6W. Visiting yachts must stop first at the Guarda dock to clear in with many officials, and then receive a berth assignment along cement canal docks. Have good fenders ready on both docks. Potable water and electricity available on docks. Internet (6CUC/hour) at new hotel on site (The Old Man and the Sea Hotel is closed). The hotel pool may be used with discretion, or the official free pool is a walk or bike ride away. An on-site snack bar can be used for potlucks, and there are several good restaurants (especially Pizza Nova) as well as a mini-market with good prices on rum, wine and beer. Supermarket and *cajeta* (money changer) nearby.

Currently, Euros bring the best exchange rate, as a 20-percent levy on US dollars is deducted. Future US-Cuba policy changes may allow the US dollar to become legal tender again. Only credit cards and ATM cards from non-US banks can be used at present. Use of cash in Convertible Cuban Pesos (CUC) is the norm for foreign visitors. National pesos (cash intended for citizens' use) may be used in markets and street stalls.

The free shuttle bus into the City of Havana (30 minutes) has been replaced by HAVANATUR double-deckers that operate on three different routes every hour. 5CUC allows you to ride all day on any route. Points of interest are announced en route.

It is still worthwhile to buy a temporary membership in the on-site Club Náutico Internacional Hemingway (Hemingway International Yacht Club) at US\$10 per boat per week.

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While membership no longer provides a marina-berth discount, the yacht club facilities are very nice, with excellent 2CUC mojitos, light food and satellite TV, and occasional barbecues and entertainment nights for yachting. From all appearances, there is still an affluent class in Cuba that can afford boats, competitive sailing, kayak instruction and regattas for their young.

Marina berth = \$.50/foot/day, plus small fee for electricity and water.
 Fuel on the dock = 1CUC/liter. Fuel from private supplier = .80CUC/liter

• CAYO MORILLO ANCHORAGE
 Quebrado de la Mulata reef entry: WP 22°57.6N, 83°23.4W. Follow stakes marking interior shoals up to the channel between Cayo Morillo and the mainland. This is an idyllic anchorage in the mangroves with perfect all-round protection. Boats with more than six-foot draft will need to anchor nine miles east in Bahía Honda.

• CAYO JUTIAS ANCHORAGE
 Quebrado la Galera reef entry: WP 22°41.4N, 84°12.6W, marked with a buoy. Well-protected anchorage off the beach, in line with a lighthouse.

Shallow draft vessels can continue south-southwest inside the reef all the way to Cabo San Antonio, hugging the outside reef until the Golfo de Guanahacabibes widens up.

• CAYOS DE LA LENA ANCHORAGES
 Many cruisers anchor near the fish station here while awaiting weather to round Cabo San Antonio, but with a strong norther coming, we chose the Canal de Barcos. Enter from the northeast at WP 21°55.5N, 84°48.5W. The deep-water canal is bordered by mangroves and offered excellent protection to wait out a three-day norther.

Easy rounding of the Cape is best done early with a light northeast wind; then it's an easterly overnight slog in prevailing winds to the next anchorage.

• MARIA LA GORDA ANCHORAGE
 WP 21°49.0N, 83°30.0W. The anchorage is in sand off of the beach of the dive resort. Officials (no dog) will come to check your papers and the boat. Great snorkeling and diving.

We intended to round Cabo Francés for Puerto Cortés, but the head-on winds and waves made our progress slow, dangerous to our boat, and uncomfortable, so we found a "new" acceptable anchorage for the night, albeit an open roadstead, off the small fishing village of La Furnia: WP 21°54.736N, 84°02.850W. We had the protection of the peninsula before Cabo Francés against the prevailing easterlies, the holding in sand was excellent and no one approached the boat.

• PUERTO CORTÉS
 East/west entry and exit, WP 22°03.067N, 83°57.534W

• LAGUNA DE CORTÉS ANCHORAGE
 WP 22°02.330N, 83°58.001W. This is an IMPORTANT change from Calder's and Charles' entry instructions*. Hurricanes have silted in the previous passage between the reefs and we went aground on the expanded sandbar, fortunately gently. After bumping slowly inside, carefully watching the other shoals, we anchored on a small bay around the hook of the land in the scenic western part of the Laguna to wait out three days of very strong easterly winds and waves, perfectly protected by the mangroves and land.

Across the Laguna was the large fishing port of Puerto Cortés, from where we were paid a visit two mornings later by the local Guardia, ferried out to our boat by a fisherman. He just checked our papers, with no dog, and the fisherman clued us in to the hurricane damage, recommending a straightforward western exit, which had been cleared by the fishing vessels. Nothing beats local knowledge!

• CAYO REAL ANCHORAGE, CAYOS DE SAN FELIPE
 WP 21°58.6N, 083°37.4W. This idyllic anchorage is off the west end of the Cayo and offers clear warm water for swimming and snorkeling — a perfect respite from the really hard motoring in the preceding days, though the southeast day sail from Laguna Cortés was most pleasant with light easterlies. From there on to Isla de la Juventud, we had the wave-flattening protection of the Cayos de San Felipe and the Cayos de los Indios. Had we not needed fuel, we would have gone directly to the top of the island, but not wishing to go into the city of Nueva Gerona, we opted for the southwest corner instead.

• MARINA DARSENA DE SIGUANEA, ISLA DE LA JUVENTUD
 Entry WP 21°37N, 82°59W. Originally intending to just fuel up at this dive-oriented "marina", and then proceed to the protected anchorage at the nearby Bahía de San Pedro, a temporary electrical glitch with our autopilot/navigation instruments forced us to remain at the dock overnight. Because of this, the initially cursory glance at our papers turned into a lengthy official process, complete with dog, the next morning. The most stressful part of this was waiting for two hours until all the individual divers had been checked in for their daily scuba trips. Berth = 16CUC. No services.

• ESTERO SIMON ANCHORAGE
 WP 21°53.708N, 82°44.920W. Sailing (actually!) north and making excellent time up the west coast of Isla de la Juventud, we bypassed the usual northwest anchorage of Ensenada de los Barcos, and sailed past the capital of Nueva Gerona to the second bay on the northeast of the island. As promised by Calder, the hilly landscape was dramatic, and it placed us well for an early morning motor through the main Pasa de Quitasol (entry WP 21°55.895N, 82°39.571W) into the relatively calm Golfo de Batabano for a pleasant full-day southeast sail.

• CANAL DEL ROSARIO ANCHORAGE
 WP 21°37.806N, 81°56.507W. This was a tranquil way station on the east side of Cayo del Rosario, protected from the outside reef through which we would need to pass to make our way east. There is another anchorage on the west side near the Monkey Refuge.

• CAYO LARGO ANCHORAGE
 Western reef pass WP 21°34.538N, 81°56.50W. The entry buoys have been changed and are a bit confusing. We anchored overnight outside of the marina and never encountered any officials. This is a beautiful spot, with much wildlife and clear water. The five-hotel resort is extensive, though completely separated from the mainland and everyday Cuban life. We exited the well-marked channel via the eastern reef pass.

• CAYO GUANO DEL ESTE ANCHORAGE
 WP 21°39.8N, 81°02.4W. This stark, rockbound island couldn't be more of a contrast from lush Cayo Largo. The lighthouse makes a good landmark. Arrive early to get the best holding, as several charter boats out of Cienfuegos struggled for over an



Quintessential Cuba — classic American cars and Spanish colonial buildings

hour to get successfully dug in. They blindly crossed through the "prohibited zone" of the infamous Bay of Pigs, with no consequences from helicopters or patrol boats, so we decided to chance it the next day for part of the way due to the more favorable course "inside the lines". No problems.

• MARINA JAGUA, CIENFUEGOS BAY
 Entry WP 22°03N, 80°27.3W. Well buoyed up the narrow river into the wide bay to the marina: WP 22°07.5N, 80°27.2W.

The marina docks in the Punta Gorda quarter are well maintained, with good management and Immigration/Customs offices on site. No dog. Very friendly officials, though it would have helped save us an entire day if we had known that the required "stamps" for our exit clearance from Immigration were also available at the marina and not just downtown at the bank. Not realizing that Cuba had changed to "Summer Time" on March 1st, with the bank closing at 3:00PM (2:00PM our time), required several trips back and forth from bank to Immigration to the marina over two days. Also, the bank only had 50CUC stamps, but two 25CUC stamps (one for each passport) were required! The wrong stamp could not be refunded on site, and we had to wait until it was resold to another customer. We certainly got to know the local transportation system well: horse-drawn carts with benches.

Within walking distance from the marina are excellent restaurants, bars and hotels, as well as an on-site mini-market with duty-free wine, rum, etcetera. We arrived just in time to celebrate this writer's birthday at the nearby four-star Hotel Jagua. Serenades by the bar pianist and the guitarist in the dining room were really lovely, and a special moment came when several of the European hotel guests came up after dinner to add their felicitations.

Our favorite eatery (other than the great Coppelia peso ice-cream parlor downtown) was the beachfront Club Cienfuegos, a mansion next-door to the marina with ornate marble interiors and French-influenced cuisine.

The horse-and-cart route (or the variant with a bicyclist pulling the cart) passes for three miles to the downtown city along the scenic Paseo del Prado or Malecón — the longest waterfront street in Cuba. Cienfuegos is on a manageable scale, with the pedestrian-only Avenida 54 (called "El Bulevar") filled with cafes, shops and market stalls. The colonial architecture is fairly well preserved, with Creole echoes from the French planters who left Haiti after the Toussaint slave revolt in 1797 to establish the sugar plantations which made this area wealthy in the 19th and 20th centuries.

Marina berth = US\$.40/foot/day
 Fuel = 1CUC/liter

* Calder, Nigel. *Cuba: A Cruising Guide*, Revised 1999; Charles, Simon. *The Cruising Guide to Cuba*, 2nd Edition, 1997.
 In next month's Compass, read Part Two: *Sightseeing in Western Cuba and a list of useful resources.*

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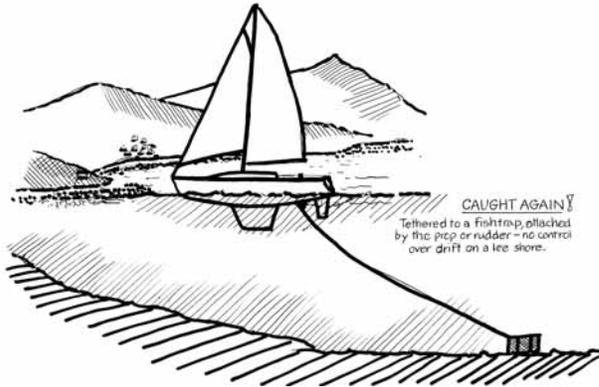
Looked at from below the water, 11 metres is a lot of sailboat. If the boat is bouncing up and down on the waves while you are diving just below, all this deadweight in movement looks quite overwhelmingly close.

So it is surprising that seven tons of boat even in a moderate wind, can be tethered to the bottom by a 3/8-inch blue polypropylene line leading to a fishpot some 50 metres below.

I had seen the dreaded float bob under at the last minute as I passed it to windward, but was not sure if the boat was caught by the prop or by the rudder. I put the boarding ladder in place (VERY important) and plunged over the side with a mask before deciding whether to get the sails down. I hadn't tried firing up the engine, as I didn't know

FISHTRAPS!

by Jeremy Hobday



where the rope was. The boat was now heading downwind at probably less than a knot, directly towards the windward coast of Martinique distant perhaps half a mile. Turning the rudder produced absolutely no effect.

Once over the side, I found it was a good thing I had not tried the motor as there were a few very tight wraps round the shaft, and a float was wedged between the P-bracket and the prop. Much too tight to unwrap — the prop must have been turning slowly although the engine was not running.

So, back on board to fetch a sharp knife while taking a look to see just how much sea room was left between the boat and the waves breaking on the reefs. They were definitely closer now! Should I take time to get the sails down?

No, let's get started: I began by cutting through the turns on the shaft. While patiently sawing away on what felt like very hard plastic (of course, the line was under tension, the turns were very tight, and the boat was bucking and rolling) a nasty thought stopped me dead. If I cut the rope the boat would immediately gather way downwind, and I might just get left behind before I could get a hand on the boarding ladder. In fact, it was at this moment I thought of trailing a long rope from the stern with a fender attached before cutting the fishtrap free. Back on board and another quick look shoreward — now there was definitely no time to get the sails down!

The transom was banging up and down just above my head among the waves, and there was no one else on board to lend a hand. Back in the water and back to sawing with the knife, which suddenly seemed less sharp than I had imagined. I could now clearly see the bottom and reckoned I was in less than eight metres of water. For a moment my hand was trapped between the prop and the line and I saw blood leaking into the water.

At last the rope parted and I could dislodge the float and unwrap the remaining

turns on the shaft before getting some air into my lungs. Luckily I could grab the ladder as the liberated boat started moving shoreward in earnest. I came out of the water faster than a penguin onto an ice floe and seconds later had started the engine and turned the boat seawards.

Not a moment too soon. The breakers were really close and there could not have been more than four or five metres beneath the hull — and the keel draws nearly two metres! While motoring out of danger, I fully realized that I had been very close to being shipwrecked.

Afterthoughts

On reflection, I think I should have at least rolled up the genoa before inspecting the underwater situation — dropping the mainsail might have taken too long (as I was sailing single-handed), but the situation was getting more urgent by the second. I should also have turned the wheel hard over and applied the wheel brake, anticipating the possibility of getting left behind in the water! Easy enough to think of afterwards. The safety line astern was, however, a good idea. Alternatively, I should have just cut the fishtrap line where it left the boat towards the bottom, and then sailed out of danger while I was still sufficiently far offshore.

This time I had nothing worse than a burn mark or graze on my left hand, which eventually turned into a small blue tattoo where the skin was crushed against the blue antifouling by the very taut rope and the movement of the boat. A small price to pay.

No, this is not the first time I have been caught like a fish on a line. On my last boat I fitted a small nose-piece of folded stainless to the front of the skeg to hang down in front of the crack between it and the semi-balanced rudder, fitted so the rudder cleared it when turning, with flush fastenings presenting no grip to a floating rope. I thought about a sharpened edge, and then thought again about what it might do to me when diving to clean the prop.

I have thought about buying patent "cutting discs" to fit on the prop shaft, but have heard different reports of their usefulness — also, they are very expensive. Perhaps they are worth the price after all?

After a few experiences of this type (for instance, running into a half-floating net



Fishtrap floats are often difficult to spot

some years ago off the leeward coast of St. Martin in my motorsailer and spending a long time in the water with a courageous Dominican crewman cutting free the contra-rotating props which were unbelievably encumbered in the heavy mesh), I take every precaution to avoid fishtrap floats and other floating objects. They can be at the very least bothersome, and sometimes downright dangerous. In bad conditions you could lose your boat, or even your life if sailing close inshore.

—Continued on next page



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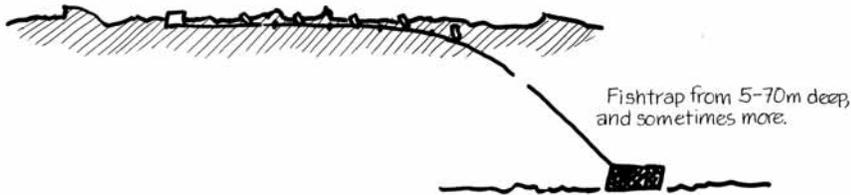
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What precautions should one take?

I have noticed that fishtrap markers come in every possible declension of a float, ranging from a humble, transparent Coca-Cola bottle (or a string of them), to a block of polystyrene, or even a real buoy with a flag marker.

Colourless bottles are very difficult to see when sailing towards the sun — they are totally camouflaged by the reflection from the wavelets. In other conditions they are fairly visible, but it is extremely difficult to know where the floating line starts and finishes. Just when you think you have passed to windward, pinching and adjusting the sails to a maximum, you suddenly see (if you are very wide-awake) that the floating line continues just below the surface for another few metres before plunging

THE WORST!
In ambush for boats travelling North or South...
4 to 10 transparent plastic bottles on a floating line
usually lying to an Easterly wind.



towards the depths. Should you go about? Is there time? Will the keel just clear the line when you are heeled? If you see the float suddenly bob under, even if you are already past it, you have been caught again.

There are areas like minefields with floats and lines covering an acre or more (the windward coast of Martinique off Islet Cabrit and Islet Hardy, for instance) with up to 50 fishtraps each located by up to seven floats strung out on a floating line. Each line represents around ten metres of floating trip wire lying across your path. Work it out — there is no straight course that will carry you through, and you and your crew (work out a system of signals beforehand to avoid escalating shouting matches!) will be straining all eyes forward to make out the beginning and end of each line in order to slalom past. No sooner have you avoided one than you meet the next one. Sometimes you barely have enough way on after a manoeuvre to avoid it, and sometimes you are obliged to come about — if you can.

However, as a rough guide, if you see a "real" buoy, or a white cube of polystyrene, chances are it is the last float in the line, so preferably leave it to windward. However, just occasionally a fisherman will add two or three bottles or just a tail of floating rope after the main float to make his recovery easier, so do not relax until they are behind you.

Do not forget either, that if you see one fishtrap buoy, you are almost certain to be in an area where there are others. Redouble your vigilance.

Evidently, it is just as unfortunate for a fisherman that you have to cut his line as it is to yourself. What is the solution? Heaven forbid even more regulations in our over-regulated lives, but what about a bit of cooperation? Lines which come straight up from the bottom to a round floating buoy present the least hazard to a passing boat. The likelihood is that the boat will push the float aside even if the boat passes directly over it and the line will not be snagged by either prop or rudder. This is particularly true if you are sailing. If motoring, you should stop your propeller as you pass. Also, take the precaution of centering your rudder unless it is hung on the back of a long keel so it tends not to hook the line.

Fishfloats are to be found all over the Caribbean in greater or lesser concentrations. I have even come across examples at more than 100 metres depth (how does the fisherman decide just where to locate them when he has never seen the bottom?).

and even 15 miles off the coast.

Recently, because of strong headwinds that seemed to moderate at night, I set sail from Marin to Robert (a five- to seven-hour trip up the windward coast of Martinique) with an hour or two to spare before dark. This time the floats were lying in a northeast-southwest direction and I was tacking offshore nearly parallel to their direction so, for once, the fishtrap lines were not laid out in front of the boat like transverse trip wires, and I could slide by close-hauled with only small course adjustments. By dark I was outside the hundred-metre contour and the minefields were behind me. I had no intention of tacking inshore until I could lay the passage into the Baie du Robert. However, four hours later, a three-quarter moon showed me an occasional float as I closed the pass (and indeed I have often seen floats placed directly in navigation channels). So beware: coastal sailing at night presents considerable risk, even when using well marked passes between the reefs.

A sharp knife on the end of a three-metre pole wielded from the deck may be useful in some situations, but this may present a stowage problem and an additional hazard on board. A waterproof frontal lamp would make diving in the dark a possibility in reasonable seas, or even better would be a dive partner with a torch. With winds of more than Force 5, I dread to think of the ensuing desperate escapade!

Is there any aspect of fishfloats that can be of use to the yachtsman?

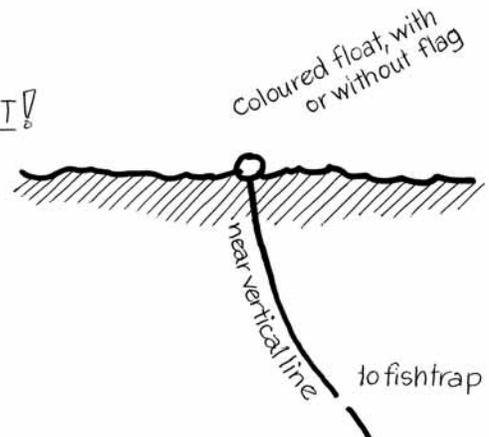
Yes. You can sometimes buy very fresh fish or shellfish from the fisherman who is hauling up his catch. You can sometimes read the current by checking if the buoys are lying to the wind or if they are bobbing and jerking in another direction. Very often fishtraps are placed very close to reefs, often grouped along the reef edge, and so provide a useful indication of the reef's position if visibility in the water is poor. However, seeing a float does not necessarily mean there is a reef!

Finally, let us hope that fishermen will realize that it is in their best interests to reduce this hazard as much as possible, and a single, easily visible float with no line trailing on the surface seems to be the best solution.

Perhaps they will be able to conserve their traps and markers, and we can keep our boats out of this particular trouble.

Jeremy Hobday is cruising the Caribbean aboard S/Y Tchin.

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to fishtrap

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Helen Mary Gee is a Spanish-built Sovereign 470 commissioned in 1990. My wife, Helen, and I bought her in 2004 in Portugal, and have since enjoyed cruising the Caribbean.

After clearing BVI Customs on April 1st for the 120-odd mile sail to St. Kitts we paused in Gorda Sound to get the boat and ourselves ready for an overnight sail. The forecasted wind, northeast at 14 to 18 knots, set in at 20 knots true so we reefed down. Helen prefers a friendly night sail with a bit of moonlight, so the moon duly came up.

Although the wind gusted to 23 and occasionally crept round to south of east, with a lumpy northwesterly swell, we were eating up the miles at eight knots over the water. However, the holes we met in the ocean were knocking us back to six knots over the ground.

At around 2:20AM, with Helen on the helm, the boat struck something and came to a temporary stop. Helen hit the wheel, bending it and hurting her arm. Sleeping in the cockpit, I was unceremoniously dumped on the floor, hitting my chin hard.

Going below I could not see anything wrong.

An hour later the wind instruments started playing up and I went below to see what was causing the problem. Reaching the bottom of the companionway steps, my foot splashed into water. Seawater had covered the keel-stepped mast electrics.

In the forward cabin, water was coming out of the base of the double berth. The black tank hid whatever had happened. I stuffed cushions into the area to slow water ingress. The sole boards were screwed down, but it was frightening to see the water squirting out of a couple small inspection hatches.

I backed up the two electric pumps with the hand bilge pump and Helen continued to helm. The water was up to the top of the batteries. The chance of making landfall to get HMG lifted was now very slim. We had to come to terms with that fact, and prepare to abandon ship.

Helen went below to get the emergency kit together and get our grab bag. Whenever we make a long passage we always have our passports, credit cards, money and the like ready to go. We learned the sense of this when friends lost their boat off Tobago, shipwrecked with absolutely nothing for survival either at sea or when they, fortunately, reached land.

Between 5:30 and 6:00AM, I launched the liferaft from its bracket on the stern. It fired itself automatically and immediately went off down wind and tide although still tethered to HMG. Helen had full use of only one arm and in waterproofs (it had rained and was quite cold) she would not have been able to swim to the liferaft unaided. Any mistake and we could miss the raft altogether. We had stored the dinghy on the foredeck with the outboard *in situ*. I decided to launch it, and as the bow was now only a foot or so out of the water it took no time at all to do this.

The Loss of the Helen Mary Gee

by Paul Glavin



With Helen at the helm, the Helen Mary Gee charges through the British Virgin Islands — not long before her last voyage

I got into the dinghy and Helen passed me two flare packs, a small bag with water, biscuits and a change of clothes for each of us, the waterproof grab bag, the chart, handheld radio and GPS, and lastly, the EPIRB, which I switched on. Helen, with the good sense women have, refused to abandon the boat without her deck sandals. "I am not walking around the shops to buy clothes in sailing boots and shorts," she said forcefully. Having gotten her sandals, she asked, "Would you like yours?" Of course, I said, seeing the sense of the scenario.

I held onto HMG while Helen climbed down. We then dropped back to the stern, grabbing onto the line to the liferaft. We floated to the liferaft, and, clipping on to it, we cut the line to HMG.

I let off a flare and called a Mayday on the handheld VHF. The island of Saba was disappearing in the wrong direction. I decided to start the outboard, but the five-horse engine was not man enough in the seas to tow the raft the quarter mile back towards HMG, so we let the liferaft go. That was a hard decision to make, as it seemed we were losing one of our survival options, but there really was no choice.

We motored back alongside HMG. She had been our home for the past two years and to leave her as she fought to survive would have seemed disloyal. She was by then underwater up to her mast and the waves were washing over the spray hood. Once the water passed the spray hood it made its way down the main hatch.

Slowly the mast rocked further and further forward. The stern rose higher out of the water and the 22-meter mast with mainsail still set disappeared. She stayed like that, stern in the air and rudder out of water, like a duck feeding, until the air trapped in the aft cabin was forced out and then she started her final voyage. She held for a few more minutes just under the surface, her wind generator bent like a giant sunflower looking at the sea with the blades slowly turning, before finally vanishing beneath the blue water of the Caribbean Sea. Cushions and a fender or two were all that was left to mark her journey to the bottom some 1300 to 1400 meters below.

Re-gaining courage, we turned towards Saba. I let off another flare and put out another Mayday. A few minutes later I repeated the Mayday. The French Coast Guard CROSAG picked it up. I gave our position as 20 miles northwest of Saba. I had to explain over and over that our yacht had sunk and we were in a dinghy. They wanted a better fix, which I was then able to give, as the hand-held GPS had now found our position.

Another yacht, *Dreamcatcher of Jersey*, had also heard our Mayday and the crew were able to relay our messages. *Dreamcatcher* was only eight miles away and was changing course to head for us. Having worked out the reciprocal I headed our dinghy towards them.

—Continued on next page

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Helen watched the horizon and at last spotted the white sails. She let off another flare, which went totally in the wrong direction. Then, as if planned, and Helen insists that it was, the wind drifted the parachute into a direct line between *Dreamcatcher* and us, making it easy for them to spot us, a small low target in a very lumpy sea. We met *Dreamcatcher* with great relief and boarded her.

Helen and I then sat down with a cup of tea and we cried. Roger and Lucyna, our rescuers, made us very welcome. To have all of our soaking-wet gear taken from us, including my seaboots (Lucyna is a brave girl), is uncomfort-



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Paul relaxing in the cockpit under sail. 'We had spent so much time working on the boat. It was our self-sufficient home'

able, as is someone throwing their home open to you, and it is not an easy thing to accept. The last thing you want is to make a mess. We are so indebted to them for their kindness and compassion.

They were heading for Saba, St. Kitts and then Antigua. All Helen and I wanted to do was plant our feet on *terra firma*.

On our way to Saba, the rescue helicopter turned up and hovered overhead, unwilling to leave until we waved to them to show that we were okay. Then the most enormous Coast Guard vessel turned up, circling the area where *HMG* went down. The helicopter crew asked where the liferaft was and headed off in that direction, but we do not know if they found it.

Hours later, we dropped the hook at Saba. I realized how daunting getting there would have been in the dinghy.

The abiding memory for Helen was looking out to the lonely place where *HMG* sank. Such silly, emotional thoughts for a piece of fibreglass, stainless steel and alloy. But we had spent so much time working on the boat. It was our self-sufficient home, and she was loaded with memories. We felt somehow that we had deserted her.

We left Saba aboard *Dreamcatcher*, making for St. Kitts. We had a really brisk sail, thinking all the time how *HMG* would have revelled in it.

Arriving at the harbour in Basseterre, Roger radioed ahead for a berth. He was politely told that they were full. But the harbourmaster, a delightful, larger-than-life Rasta man, had heard the VHF talk the previous day. He immediately found us a place in the marina and helpfully threw open all facilities free of charge with the exception of the berthing fees.

We arrived in the main square in Basseterre. A cruise ship destination, shops featured designer labels, but that was not what we wanted. We asked a bus driver "where do the locals buy clothes?" When he heard why, he immediately offered us an island tour and drinks from his bus, for free, to welcome us to dry land. Helen and I were uncomfortable with his generosity and carefully declined his kind offer, but he insisted that we at least have a drink with him, which we did.

We left the travel agent in Basseterre almost in tears, however. Unhelpful and obstructive, the staff even wanted to charge US\$30 each to phone Virgin Atlantic on our behalf. Thankfully this was a one-off experience on St Kitts, soon remedied by a lovely lunch.

At the port authority office, the officer in charge, although brusque, organized everything, insisting that the Coast Guard attend his office, rather than us waiting on them at the other side of the island, to take full details. The junior of the two officers who turned up was delegated to fill in the form. For "boat value" he asked for a list of our possessions. I explained, "Imagine a three-bedroom house with everything that you would want in it." But he had only a six-by-eight-inch box to list everything. He settled on putting a value down.

While we were talking to the Coast Guard, the port captain arranged for a cab for us for the evening, at locals' rate, and sent us to a restaurant on the other side of the island. A cafeteria-style eatery under a thatched roof, it was on the edge of the beach and the fish came from their own boats straight to the table, which was proved in the eating. The place was buzzing with locals and I made a conscious resolution to seek out the port captain and congratulate him on his choice.

Having thanked everyone, we left St. Kitts in the early hours. As you might guess, our last sail in the Caribbean was under engine, wind on the nose. We got into Antigua, moored the boat up and chilled out.

The next day we went off to St John, a wonderful bustling Caribbean town. The Levi store was having a big sale. The staff were delighted with our numerous purchases but gently asked why we bought so much. Given a quick run-down of why, they gave us more discount. Thank you, Levi store Antigua.

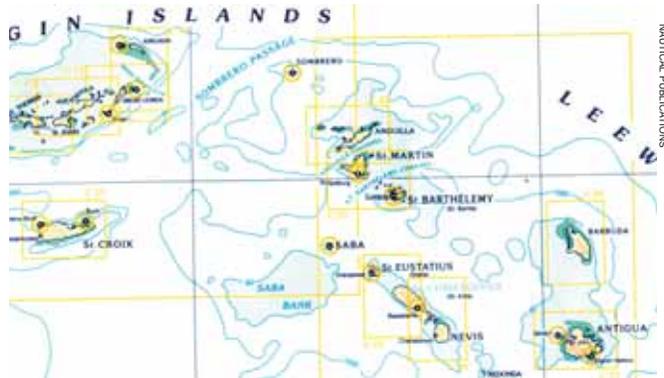
One of our favourite CDs, Bob Marley's music, went down with the boat and we wanted to get a replacement. We were directed to Eddie's shop in the rather questionable vendors' mall, upstairs in a corner surrounded by the local unemployed. Going in and asking for Eddie we were told "not here". Explaining we wanted to replace our lost Marley music a beaming smile broke out and our man acknowledged being Eddie's cousin. He went to the CD collection on the Marley shelf and promptly started burning copies from his masters. Soon we had three CDs for £2.00 each. These lads, I would guess, seldom come into contact with Europeans who have a wish to be friendly and after a few minutes ascertaining that we actually enjoy their culture couldn't have been friendlier.

Helen and I met up with Roger at the ATM, where he happily announced to us that he and Lucyna were getting married! They had arranged it for Wednesday at 10:00AM, before our scheduled departure time of one o'clock, as they wanted us to be witnesses. This was really wonderful.

The wedding was to be on *Dreamcatcher* and a flurry of activity ensued. The girls went to buy the wedding dress. It was also mentioned to Roger that he would have to find a wedding ring, something that seemed to have slipped his mind. We invited neighboring boats to come along and cheer.

Wednesday morning arrived. I chased down flowers, bougainvillea, donated by the hairdresser from his garden, and collected the alcohol, while the boat was made ready, getting back with minutes to spare. The Registrar was already on board, the ceremony went off without a hitch, and it was lovely to see so many happy smiling faces. We were invited to a wedding breakfast with Roger and Lucyna at Melini's in Jolly Harbour Marina, a lovely gesture on their part. This rolled into lunchtime and into the time to leave for our flights back to England.

Helen's flight to England for surgery on her arm had eventually been organized by a travel agent in Tortola. The agent only had facility to take VISA with the customer present, but under the circumstances she said that we could send the money to her when we got back to England. That meant that she would trust me with about US\$900 on the strength of a phone call. I could not accept that, as hers was only a very small business and the time delay would be too great. I contacted VISA and they



NAUTICAL PUBLICATIONS

Paul and Helen were sailing from Virgin Gorda to St. Kitts when *HMG* sank about 20 miles northwest of Saba. Luckily, another yacht was nearby

found a merchant in Tortola who kindly processed the payment through their terminal. What a contrast to our experience with the travel agent in St. Kitts.

We said our goodbyes to Roger and Lucyna. I think they were quite sad to see us go. They are coming to stay with us on one of their trips to England.

It is a month and a half since we lost the boat and, believe it or not, we are tentatively making plans for the next one. Sitting in our lovely warm house in Dorset, I am starting to cut the grass with scissors. Our neighbour's son commented to his mother, "Don't you think Sutton Poyntz will be a bit dull for them?"

The thing about cruising is this. It doesn't matter if you are frightened of water or storms. Working a boat and going with nature is frightening and exciting, both at the same time. And on every trip we make, two hours or three weeks, we meet new people on the way. It really doesn't matter how much you pay for the boat as long as it is seaworthy and comfortable and you are proud of her. You can, with common sense and by adjusting your plans, keep out of danger. For our part, the joy of cruising is being together with our soul mate.

Once you've had a taste of the cruising life, and as long as you are fit enough, I don't think there is anything better. Like the Phoenix, we will rise from the ashes.

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A WHALE IN BEQUIA

by Richard Clubb



Above: Semple Cay, just offshore from Friendship Bay, buzzes with activity
Top right: Waiting for a share
Bottom right: Speedboats bring buyers and sightseers



Others appeared to be embracing the residual flesh, lying prostrate as in supplication. All exhibited expressions of exultation beyond those explicable by the free availability of alcohol from the impromptu picnic parties ashore, enhanced by the sweet aroma of ganja.

It was almost as if they were in the grip of religious fervour and it was hard not to suspect that, at least obliquely, this was the case. This harvest might be considered a rare and special event redolent of Bequia's long, rich history as a major boatbuilding and whaling island. Bequia's proximity to the migration path of the humpback whale ensured its importance as a whaling station frequented by New Bedford and Nantucket whalers in the 19th and early 20th centuries. Small wonder that the "taking" of a whale as it migrated southwards in April to mate and calve was seen as cause for celebration and a shared folk-memory.

Willing hands helped us to wade ashore, through pink water scattered with flesh remnants that were hungrily devoured by diving frigate birds. We became aware of a constant flow of islanders moving between the whale and the shore, brandishing knives of all description, though none of them approximating the flensing tools of repute. Hauling great slabs of blubber ashore as well as the last remnants of slurry-like meat, these islanders' faces, too, bore the broadest of triumphant grins. Wives waited ashore with any available receptacle and meat that was not intended for personal use was soon exchanged with others for a few dollars.

One local onlooker told us that he thought the activities were the equivalent of "theft by the younger generation", even though there is an island tradition of sharing the whale meat. This seemed like a free-for-all — with real commercial undertones — and I could only hope that the brave sailors who'd ventured out the previous day in their small, open sailboats to capture the whale with a hand-thrown harpoon, had already taken the choicest cuts from the carcass. We later learned that the taking of the whale had required more than two hours from the moment of harpooning, though how long the spotting and pursuit took I do not know. International Whaling Commission regulations

April 25th started out as quite an ordinary day: we'd been at anchor in comfortable Admiralty Bay on the charming island of Bequia, in the Grenadines, for several days and were contemplating a relaxing walk through the town of Port Elizabeth and along the coastline. Having found our boat to be securely anchored through several nights of typical gusts, we were confident leaving her as we motored the dinghy the several hundred yards ashore to the picturesque and welcoming town. An hour later found us in a long-established model boat workshop. There, we were persuaded by the cheerful Augustine — and his impressive works — to consider commissioning a half-model of our own *Indian Summer*. Our goodbyes were punctuated by his off-hand remark that a whale had been taken the previous day and, were we to travel to Semple Cay on the other side of the island, we might be able to see the processing of this rare catch.

With snatches of excited locals' conversation ringing in our ears ("whale taken yesterday", "Friendship Bay", "cutting up") we flagged down a passing bus to go and witness this singular event. We were aware that, under international agreements, only four whales can be caught annually off Bequia, and these only by traditional techniques. Friends of ours had witnessed an unsuccessful expedition by the small sailing whalers a few days previously.

For those unacquainted with Caribbean buses, I should explain that these are almost invariably minibuses crammed with islanders and loud music. This one was no exception as, at every stop, we all indulged in a good-natured game of musical chairs as rear-seat, disembarking passengers hauled their parcels past the recently boarded. The driver assumed that our destination was the small, offshore islet where the whale had been landed the previous day after a tussle with three Bequia whaleboats. We could already see the islet and the hordes of people gathered thereon when he offered to take us a mile or two farther, so he could arrange passage across for us.

For some reason, I had been under the impression that the whale processing took place on a peninsula or, at the very least, on an island joined to the mainland by a causeway, and I said so. However, since the venue in question was a true island, my words succeeded only in provoking extreme, side-splitting mirth

amongst all on the bus — of sufficient volume to even drown out Bob Marley. Amidst much laughing, high-fives, "respect", hand-shaking, joshing and peals of "walking on water" we climbed out of the bus and were swept onto one of many small boats, waiting feverishly to transport the eager to "the whale cay". An adventure had truly begun.

The small, sturdy wooden "speedboat", complete with powerful outboard motor, was one of many embarking from the Bequia mainland. Even though the atmosphere was highly charged and festive, I'm not sure all helmsmen were as festive and emotional as ours. After a fifteen-point turn to eject a few local lads who were unable or unwilling to pay their fares, our stalwart chauffeur threw his empty beer bottle overboard, opened the throttle wide and hared across the moderate swell in one of the most hair-raising, spine-jolting, gravity-defying passages we'd ever endured.

The scene awaiting us was extraordinary. From a distance we'd become aware that hundreds were lining the shore and we fully expected them to be viewing the organized, professional flensing of a whale carcass, perhaps power-winchoned onto an ancient, broad slipway. The reality was somewhat different. A score or more Bequians were concentrated in a cluster actually in the water and surrounded by a number of jostling boats, embarking and disembarking yet more sightseers. To our amazement we soon realized that the men in the water were clinging on to the mostly denuded, skeletal carcass of a large humpback whale, afloat close to the shore and restrained against the swell by a number of line-handlers ashore. The whale was a 55-foot humpback and the only one to be taken this season.

Some islanders were merely holding on to the carcass; some were riding astride the corpse like rodeo cowboys.

allow the last-resort use of an explosive-tipped (though still hand-thrown) harpoon, which theoretically ensures a quicker, more humane, kill. However, I was also told this imbues the whale meat with a sulphurous taste so its use is preferably avoided, as it was in this case. Incidentally, Bequians claim the whale meat tastes wonderful and, when cooked and stored in its own blubber oil, can be kept for up to a year without refrigeration or salting. I can't testify to any of this, having felt disinclined to order whale steaks after wallowing through bloodstained water amidst the subtle but distinct stench of early rotting flesh.

Fittingly, the early sunshine soon disappeared and dark clouds gathered over the chaotic festivity, adding to our somber, slightly sinister feeling. We found no difficulty securing a friendly ride back to shore for a few dollars, in company with half a dozen islanders bearing sacks of whale meat. The blackening sky shed heavy tears as we reached shore. We were left to ponder a colourful, memorable — and strangely disturbing — experience of less than two hours.

The Mermaid, Mr. Rigg and Me



by Arthur Ross

The founder of the Carriacou Regatta, J. Linton Rigg, was born in Jamaica in 1896. He was raised on the east coast of the USA, learned to sail on the Delaware River and the Chesapeake Bay, and prospered in yacht brokering in New York City after completing an engineering program at Drexel Institute, as it was called at the time. He sailed and played hard in the Gatsby Age, along the way writing cruising guides to the Bahamas and to the Antilles. He was instrumental in starting the National Family Island Regatta in the Bahamas in 1954.

Tyrrel Bay on the tiny island of Carriacou is where the story began for me. The following events that occurred there inspired me to write a biography of Linton, as he was called, as I have cobbled it together from his own words and information from those who knew him.

The country of Grenada is an unlikely target for hurricanes — at least it had been up until 2004 when Ivan struck a direct hit. Carriacou, just north of Grenada, was mostly spared that time. But the following July, Hurricane Emily hit with 90 mph winds causing heavy damage.

I arrived the next day, by ferry from Grenada. My purpose was to crew with an old friend who had unexpectedly lost her husband the previous year to rum and too little exercise, a cruiser's curse greater than any hurricane. A local van dropped me off at the village of Harvey Vale on the shore of Tyrrel Bay. There was extensive evidence of Emily's visit. I picked my way along the road, navigating over telephone poles and

their wires that were now tangled into the seashore mess left by the storm.

Debbie picked me up in her dinghy and we managed to get on board her boat, *Illusions*. In the rocking sea left after the storm, the Island Packet 29 lurched up and down, head to tail, like a bucking horse.

The next morning we listened to the VHF radio net. A call for assistance came from the mangroves. Just north of the harbor these wonderful trees grasp the sand in a way that holds them in place and builds a shelter that had saved so many of the boats and their crew from the storm. The request came from the skipper of *Mermaid of Carriacou*; she had no motor, he could not retrieve her anchor, steer and haul up the canvas alone.

—Continued on next page

Left: In paintings such as this by the late Mr. Canute Caliste, the figure of a mermaid often appears — just as she had appeared to him as a child

Below: The eponymous Mermaid of Carriacou, with singlehander John Smith aboard



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—Continued from previous page

Debbie had relied on friends to help her during the storm and she was anxious to return the favor, especially having me aboard as another hand, so off we went. As we approached *Mermaid* I realized that this wasn't just any boat, but a locally built wooden vessel, much different than I was used to. We came astern, and the skipper yelled that one of us had to steer as he raised the anchor.

I jumped up on the transom to see the deck of an old and beautiful boat, along with an anxious and irritated owner. "Take the wheel," he said, and, "Where did you come from, who are you, and do you like American politics?" all in one breath.

As I became familiar with the helm, he was making me dizzy with constant and out-of-context questions. We got underway, Debbie's little inflatable pulling the heavy boat; only in the lee of the mangroves would this be possible.

As we came around a bend, we passed by a creek, the creek that once inspired a young boy years ago to dream a remarkable vision. But I had no idea of this dream or boy as I steered clear out of the mangroves into the bay and was told by the owner to "get off now". *Mermaid's* owner is John Smith, an icon owning an iconic boat. Living aboard a traditional boat, with nothing traditional about himself, he was certainly a different kind of character.

Back in the dinghy, Debbie and I made our way through the anchorage to *Illusions*, and that was that — just another moment in the strange days that were to follow. I knew that this was not going to be the usual few weeks in the islands that I have come to love during my winter visits from Pennsylvania.



'Part of the festivities was a special dinner party at what had been Linton's home...' Linton's nephew, John Rigg (center) and his wife, Betty Anne, greet Grenadian dignitaries at the 2005 regatta anniversary fête

I would later find out about another icon of Carriacou, the artist Canute Calliste, and how he and Linton were linked by "the mermaid". As a child, Canute Calliste had a vision of a mermaid at the creek we passed near the opening to the mangroves. Linton arrived here in the 1960s at the peak of both of their lives; Canute was a famous painter, musician and boatbuilder. Rigg was a sailor extraordinaire, and in need of a home, a boat and a purpose. They found each other and here the end of the story begins.

The 40th anniversary of the Carriacou Regatta was happening while I was there. Because of his love of competitive sailing, Linton developed this event, just as he had started the Bahamas regatta years before. Part of the festivities was a special dinner party at what had been Linton's home on the northeastern part of the island in the boatbuilding town of Windward, facing the islands of Petite Martinique and Petit St. Vincent. He named it Tranquillity. The current owner, and our hostess, was Eutha MacLaren, daughter of Zepharin MacLaren who built *Mermaid* for the first Carriacou Regatta. Rigg had gone shares with MacLaren, buying the materials while MacLaren did the carpentry. The boat was named for Canute Calliste's vision.

I was having fun, with local music playing as we drank rum and ate barracuda stew. The home was inviting, and I strolled into the living area; there I met Eutha. She offered me a tour and I gladly accepted. We went from room to room, ending up in Linton's bedroom, just as he had left it 40 years ago. Logbooks and world-band radio caught my eye. I was enthralled. As we got back to the living room there was a guest book that she asked me to sign. I wrote "Captain Art Ross, New Hope PA", thanked her for such an extraordinary tour of Linton Rigg's home, and went back outside to tell my friends excitedly of my experience.

Moments later I was approached by a lady who, by her looks, was not local. She asked if I was Captain Art, and when I said that I was, she said she was Betty Anne Rigg, from Doylestown, Pennsylvania, the next town west of my home. She was the honored guest of the evening, along with her husband, John Rigg — the son of Bunny, Linton's younger brother. I was astonished, and we spent the rest of the evening playing "one degree of separation" and promising to stay in touch.

We met back in Pennsylvania a few weeks later for a casual dinner. I gave them pictures that I took of the island event, and they gave me an unpublished rough autobiography of early parts of John Linton Rigg's life.

I felt I was steering by stars in motion. In Carriacou I had sailed on Linton Rigg's boat, if only for a few hundred yards at the helm, met his family, become instant friends with *Mermaid's* builder's family, and had even seen the creek where Calliste's vision of the mermaid appeared — all in a span of 48 hours. And now, back home, his words were in my hands.

CRUISER PROFILES BY JOHN ROWLAND

Hope and Steve on *Starshine*

S/V Starshine is an Island Packet 37 crewed by Hope and Steve. The boat's name, originating from the musical Hair, was established by the previous owner and Hope and Steve saw no reason to change it.

Steve is a gourmet chef and baker. Hope is the systems expert and navigator. Together they are becoming seasoned cruisers.

Steve, in his pre-cruising life, was a successful school administrator. He caught the cruising bug from a young man serving an internship with him. By the end of a trip down the Mississippi River, from Minnesota to Mobile, in 2005 on the intern's sailboat, Steve's imagination was fully engaged.

Hope's natural energy, enthusiasm and sense of adventure, which had driven successful careers as a financial planner (pre-meltdown, of course) and restaurateur, made her a perfect candidate to follow Steve in this dream.

American Sailing Association courses in St. Augustine in 2004 and a month of sailing in the Mediterranean in 2005 gave this adventurous couple the confidence to enter the cruising life, so they purchased *Starshine* in Trinidad in 2006. Conservative in their approach to the steep learning curve, they honed their cruising skills between Trinidad and Carriacou.



Nice boat, nice folks — that's what cruising's all about! This cruising life offers so much to learn about sailing, about the islands, about people, about life from a new perspective...



In 2008 they took on an ambitious "hurricane season project". While visiting family in Irwin, Iowa, in August of 2007, Hope and Steve found that the Irwin town hall was for sale. They put in a bid. In April of 2008 they were surprised to find that their bid was accepted. Since then, their "hurricane season project" has become transformation of a 3,000-square-foot former public library, Masonic lodge, community center and town hall, into a single-family dwelling. So far, using recycled and reclaimed materials, they've redone about a thousand square feet. It seems a monstrous space relative to the IP 37. The project continues.

Steve and Hope are enjoying being part of the cruising community. "We are amazed by the diversity of interesting people we've met. People come from all walks of life and from widely varied geographic locations, and yet the cruising community is as tight-knit as a small town. No one really cares what you were in your shore life. If you need help there's always someone there to help."

Likewise, Hope and Steve find Caribbean people very interesting. "Contrary to some stereotypes, many islanders are very well-educated, well-read, well-traveled and politically astute. They lack the mental myopia characteristic of the North American world view."

Each island has its own unique culture. Steve and Hope look forward to learning about them, hands-on through volunteer work where possible. Hope and Steve have been very involved in the tutoring project with the Mt. Airy schools in Grenada.

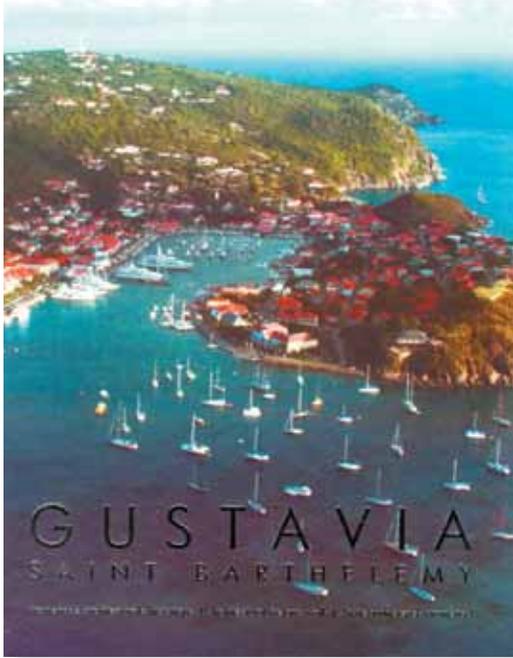
When asked if cruising is what they expected, they respond, "This cruising life offers so much to learn about sailing, about the islands, about people, about life from a new perspective; we are just enjoying climbing this vertical learning curve. It is well beyond all our preconceived expectations."

Hope ended: "Sometimes I sit in the cockpit in true amazement that this is our life!"

BOOK REVIEW BY SALLY ERDLER

A Historic Tour of Gustavia Walking the Street Beyond Le Select

Gustavia, St. Barthélemy: An Architectural Historic Walk, by Jenny Stening. Published by Berghede Arkitektur och Design, Sweden. © 2008. 120 pages, full color. ISBN 978-91-633-2288-4. 45 Euros.



For many sailors, Gustavia is St. Barth and the harbor is Gustavia. But get off the water, step back a few streets, and you can take a mind-expanding trip in the island's time as well as space.

Jenny Stening is a young Swedish architect who fell in love with the older buildings of Gustavia and the unusual story they tell. Gustavia, founded in 1785, is one of the rare colonial towns built by the Swedes. The urban plan of Gustavia was designed by Dr. Samuel Fahlberg, and the lack of existing built structures allowed planners to lay out a strict geometric grid of streets and place important buildings and squares in strategic locations. Between the glamorous shops and restaurants there are still gems from the past.

Jenny has a special connection with St. Barth, having set foot on the island for the first time in 1994 after a transatlantic sailing trip with her family. She has continued to visit ever since and her university thesis was written about Gustavia's historic governor's house and town hall. This book, her first, is based on a sign-posted walking tour of historically and architecturally significant buildings and places in Gustavia, a tour that she developed in 2004 for the municipality. The book focuses on the years 1785 through 1878 when the island was under Swedish rule. "It was during this period that Gustavia was built and took on the form it still has today," she says.

The handsome book, written in Swedish and containing translations in English and French, begins with an introduction that aims to put the island in wider perspective and introduce the reader to the small scale yet fascinating town of Gustavia. It contains 120 pages illustrated with plans and designs from archives in Sweden and in Saint Barth, as well as photos of buildings of interest that the author has taken since 1994.

In the book's foreword, Vice President of the Collective of Saint Barthélemy, Yves Gréaux, writes, "To search for authenticity and to share it with others — that is a challenge to those truly in love with Saint Barthélemy. For those who not only see this island as a source of profit but, above all, as a place to live alongside the people and their history.

"Jenny Stening is one of these people. As a young, passionate Swedish architect she has never, from the day she discovered this unique prior colony of her country, stopped sharing the fruits of her research... The work of Jenny Stening, reflected through the rich and authentic documentation presented, as well as through the author's keen eye and precise wording, is a precious contribution in extending an accurate and healthy picture of Saint Barthélemy, so revered and yet so fragile. It also summons a respect for times long past and for all that have built this society of which we are heir."

The chapters — History, The Swedish Era, Building a Town, French Again, Climate, Traditional Houses, Urban Houses, Context and Gustavia Today — are abundantly illustrated with a fine and well-chosen collection of vintage maps and drawings, and contemporary photos with subjects ranging from panoramic views to portraits of individual buildings to minutely observed architectural detail.

The walk is outlined on a map on the last page of the book, with every building or place of architectural, historic or cultural interest numbered.

As well as a must-have for anyone who loves St. Barth, this book would be a superb gift for people with an interest in Caribbean history and architecture. Put it on your bookshelf next to *Caribbean Style*.

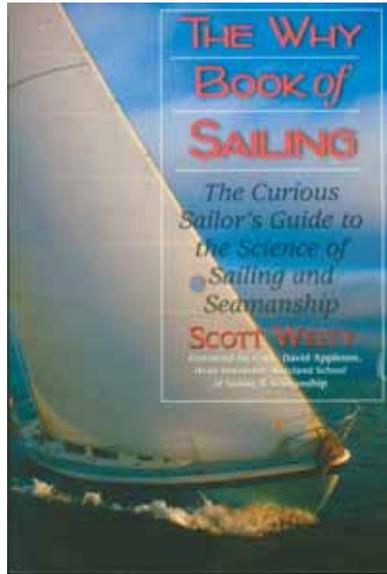
This book is available at shops in St. Barth, at the Bequia Bookstore in Bequia, and from www.swedishdesigncentre.com/index.php/gustavia-the-book.html.

COMMONSENSE SAILING SCIENCE

The Why Book of Sailing: The Curious Sailor's Guide to the Science of Sailing and Seamanship, by Scott Welty. Published by Burford Books. © 2007. Paperback, 180 pages, black-and-white photos and illustrations. ISBN 978-1-58080-146-1.

As the author notes in this book's introduction, "When we sail, we put ourselves in touch with our sailboats, and our sailboats put us in touch with nature". Nature doesn't just mean the fishes and the waterfowl, but physical forces, too — the heel of a monohull, the tug of a taut sheet, the motion of the boat through air and water.

Sailors have plenty of time to wonder — why is a modern sailboat able to move toward the wind, rather than just being blown along with it? Why is there a difference between true wind and apparent wind? Steel can't float, so why are steel boats buoyant? Why can't I get my boat to go ever faster? If air is clear and water is clear, why do I need a mask to see clearly underwater? Why do I love looking at the sea through polarized sunglasses? When the ice in my drink melts, will the glass overflow? And so on.



This book answers all these questions and more, describing many aspects of sailing ranging from navigation to optical illusions, all of interest to sailors. It will appeal to those just learning to sail and wanting to learn the "why" of how things work on a sailboat. It will also be fun for more experienced sailors who want a better understanding of their boat, the sea and their interactions.

The author, a sailor and physics teacher, surveys a range of common sailing issues and questions and illustrates each one using a question-and-answer format, explaining the relevant physical principles and math. Don't get scared — it's written in an informal style at about junior college level and, apart from a few gnarly passages that might need special attention, the average sailor will be able to learn a lot without too much brain sweat.

Here's an example:
Torque is the reason wrenches have long handles.

It's the reason doorknobs aren't in the middle of the door but, rather, far from the hinges. It's the reason not to play teeter-totter with the big kid! Simply put (a little more complicated later), torque is the product of force times the distance that force is applied from some pivot. This is how to measure how much twisting effect some force is having. You can increase the torque applied to something either by pushing harder (usually doesn't work), hitting it with a hammer (never works), or by making the lever longer (atta way, Archimedes!). So where do we find torque examples on a sailboat? Everywhere!

The author goes on to answer questions about why tillers are usually longer than the rudder is wide, why winch handles are long, why a long screwdriver is handy for tightening standing rigging, why a mid-boom mainsheet needs extra blocks, why it's more efficient in heavy weather to use a storm staysail than to roll in most of a roller furling jib, and why weather helm is related to torque (and what you can do about it).

Extracts from Welty's own logs are used to highlight many real-life instances where a knowledge of physics helped the skipper — or forgetting about it led to embarrassment or worse.

When is friction a sailor's friend and when is it an enemy? Why do halyards slap the mast? What creates waves? This really is a book for the terminally curious. It winds up with a special chapter on conservation and cruising, dealing with freshwater supplies, alternative energy and waste disposal, and bringing the reader back to the concept of sailors getting in tune with their environment.

This book is available at chandleries and bookshops or from www.burfordbooks.com.



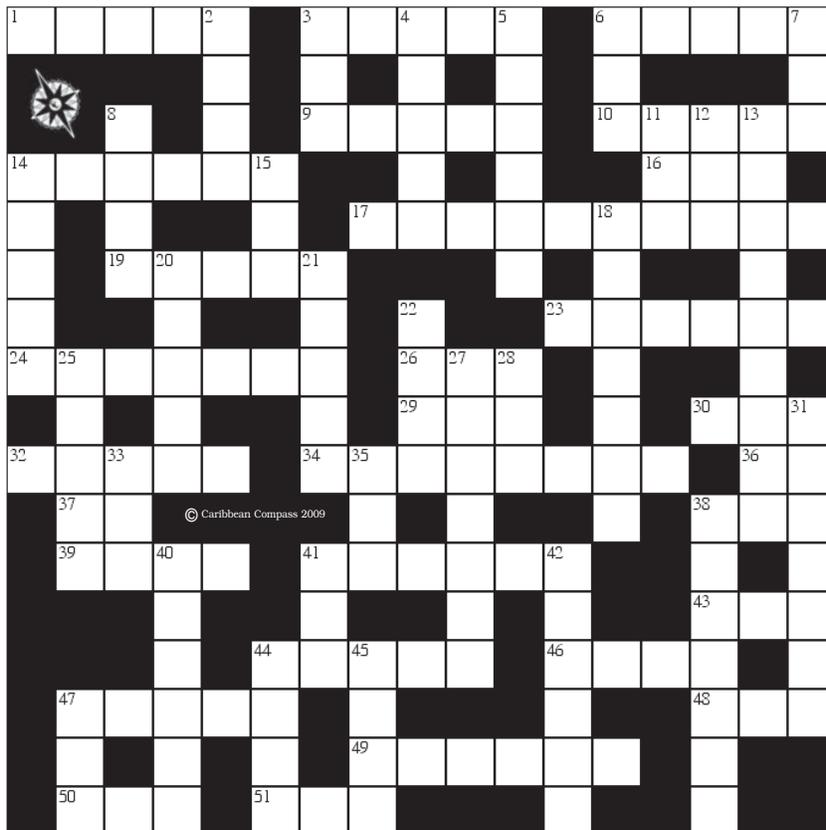
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Compass Cruising Crossword



'GALLEY'

ACROSS

- 1) Ancient galley 14 Acrosses were men; today some are ____!
- 3) Many like their main meal to ____ (two words)
- 6) Fourth word in name of a ship's 44 Down
- 9) On most monohulls, the galley is ____ decks
- 10) Devices used to move 44 Across
- 14) Shanghaied sailors sometimes became these
- 16) Search and rescue (initials)
- 17) Any tightly covered saucepan can be used ____ (four words)
- 19) Vessels
- 23) "Galley ____": unfounded rumor
- 24) One who barbecues
- 26) Be indebted
- 29) ____ salt: a popular gourmet seasoning
- 30) ____ Bay: a packaged seasoning for shellfish
- 32) ____ beef: brined meat kept in casks
- 34) These go well with 32 Across
- 36) "Coffee ____ tea?"
- 37) Opposite of stop
- 38) To and ____
- 39) Deck ____: crew
- 41) Kingstown, St. Vincent, is called "The City of ____"
- 43) Type of lodging for travelers
- 44) H₂O
- 46) Sweeps
- 47) 44 Across can be ____, brackish or salty
- 48) "Give me just a ____ more, please."
- 49) "Galley ____": soot or ash that ends up in the food
- 50) ____-o'-nine-6 Across: type of 44 Down
- 51) Food in a pastry casing

DOWN

- 2) "Galley ____: figurehead
- 3) Baby's dinnertime wear
- 4) Limber ____: spaces in frames where 44 Across can drain
- 5) In the direction of
- 6) Opposite of bottom
- 7) Distress signal in Morse code
- 8) Pots and ____
- 11) Employ
- 12) Chart
- 13) "Screw"
- 14) Sailors ____ their hammocks 'tween decks
- 15) Drink slowly
- 18) Galley 14 Acrosses were sometimes ____
- 20) Food prepared according to Islamic dietary laws
- 21) Device to hold cook at the stove in a 25 Down 29 Across
- 22) ____ at sea: missing underway
- 25) Opposite of smooth
- 27) Result of atmospheric conditions
- 28) Consume
- 31) Inundated
- 33) Length over all (initials)
- 35) What a galley slave used
- 38) Passed off as
- 40) Vegetarian's request (two words)
- 41) Exclamation of surprise
- 42) "Galley ____": lazy skulker
- 44) Galley 14 Acrosses were driven with this
- 45) Type of parasitic worm
- 47) Jib, in French

Crossword Solution on page 33

THERE'S MORE TO IT THAN PIRATES AND PEARLS! SEE HOW MANY DIFFERENT ASPECTS OF CARIBBEAN HISTORY YOU CAN FIND. Word Search Puzzle by Pauline Dolinski

CARIBBEAN HISTORY WORD SEARCH



- | | | |
|-------------|------------|---------|
| ADVENTURE | GOLD | ROLE |
| ARCHEOLOGY | HISTORY | ROUTE |
| BREADFRUIT | ISABELLA | RUM |
| CANE | KING | SAIL |
| CARIBBEAN | LAND | SHIP |
| CONQUER | NATIVE | SHORE |
| DESTRUCTION | NAVY | SLAVERY |
| DISCOVER | NEW | SPICES |
| ELECT | | SUGAR |
| ENVOY | PAST | |
| ERA | PEACE | TRADE |
| ERUPT | PLANTATION | TREATY |
| EXPLORER | QUEEN | VOLCANO |
| FLEET | REVOLUTION | WAR |
| FREE | RICHES | WON |

Word Search Puzzle solution on page 22



JULY 2009

♈ ARIES (21 Mar - 20 Apr)

Other than a short squall of romantic misunderstandings in the middle of the month, this July should be a glorious broad reach in smooth seas.

♉ TAURUS (21 Apr - 21 May)

Any dark clouds you've been dealing with during the last month will disperse after the first week. Take much-needed time off to repair blown-out sails and gather strength to plot a new course.

♊ GEMINI (22 May - 21 Jun)

Stay off the radio and avoid negotiations: arguments and misunderstandings will abound during the first two weeks. Concentrate on your significant other at this time and try not to let shoreside influences get to you.

♋ CANCER (22 Jun - 23 Jul)

This will be a creative month for you, especially in the area of communications. Now is the time to seal that marine business deal or finalize an agreement. Do it before the 18th.

♌ LEO (24 Jul - 23 Aug)

Your business and financial communications will be smooth sailing. Use this opportunity to address changes that could improve your long-term sailing prospects.

♍ VIRGO (24 Aug - 23 Sep)

Raindrops on the new varnish? Who cares? Don't let minor irritations spoil an otherwise happy month. Concentrate on the positive and let negativity be blown away.

♎ LIBRA (24 Sep - 23 Oct)

Turn down the squeelch and relax. Any glitches in communication this July will be short lived, so don't take it all so seriously.

♏ SCORPIO (24 Oct - 22 Nov)

Minor static may occur in your creative communications, but it is only temporary and shouldn't have any lasting effects. Put a vang on your temper.

♐ SAGITTARIUS (23 Nov - 21 Dec)

No yelling! Watch how you treat your romantic partner and think before you speak. Otherwise the big swells after the storm might last longer than necessary.

♑ CAPRICORN (22 Dec - 20 Jan)

It's a good time to be a prudent mariner. Steer away from taking any exotic new courses, as they will have negative effects on your domestic situation.

♒ AQUARIUS (21 Jan - 19 Feb)

Ship-to-shore communications will be frustrating and could make you short-tempered. Try to think positively and not take the frustration onboard: it could have bad effects on any business dealings.

♓ PISCES (20 Feb - 20 Mar)

This will be a rejuvenating month of calm seas and clear skies with fair winds — enjoy it!

Crossword Solution

ACROSS	41) ARCHES	14) SLUNG
1) WOMEN	43) INN	15) SIP
3) BE HOT	44) WATER	18) CHAINED
6) TAILS	46) OARS	20) HALAL
9) BELOW	47) FRESH	21) STRAP
10) PUMPS	48) TAD	22) LOST
14) SLAVES	49) PEPPER	25) ROUGH
16) SAR	50) CAT	27) WEATHER
17) AS A RICE POT	51) PIE	28) EAT
19) SHIPS		31) DROWNED
23) PACKET	DOWN	33) LOA
24) GRILLER	2) NOSE	35) OAR
26) OWE	3) BIB	38) FOISTED
29) SEA	4) HOLES	40) NO MEAT
30) OLD	5) TOWARD	41) AHA
32) BULLY	6) TOP	42) STOKER
34) POTATOES	7) SOS	44) WHIP
36) OR	8) PANS	45) TAPE
37) GO	11) USE	47) FOC
38) FRO	12) MAP	
39) HAND	13) PROPELLOR	

TWO PARROTS

Island Poets

Two parrots playin' on a branch, high, high up in a tree,
Happy as pappy, doin' tricks, contented as can be,
With feathers green and glistenin' bright and pretty in the sun,
Two parrots playin' on a branch, an' havin' lots of fun.



Till Papa Parrot, lookin' up, see where the sun did reach,
He flex his wing, an' check heself, an' then wit' parrot screech,
He say, "Mama, it time to go" an' give a lusty squawk,
But Mama say, "Sorry fuh you, it's time we had a talk."

"No time for talkin', Mama Bird!" said Papa lookin' flustered,
"The hour has come! Let's go! Let's go!" an' all his strengt' he mustered,
But Mama sittin' straight and still said, "Pops, there's no denyin',
Ah has developed suddenly, an awful fear of flyin'."

"You t'ink you flyin' LIAT, girl?" said Papa, "You has wing,
An' powers that be denounces bird that would not do they t'ing!"
Mama answer, "Who did tell we, fly at four o'clock,
When we could do we acrobat, and swing on branch and squawk?"

"I gettin' all mi exercise up here, I safe an' soun'."
Why mus' I leave mi branch each day? Why mus' I fly aroun'?
Yes! I could do some fancy tricks, although that soun' like boastin',
An' frankly, Papa Parrot dear, flyin' is too exhaustin'!"

"Mama, you soundin' stupid! And everybody know,
That Papa Bois is watchin' we. When he say 'Go' we GO!
That Papa Bois is watchin' we, an' he could take this chance,
To listen to yuh stupidity, and pelt yuh from yuh branch!"

"Jus' pelt me down, and kill mi dead? Would Papa Bois do that?
Jus' pelt me right down to the groun' an' have mi landin' SPLAT?
I has to get mi courage up. I doesn't want to die."
An Pops say, "That's more like it, gal. Come on! Let's fly, let's fly!"

Mama pray, "Please help me now, I beatin' wings real had,
I launchin' out to emp'y space, Oh Gad, Oh Gad, Oh Gad!
Oh Gad, Oh Gad, Oh Gad, Oh Gad,
Oh Gad, Oh Gad, Oh Ga-a-a-a-a-a-a-d!"

(Anyone who has anchored in Scotland Bay, Trinidad, will appreciate this!)

— Nan Hatch

parlumps marooned



FACT-OIDS



The Boys and the Boardwalk

by Lee Kessell

Although Trevor thought the old bicycles that Uncle Solly had bought for him and his cousin Ernie uncool, he had to admit that they had broadened the scope for adventure beyond foot power so that is how Trevor led his cousin Ernie into an adventure that almost proved a disaster. It was a bright, sunny Sunday morning when Aunt Josefina packed sandwiches for the boys to take with them on their bikes and they left the little wooden cottage just over the hill from Sweet Bottom on the wild Atlantic coast of Barbados.

It was a long ride down to the southern beaches but Trevor and Ernie wanted to see the first section of the boardwalk that had recently been completed along the tourist-oriented shoreline. When they pulled up behind the beach near the beginning of the walk, they left their bikes under the shade of a large mahogany tree along with their T-shirts and flip-flops. Shoving their wrapped sandwiches into the pockets of their shorts the boys ran down to the white coral sand. When Trevor saw the turquoise water he pushed his sandwich into Ernie's hand and, ducking around the tourists lying on their beach recliners baking a bright red in the sun, he was soon splashing around in the cool water. Poor Ernie just stood and waited until Trevor came out.

"Here!" Ernie held out Trevor's lunch. "I'm not going to carry your lunch while you enjoy yourself."

They walked along the beach and just before the beginning of the boardwalk they flopped down upon a smooth rock and ate their lunch. Then, jumping up a step on to a wide wooden footpath with concrete borders, Trevor and Ernie joined the joggers and walkers enjoying the perfect tropical day. The first thing that caught Trevor's eye was the mirror glass wall on a café to one side and he stood in front of it posing and making stupid faces until Ernie pulled him away. Small man-made promontories jutted out into the sea with a narrow boardwalk branching off from the main path, continuing around the garden beds and rising above the rocks grown mossy from the sea waves. Trevor and Ernie followed this path and sat on a wooden bench just to try it out, staying only long enough to look out over the blue sea and wish they could join the speedboats whizzing by. They continued on around every little promontory and leaped into the shallow blue pools behind the fringing reef. Coming to the final stretch Trevor and Ernie jumped down onto the beach and ran to a clump of trees where they lay in the shade and chatted about the morning. It was Ernie who noticed that the afternoon was slipping away, so he got to his feet and prodded Trevor with his foot.

"It's a long walk back, Trevor. We'd better get going!"

Trevor reluctantly stood up and looked at the distance they had come, which seemed twice as far now that they had to go back. "Gee, Ernie, I can swim back quicker in a straight line from here than walk that path, even leaving out all those jutting bits."

"That's a stupid idea!" Ernie protested.

"Well, you can walk back and I'll wait for you by the bikes, chicken!"

Ernie hated to be called a chicken. He followed Trevor out into the water and they began swimming south. At first it was fun but then they found themselves being swept along by a strong current, not only south but away from the beach, beyond the reef and out to sea!

Now, although Trevor boasted that he was the best swimmer at his school he began to feel panic building in his chest. Just behind him Ernie struggled to keep his head above the waves but he was gulping water. With a final gasp for air he grabbed hold of Trevor and they both began to sink. Trevor kicked as hard as he could to get his head back to the surface, but he knew he would have to push Ernie away or they would both drown.

Speedboats and jet skis flashed past but no one saw the struggling boys — except for one lone man. The man idled his small speedboat alongside them. He reached a strong brown arm down to the water and yanked Ernie up into the boat. Then he grabbed Trevor and dumped him like a beached porpoise beside Ernie, who lay gasping painfully like a fish out of water.

The man looked down at the boys to see if they were all right, then gunned the engine. It was not until their rescuer had driven his boat in to the shore and offloaded his unexpected catch that Trevor and Ernie had the breath to mumble their thanks. The boat owner told them that thanks were unnecessary, but what if he hadn't been there? "Look at all the trouble and heartbreak you would have caused your parents when your bodies were washed up miles down the beach." Deeply ashamed the boys hung their heads. "Think about it". The man looked solemnly at the culprits then climbed back into his boat, leaving the boys to walk back to their bikes and pedal home.

An angry red sun was sinking down behind the hills when Trevor opened the gate to Uncle Solly's farmyard. The goats sneered at him and Ernie as usual, Mildred the little pony neighed a soft greeting and Rusty the dog jumped about and barked with excitement. The boys washed under the garden tap, dried themselves on a towel hanging there, walked up the back steps and flopped down at the kitchen table. Aunt Josefina studied them for a moment and asked, "Where have you two been all day?"

Ernie mumbled, "We went to see the new boardwalk".

"Well, that explains it. I'll give you your dinner and you can go right to bed."

They were eating fried flying fish and cou-cou in a dispirited way when Uncle Solly walked in.

"You boys are awfully quiet tonight. What's up?"

"We went to see the new boardwalk." Trevor tried to smile but he was too tired.

"I thought both of you were sensible enough not to go so far without telling me," Uncle Solly said angrily. "Anything could have happened to you and no one knew where you were. In future you tell me where you're going, understood?"

"Yes sir," the boys answered, thankful that Uncle Solly didn't know just how close they had come to drowning.

Later that night, Ernie whispered to Trevor, "Next time you want a stupid adventure you can go by yourself!"

"Well, only the last part was stupid, but you and I are buddies, Ernie, and what you say goes."

Everything will be all right in the morning, Trevor added to himself as he fell asleep.

THE END

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

DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Do you remember what coral reefs are made from? The rocky part of a reef is made up of the skeletons of tiny animals called coral polyps. The living polyps exist on top of the limestone skeletal structure.

What do polyps eat? Polyps can't move so, somehow, they have to wait for food to come to them. Last month we looked at the polyp's basic structure. Each polyp has six or eight tentacles which contain stinging cells (**nematocysts**) which trap tiny animal plankton from the sea water. There are many kinds of nematocysts but they all work in a similar way. Each nematocyst is coiled inside a cell on the surface of the tentacle. The cell has a trigger which is activated as soon as something touches it. Out shoots the dangerous part of the nematocyst, either a whip or a dart or sticky threads. The whips wrap round the prey, the darts inject paralyzing poison and the sticky threads hold fast to the plankton. The food slides into the slimy mouth of the polyp and is digested. The polyps are all joined together on the reef so they can share their food!

But there is not enough animal plankton to satisfy all the coral polyps. **Where else can they get their food?**

Polyps contain tiny plants called **zooxanthellae**. These contain yellow-brown coloured pigments and, just like terrestrial plants, they use the energy from sun-

light to produce carbohydrates and oxygen through the process of photosynthesis. The coral polyps can use these products in respiration to give them enough energy to grow. The waste products of the polyp's respiration are carbon dioxide and water which the zooxanthellae use in photosynthesis. And the cycle continues! This kind of relationship between the polyp and the zooxanthellae, where both sides are of benefit to each other, is an example of **symbiosis**.

Zooxanthellae can only do their job where they can use sunshine. Sunlight does not penetrate very far down into the sea water so the tiny plants can only live in clear water to depths of not more than 100 metres. Zooxanthellae give coral its colour. If the coral becomes stressed, if the temperature of the water increases for example, the zooxanthellae are expelled from the polyps and the coral becomes white. This is called **coral bleaching** and the coral dies without its main source of food. So it's important that the sea water over a reef remains a stress-free environment if the coral is to survive!

WORD PUZZLE

Six words from the passage are written in code. Work out which symbol represents which letter, then find out the special word.

- * □ ◇ ↑ *
- * ◇ ° ∇ ♥ + □ ↓
- * ≈ ♣ ↑
- * ◇ ° ↓ +
- * □ ≡ ◆ □ ↓
- ∇ ⊗ ≡ *

Special word: * □ + □ ◆ ↑ ↓ + ⊗ ♣ ° ◆

Answers on page 38

THE CARIBBEAN SKY: FREE SHOW NIGHTLY!

THE SKY IN JULY

by Scott Welty



Welcome to the launch of *The Caribbean Sky: Free Show Nightly!* Each month I'll give an overview and occasional sketch of things to observe in the nighttime sky. Sketches and times will be approximate for Martinique. Enjoy!

It's summer! An easy summer observation is the Summer Triangle formed by the stars Altair, Vega and Deneb. Each star is actually part of a separate constellation but their brightness and relative position in the summer sky make the triangle a rather obvious shape.

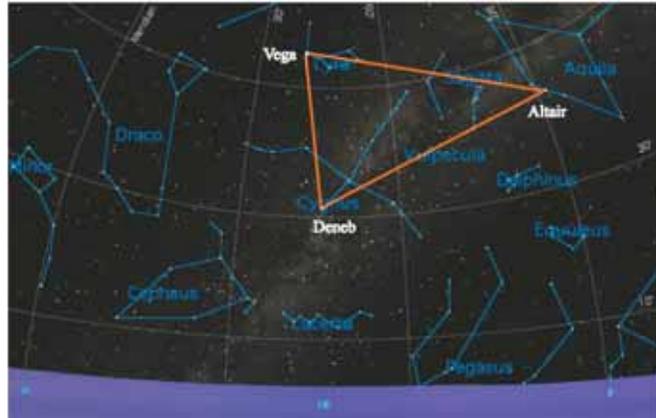
Looking to the northeast around 9:00PM you can find Deneb as the bright star marking the body of Cygnus the swan. Yes, it looks like a long-necked swan. Deneb will be low in the northeast sky early in the month and about 30 degrees above the horizon late in the month. Going straight up from there you reach the next obvious bright star, which is Vega, the bright star of the tiny constellation Lyra. Interestingly due to the precession of the Earth's axis (it wobbles like a top), Vega was the pole star around 15,000 BC and will be again around 14,000 AD. Better make a note to adjust your charts! Now swing your gaze to the right and the next bright star is Altair, the main star of Aquila. These three, then, form the summer triangle. The triangle appears high in the sky in northern latitudes but of course more northerly for us down here in the Caribbean.

Another prominent summer constellation is Scorpio in the south. Like Cygnus, Scorpio is one of the rare constellations that actually looks like its name! The tail of the scorpion turns up and to the left and is a huge constellation in the southern sky visible nearly all night nearly all month. July 25th would be a good time to see it due south around 9:00PM.

The night of the 25th would also be a good night to look a little up and to the left of the tail of the scorpion for Ptolemy's Cluster. This loose collection of about 80 stars (not all visible to the naked eye) is easily seen with naked eye and even better through binoculars — even on a gently rolling deck. The cluster is about 800 light years away and moving toward us at 14 kilometers per second. That means they'll be here in about 21,000 years and I guess that will be Cluster's last stand. Duck!

As long as you're looking at Scorpio you might as well also notice the whole gosh darn Milky Way! The big cloudy stripe in the sky running roughly north and south is an edge on view of our very own Milky Way galaxy. Our home galaxy is made up

of between 200 and 400 billion stars (they are very hard to count!) in a double-armed spiral shape held together by their mutual gravity. It is 100,000 light years from one side to the other! That means that light from one end of the galaxy takes 100,000 years to reach the other. We are located about halfway out one of the spiral arms. If you look south in the summer you are looking right toward the hub of the galaxy (or, at least at where it was about 25,000 years ago!). It looks milky because at the great distances and the huge number of stars involved, our eyes cannot resolve the stars individually but instead we just see a smear of light. Our galaxy, of course, is but one of billions of other galaxies. Cozy universe isn't it?



Where are the planets this July?

Venus and Mars both rise very early just before sunrise. Saturn, on the other hand, is generally in the constellation Leo and will be setting around 10:00PM early in the month and around 9:00PM late in the month. Jupiter rises around 9:00PM early in the month and later as the month wears on. In fact if you're looking at Scorpio and Ptolemy's Cluster on the 25th, that bright star to the left is Jupiter.

July Moon

July 7 - Full Moon

July 21 - New Moon

July 25 - Waxing Crescent Moon setting along side Saturn ~8:30PM.

To ponder while sitting on deck at night with a glass of wine...

The vastness of the universe and the relative pokiness of the speed of light means that far away things are not where you think they are... Or sometimes not even there at all! Light from our sun takes eight minutes to get here. That means the pretty sunset you see actually happened eight minutes previous. In an extreme case we can see stars that are farther away in light years than the lifetime of such a star. That means the star has exploded long ago but we are not seeing that YET! Gives one pause...

Scott Welty is the author of *The Why Book of Sailing*, Burford Books, 2007, reviewed on page 31.

PICK UP!

Ahoy, *Compass* Readers! When in Chaguaramas, Trinidad, pick up your free monthly copy of the *Caribbean Compass* at any of these locations (this month's advertisers in **bold**), courtesy of our T&T distributor Boater's Enterprise:

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GOOD GUIDES ARE TIMELESS

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Almonds grow almost everywhere throughout the Caribbean. When we go to the beach, I gather a bucket of the sweet nuts to shell later.

The almonds growing in the Caribbean, however, are a different species from those you buy in the grocery store. Ours are *Terminalia catappa*, also known as the Tropical Almond, Indian Almond or Sea Almond. The Tropical Almond is believed to have originated in the southwestern Pacific. The handsome tree, often seen along beaches, grows to 35 metres (110 feet) tall, with an upright, symmetrical crown and tiers of horizontal branches. It has a corky, light fruit that is dispersed by water. The nut within the fruit is edible when fully ripe, tasting almost like a "grocery store" almond.

The almond grown commercially worldwide is *Prunus dulcis*, native to the Middle East. Primitive man prized these tasty nuts as a food staple since they keep well. According to anthropologists, early nomads created a "trail mix" of ground almonds and chopped dates, rolled with sesame oil into little balls. By 4,000 BC, humans learned to cultivate almonds and they were known in nearly every ancient civilization. Several handfuls of almonds were found in King Tut's tomb, placed there to nourish him on his journey into the hereafter.

All About Almonds

Almonds are sold raw, roasted, or dry-roasted. "Roasted" almonds are actually deep fried in oil. The process adds about ten calories per ounce of nuts, or a little more than a gram of fat. Dry-roasted almonds are not cooked in oil and thus better for your health, but they may be salted or contain other ingredients, such as corn syrup, sugar, starch, MSG or preservatives.

When I collect Tropical Almonds, I've found that the best way to prepare them is to "parch" them, that is, to toast the shelled, raw nuts in a dry skillet over low heat, stirring frequently, until golden and fragrant, about five minutes. Remember to remove the almonds immediately from the skillet or they're likely to scorch. You can also toast almonds in a baking pan in a 350°F oven for seven to ten minutes. Parching or toasting works well with store-bought raw almonds, too. (Slivered and sliced almonds will take a shorter time than whole nuts.)

Almonds are a flavorful addition to any curried dish and can be mixed with chilled cooked rice and raisins to make an easy and tasty salad. Sliced almonds make a perfect garnish for an Asian Chicken Salad. To make delicious almond-flavoured "milk" place one Cup freshly toasted almonds with four Cups of water in a jar. Tightly screw on the lid and refrigerate for one to two days, but no longer as it might begin to ferment. Pour into a blender and spin until smooth.

Nutritious Almond One-Pot Stir Fry

- 1/2 Cup blanched almonds*
- 3 Tablespoons cooking oil (I prefer canola)
- 2 garlic cloves, chopped
- 2 Tablespoons minced fresh ginger root
- 6 Cups assorted vegetables (green beans or bodi, carrots, onions, cabbage, cauliflower, etcetera) chopped small and thin
- 2 Tablespoons cornstarch
- 3 Tablespoons soy sauce
- 1/3 Cup water
- salt and spices to taste
- 1 teaspoon sesame oil
- 3 Cups cooked rice (I prefer brown)

In a large skillet, wok or frying pan heat half of the oil on medium heat, add almonds and garlic and cook for five minutes. Remove almonds and garlic carefully with a slotted spoon and set aside. Add the rest of the oil, increase the heat to high, and then add ginger and vegetables. Stir-fry for five minutes and reduce heat to medium. Mix the cornstarch, soy sauce, and water in a bowl and pour over the vegetables. Toss for two minutes over medium heat. Mix in seasonings, sesame oil, almonds, and rice.

* To blanch almonds, place them in a bowl and pour in boiling water to barely cover. Let sit for ONE minute and no longer. Drain, rinse under cold water, pat dry and slip skins off.

Almond Shark

- 2 Tablespoons butter or margarine
- 1/2 Cup slivered almonds
- 2 Tablespoons chopped parsley
- 2 Tablespoons lemon juice
- salt and seasonings to taste

1 pound shark, cut into nice-size pieces
In a frying pan, heat butter, then lightly brown the almonds and remove. Combine parsley, lemon juice, and seasonings and rub onto shark pieces. Fry shark. As it cooks, spoon the remaining parsley mixture over the pieces. Do not overcook. Sprinkle the cooked shark with the almonds. Serve with rice or pasta.

Coconut and Almond Rice

- 1 ounce almonds
- 2 Cups low fat milk
- 1/4 teaspoon salt
- 2 Cups uncooked rice
- 1/2 Cup coconut milk
- seasonings to your taste

Put almonds in a plastic bag and crush with a spoon; set aside. In a medium pot bring milk and salt to a boil before adding rice. Reduce heat, cover and cook till rice is done. Add coconut milk, remove cover



and simmer for five minutes, being careful not to burn. Stir in almonds with a fork while fluffing the rice.

Hot Crispy Almond Chicken (or Fish)

- 1/4 Cup sesame seeds
- 1/4 Cup slivered almonds
- 2 Cups cornflakes
- 1/2 hot pepper, seeded and minced
- 2 Tablespoons brown sugar
- salt and seasonings to taste
- 1 Cup milk
- 2 eggs
- 1/2 chicken, cut up and skin removed
- 6 Tablespoons butter or margarine

In a heated frying pan, toast the sesame seeds and almond slivers. Remove and cool before mixing in a plastic bag with cornflakes, hot pepper, sugar, salt and seasonings. Close the bag, forcing out all of the air. Crush contents with a spoon or rolling pin. In a bowl, stir milk and eggs together to make a wash. Place crushed cornflake-almond mixture in a flat dish. Dip chicken pieces first in the egg wash, and then roll them in the cornflake mixture. In a large frying pan heat butter and gently put in the coated chicken, careful not to lose any of the coating. Fry each side for five minutes or less, until it is golden brown and crunchy.

FOR THE GARDENER

To grow a Tropical Almond tree, first decide if you have enough space for a sizeable tree far away from your septic tank or swimming pool. An almond tree needs at least a 20-foot radius. Then look around the beaches for a young tree. Although dry-season deciduous, the Tropical Almond is a great shade tree and is extremely adaptable. Because it has a deep root system, the almond can withstand severe drought and poor soils, but the roots will seek out a constant water source — like your water tank, pool, septic system or soak-away.

To gain the maximum yield from your almond tree, spray every other month with a soluble 20-20-20 fertilizer mixed with a light pesticide. Monthly broadcast a cup of 12-12-17-2 blue fertilizer around the base of the tree. In the dry season water the tree, soaking the ground, every other week. To limit the height of the tree, cut the center stem at about three years old. This will make the lower branches grow out, but it should not get any taller.



BY ROSS MAVIS

BEER-BUTT CHICKEN

I hope you get as fired up about barbecuing as I do. It truly is the one type of cooking that takes you back to the glory days when men were men and women were surprised men could cook. Gathering around a glowing fire with tales of conquest and a cold drink in your hand is as heart stopping as the first time you popped a chute. I often fantasize about how difficult survival must have been in prehistoric days. The mighty hunter had to fell supper close to the cave where the fire was brightly burning. Can you imagine dragging a massive haunch of brontosaurus several miles to the family anxiously waiting for supper? Then being faced with trying to rotate the slab of protein over a crude fire? Ah yes, women always have had superior intelligence, especially when they decided that barbecuing would be a male's domain.



The other day was glorious with little wind, so I fired up the barbecue. Wind is about the only element that can ruin a good barbecue. The pitch and slop at a poor, windy anchorage can make barbecuing dangerous on board. On shore, even a heavy downpour can do little to quench a good hot gas grill. Wind, on the other hand, can make your efforts all in vain.

A recent magazine article had my mouth watering for succulent barbecue-roasted chicken. Furthermore, it had been some while since I last did a stand-alone barbecued chicken. My usual preferred method for barbecuing whole fowl or large roasts is using the rotisserie. You will never end up with a dry product when rotating meat on the spit and applying a succulent glaze towards the end of the cooking period. (Don't glaze beforehand or it will burn.)

Cooking pieces of chicken on the grill requires a long process of careful turning while keeping the heat to a medium temperature. Little is worse than ending up with what looks like chicken but tastes like dry cardboard. Overcooked, charcoal-crust chicken that is still raw in the center is not only bad looking but can also be dangerous to eat.

Imagine for a moment the perfect way to roast a whole chicken on the grill without turning it regularly or fussing over it. A friend visiting from St. Vincent several years ago told me of this superior method that I also recently saw in the cooking magazine I was reading. It is a somewhat disrespectful way to treat a fine bird but the excellent results are worth the shame that may be cast on the cook.

A can of your favorite beer is opened and a mouthful or two enjoyed before getting down to barbecue business. A medium size fowl, about three or four pounds, is best for this method. Season the interior and exterior of the bird, using garlic, herbs, paprika, salt and pepper. Then stand the bird cavity side down onto the partially full can of beer. The can and the bird's legs are sufficient to support the chicken in a standing position. Place this standing fowl in a small roasting pan on top of a hot grill. Add a small amount of water to the pan to stop dripping fat and juices from burning and close the lid on your grill. Turn the heat down to a medium-to-low temperature and this will be sufficient to produce a golden, succulent chicken that has been basted from the inside out with simmering beer. Make sure the temperature probe is inserted into the breast or thigh, being careful to avoid any bones that will give an improper reading.

Once the chicken is done (temperature of at least 165°F), carefully remove it from the grill. There will still be beer and dripping in the can, and these should be trashed. Drippings in the tray can be turned into a delicious gravy using a small amount of flour, water, salt and pepper. The bird will be juicy and flavorful from the interior beer basting it received during cooking.

Give this type of barbecue a try. I know you will be pleased with the results.

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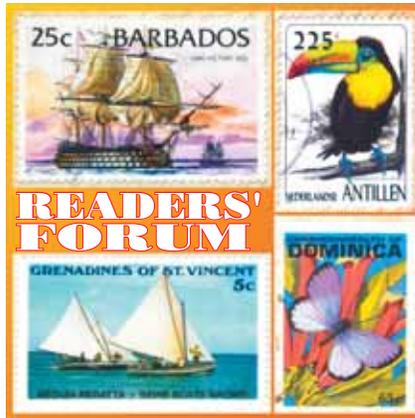
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Dear Compass,

Tom Hankins has no connection to the marine insurance industry, and thus no axe to grind, yet his letter in the March issue of *Compass* regarding the necessity for yacht insurance is interesting. His illustration of a potential disaster is a little far-fetched, but quite possible. After 45 years in the yacht insurance business, I can offer more illustrations of it being fortunate that owners had insured their yachts when, through no fault of their own, they were damaged.

For example, in the late 1960s, the beautiful Sparkman & Stephens ketch *Saga* was at anchor in the slot in the Tobago Cays when she was T-boned by a 65-foot ketch. Although the boat that caused the damage was insured, the owner-skipper denied that the incident ever happened. *Saga's* underwriter felt that, since there were no witnesses (they were the only two yachts in the Tobago Cays that day and the Bequia fishermen, who normally would have witnessed the incident, were off diving), taking legal action would be so difficult and expensive that he paid for *Saga's* repair. He did not even charge the deductible, as had he won a court case the offending boat's insurance would have paid the claim in full.

There have been many other similar incidents where the boats that caused the damage were uninsured and simply departed without paying.

In my own experience, in 1993 *Iolaire* arrived in Puerto La Cruz, Venezuela, and we anchored in the southeast corner of the bay, well clear of any commercial traffic coming to the commercial dock. We left the masthead light on and went to bed. Half an hour later we were sideswiped by the Margarita to Puerto La Cruz ferry, one mile off its normal track. The ferry took off 15 feet of *Iolaire's* bulwarks and the starboard-side chainplates, and severed our anchor line.

Once we jury-rigged the mast and were towed into Centro Marina de Oriente, I went to the ferry terminal and met with senior members of the ferry company. They denied all liability. I contacted my insurance brokers (D. Hudig and Co., a Dutch firm) informing them of the situation. Within 48 hours they faxed back saying that the ferry company and ship were insured by Lloyds of London, and said to tell the ferry company to settle immediately or legal action would be taken against them in British courts. With a copy of the fax I was able to make a satisfactory cash settlement on the basis of estimated repair costs. Had I not been insured, trying to sue a Venezuelan ferry company in Venezuelan courts would have been a waste of time.

One last example. When a cruise ship came into Charlotte Amalie, St. Thomas, during Hurricane Klaus in 1984, she could not get alongside the dock as her bow and stern thrusters were not powerful enough. By the time she got clear she had damaged a number of yachts. The cruise ship's insurance company denied liability, saying it was an "Act of God". The boats that were insured were paid for damages sustained, as their underwriters threatened to sue the cruise ship's insurance company. The only recourse for the uninsured boats was to hire an Admiralty lawyer to sue. But the Admiralty lawyers wanted too much money up front and those who were not insured ended up collecting nothing.

Being in the insurance business, I definitely have an axe to grind, but I think these stories should make a sailor stop and think. It must be remembered that there is cheap insurance and there is good insurance, but there is no good cheap insurance. You never know how good your insurance is until you make a claim. Then, if your insurance is poorly worded, or the claims manager does not really push your claim, or getting the underwriter to pay is like pulling teeth, it is too late. Know your broker; know your underwriter.

Don Street
Yacht Iolaire

Dear Compass,

This is in reference to the letter from George Curtis in May's *Compass*, in which he complained about a

visiting yacht's being surrounded by a local fishing net in St. Lucia's Soufriere Marine Management Area.

When there is a socially accepted way of getting food from the sea, most persons on yachts accept that is an important task for those involved in the activity, and even enjoy the show. The fact that it would have been quite hard for the yacht to re-anchor after the activity was completed is still not a valid reason for the fishers not to have asked the yacht to leave and return after their work was done. These guys feed their families by their work and the fact that a pleasure yacht is in the way is NOT a reason for them to stop!

Their skill in getting the net under and away from the yacht is commendable. All the "shouting" involved, which Mr. Curtis noted, is a very normal West Indian trait.

Mr. Curtis's basic gripe was that those on the yacht were inconvenienced; the skipper was not happy. But that is not an international incident. Skippers are not royalty! My outlook is that a very minor problem does not warrant a big letter in *Compass*.

Yachties HAVE to understand that they are, after all, guests here. I, like Mr. Curtis, happen to be British. That does not entitle me to decide the local laws; these are considered to be the best way to preserve the locality and its inhabitants (human and otherwise), and control activities carried on within the area.

We sail to foreign places to enjoy them. And then WHY do we feel entitled to try to influence them to be different? I happen to enjoy the place as I found it! Yes, after about four decades here, I do have a bit of a reason to try to give a little help where it is needed. I would not however, try to change things outside of my area of expertise and outside of my local knowledge!

Sign me,
Happy to be here and helpful

Dear Compass,

I refer to a letter in the May edition of *Compass* from one George Curtis who purports to be a Rear Commodore of the Ocean Cruising Club.

I have no idea who his friend Henry Hugh Smith is and am not sure that I care, but both he and Curtis should consider themselves lucky that they were not crew aboard the German submarine that was netted by a Danish fishing trawler in the Skagerrak in May 2004.

On a more serious note, I find the tone of Curtis's letter offensive and condescending in a colonially evocative manner.

It must indeed have been terrifying to hear natives shouting in a local patois — apparently, though, not accompanied by the beating of drums. I shall be writing to the St. Lucian authorities forthwith, demanding that fishermen be properly instructed in the Queen's English.

It is shocking that Curtis's "quiet evening had been rudely and somewhat alarmingly disturbed" and that the fishermen's catch was not of "biblical proportions" but "seemed to be half a sack of small fish". That half a sack of small fish probably fed several poor families who have no running water and no electricity. Perhaps Curtis should consider that when next enjoying a quiet evening in the cockpit with a gin and tonic in his hand.

Narendra Sethia
St. Vincent

Dear Compass,

I write fearing the demise of such an august and respected institution as the Ocean Cruising Club (UK) if the members continue to (presumably) elect, to the position of Rear Commodore, men capable of writing, no doubt for the edification of its ordinary unranked ocean cruisers, such ignorant, pompous and frankly sneering letters as the one submitted by George Curtis Rear Commodore OCC in your May edition.

No doubt he feels that it is his duty to inform, due to his position as RC OCC. Before he does so next time could he please leave out the patronizing tones, do some homework on the life and economies of the places he visits, try to enjoy the unique spectacle he was privileged to witness and not to worry about his rights as a doubtfully "legally moored yachtsman". Or should that read "invited guest of a legally moored yachtsman"?

This letter will have harmed the good offices of the OCC.

Chris Long
Yacht Tropical Dream

Dear Compass,

The debate goes on, year after year, about cruisers carrying guns or not.

Let's be honest. Only a few of those writing and talking about this have direct experience with being attacked. Neither have they experience with guns, nor human reaction to confrontation with guns.

Most (not all, as the May issue shows) of these folks speculating on what they would do as, one cruiser actually attacked put it, "armchair Rambos".

Let's try to sort out the facts:

- Attacks on innocent "mom and pop" cruisers are increasing.
- Attacks, more often than not, include attackers with serious firearms.
- Coast Guard or other resources supposedly there to fend off these criminals at sea have one reason or another for not protecting us.

—Continued on next page

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• Attackers now seem often to have the intent to kill, rather than just rob.

• Finally, the bottom line is that we either defend ourselves or throw ourselves on the mercy of deadly thugs. Most accounts of incidents strongly suggest that attackers are NOT up to a fight. They expect to take what they want with little or no threat to themselves from unarmed cruisers who have zero protection, either by way of arms on board or from supposed "Coast Guards" funded to keep coasts safe.

Incidents reported in the May issue of *Compass* alone, and many (not all) other sources suggest that attackers will flee at resistance, even from a relatively harmless flare gun.

There should be international agreements whereby cruisers are legally permitted to carry weapons for defense, especially since the vast majority of nations cannot provide protection to cruisers.

But no sailing association, cruising publication, or anyone I am aware of has tried to initiate such obviously needed international agreements. Cruisers are not the kind of community that wields sufficient political clout to lead to international agreements. But we badly need to start this ball rolling through any and many means. That means ALL of us cruisers writing to our representatives and demanding such vital agreements in a world threatening our safety and very lives.

One article in May's *Compass* suggests we limit our cruising to "safe" waters. Of course we need to avoid the threatening places as much as possible, but where would he have us cruise in the Caribbean? Where, please tell me, is this absolutely "safe" place where I must confine my cruising?

There are plenty of arguments banded about in the United States for having arms. But in the US we are inundated with protection agencies such as city police, county police, highway police and lots of armed, private security guards in parks, industrial areas, neighborhoods, etcetera. But still millions of Americans see the right and need for self-protection with firearms.

Certainly we cruisers, traveling on unprotected seas, often alone, have this right to arms! On the high seas we have essentially no such forces at our disposal. And that confronts any honest cruiser with the stark fact he/she is ON THEIR OWN OUT THERE.

It is a disgrace and an outrage we are harassed about carrying firearms by Customs and other officials in nearly all ports in the Caribbean when they offer us virtually no protection. If we carry arms, they pounce on us innocent, law-abiding cruisers when they detect we have the arrogance to try to protect our lives in their often dangerous waters!

The only logical response to the situation is for cruisers to carry deterring arms to protect and save their lives. We must fill this vacuum, since no one else seems to care.

Second, we must urge publications, sailing and cruising organizations and our own legislatures to get behind international agreements allowing law-abiding cruisers to arm themselves.

Yes, if we have arms we need some training in their use. We need serious analysis of all incidents to guide us in the best defensive measure to take when confronting attackers.

It's too bad the world has turned a less kind and gentle place, but it is a reality. We ignore this reality at our increasing peril. I am not willing to sacrifice my cruising life to the few bad guys out there and let them dictate how I will live my life. So, cruisers, it is time to stop just discussing this at cocktail time and, each of us, take some actual action to change and improve our situation regarding piracy.

As motivation for publications, sailing and commercial establishments and others to get involved to push for international agreements for cruisers to carry guns, I urge every business establishment in the Caribbean to think about how ALL of us are affected by the violence. Some are aware, but perhaps not to the depth of how they are affected. For example, I was discussing business with a travel agent at Bahia Redonda marina in Venezuela yesterday. Owing to an incident late last year in the Puerto la Cruz area (a cruiser was shot and killed at Isla Borracha) this agent says there is no longer enough business for ONE agent in that marina, let alone the four trying to survive there.

I think if more cruisers carried weapons, and the bad guys realized this, incidents would decline immediately. After a few actual confrontations, incidents could drop even further. These "pirates" are not like the old-time pirates of history. Experience shows that modern-day Caribbean pirates often do not continue an attack when THEY are under fire or threat of fire.

I hope some association in the Caribbean steps into leadership on this. If the agreement is not international, at least the Caribbean nations that are most affected by the bad publicity surrounding crime against yachts could enact their own Caribbean-area agreement and facilitate cruisers being able to self-protect. That would be lot cheaper than these poorer nations building up effective coast guards.

William P. Gloege
S/V Gaia

Dear Compass,

I read with interest Julien Simon's Letter of the Month in June's issue of *Compass*. The writer makes some valid points and I am sure most cruisers will empathise with his views on improving yacht clearance procedures in the Caribbean.

In tackling this issue I think one needs to narrow down the area of approach and concentrate on a small number of states rather than trying to encompass a multitude of Caribbean states that are very different, both culturally and economically. In this regard, it would make sense to have a cruising permit which covers the OECS (Organisation of Eastern Caribbean States), which includes Grenada, St. Vincent & the Grenadines, St. Lucia, Dominica, Antigua & Barbuda, St. Kitts & Nevis and Montserrat. (Anguilla and the British Virgin Islands are associates.)

The OECS is a progressive organisation that could be receptive to the idea of a cruising permit. These islands value and need the yachting revenue, whereas it's a much harder sell to other Caricom countries, which include Trinidad & Tobago and Guyana, for example, countries that rely more heavily on oil and agricultural exports.

Although the French islands are not part of the OECS, they have a relatively simple clear-in procedure, and this combined with an OECS cruising permit would make for easy cruising throughout the Windwards and Leewards.

Concerned cruisers can contact the OECS, at www.oecs.org. Also, the OECS member states' national marine trades associations could help lobby their own governments. See a list of these groups at www.caribbeanmarineassociation.com/members/members.htm.

Sean Fuller
Rodney Bay, St. Lucia

Dear Compass,

While Mr. Sadler (letter, June *Compass*) is, of course, perfectly entitled to his opinion of the Caribbean Safety and Security Net, and scary and xenophobic Americans in general, he should have done the courteous and gracious thing and simply turned off his radio. The Net is not, after all, required listening and everyone is free to tune in or not as they choose.

Having said that, I think that his *ad hominem* attack on the Net's controller was totally uncalled for and absolutely vile. There was no reason (and no excuse) for anyone to lash out so savagely and personally at someone who had done him no harm or wrong — especially someone who is well respected in the cruising community for the work she has done via the Net and who devotes a great deal of time and personal effort to assisting her fellow cruisers.

One wonders what contribution Mr. Sadler has made, or intends to make to help the community, or is he just another petulant, vacuous voice spewing poisonous rhetoric for its own sake.

As a minor point, the oilrig that requires constant mention on the net lies between Trinidad and Grenada, not Tobago, so perhaps Mr. Sadler can spend the time he saves by not listening to the net reading his charts to sort out the difference.

Bill Brady
S/V Tempest

Dear Compass,

After a wonderful short cruise from Grenada to St. Lucia and back we have perhaps detected an unsettling trend.

We love Bequia, and who doesn't? Of course it is nearly impossible to anchor close to town due to all the mooring balls but that's actually okay as we like anchoring off Princess Margaret Beach.

On five occasions we had large charter catamarans come into the anchorage while we were there. That's not uncommon, but most recently these had four to eight couples of college students aboard. You can tell there's going to be trouble when they come into the anchorage and everyone on deck has a beer in their hand and they are already yelling, "Woooooooooo, woooooooooo..." and so forth. This goes on until they have all passed out, usually somewhat before midnight but not much.

Extra sadly, we even had this same experience (including pretend pirate outfits and plastic swords — and these were 30-year-olds!) in Chatham Bay, Union Island, which is probably our favorite place in the entire Caribbean. The screaming and exaggerated laughing went on until about midnight. Forget about chatting and having a glass of wine on our own boat or doing a little stargazing. Our boat and the others in this usually peaceful anchorage were almost literally being invaded. Best that can be done is to go below and put on my headphones. Not how I usually spend an evening.

I'm offended by this intrusion and I'm embarrassed because, sadly and probably not surprisingly, they are usually my fellow Americans. Is the Caribbean becoming the next Ft. Lauderdale or Cancun — a wild spring-break destination? From the sound of it, most of these parties could be taking place in a hotel room in Cleveland. I mean, a drinking game's a drinking game, right? What's the point of coming to the Caribbean?

Moreover, I would like to challenge the charter companies (and they all seem to be equally guilty, if they should even bear any of the guilt at all in these pressing times).

—Continued on next page

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—Continued from previous page ...Readers' Forum

I challenge them to look at eight young people with no sailing experience on a captained charter and sit them down and give them a little talk about respect for the islands and respect for the "neighborhood" when you are in an anchorage. Then, let's have a captain that doesn't join in the festivities but maybe reminds them of the talk or takes them ashore to a bar that doesn't mind American buffoonery, although I doubt that these people would perform like this in front of the local population.

Scott Welty
S/V Enee Marie

Dear Compass,

We hauled our Hunter 44 Deck Saloon, *Chaser2*, in November 2008 at Medregal Village, Venezuela, and flew back to the UK for our first grandchild's birth and a visit to our son in Spain.

Now we are back home aboard *Chaser2*, she has a clean bottom, decks and stainless, thanks to the workers at Medregal's haulout yard. The haulout and in, including chocking, and power wash was 800 Bolívares (around US\$150 at the current rate). Rather than live aboard in the heat on the hard, we stayed a few nights in Medregal Village's hotel at US\$30 per night including an excellent breakfast. After launching, we anchored off and prepared her sails as soon as the wind permitted, then took a trial sail to Cumaná for a few days. All went fine.

By now many sailors are either southbound or have arrived at their insurance companies' "safe" destinations for the hurricane season — maybe Grenada, Chaguaramas, Porlamar or Puerto La Cruz. But if you are getting bored waiting for November, why not take a trip and come and see us in the Golfo de Cariaco? You won't be disappointed.

The Gulf of Cariaco is safe in a blow, and crime-wise it's as safe as anywhere. In fact, the coastline between Puerto La Cruz and Cumaná is generally without incidents, very similar to anywhere else in the Caribbean. That's not to say that there haven't been muggings or attacks, but propaganda about Venezuela, generated in the most part by foreign press and its political advisers, causes everybody, me included, to get a little paranoid. Please remember I'm not suggesting Venezuela is a safer country than Antigua, St. Lucia or Trinidad. I'm just expressing my opinion that it is no more dangerous. We are building a small house on the beach here, and wouldn't be doing that if we were concerned about our safety.

There are many beautiful anchorages in the Gulf. Laguna Grande is well known because of its desolate natural hillsides and bays that are three miles deep. Laguna Chica has a small fishing village where you are in rowing distance of a good bar amongst the local fishing community. On the opposite side of the Gulf is Mariguitar, great on market days. At the village of Guacarapo is a lovely anchorage especially if there comes a westerly blow. The village has a couple of small shops and a nice bar on the seafront with beer at two Bolívares. (These days that's just 30 US cents. To me, beer demonstrates the cost of living of an area; cheap beer means cheap everything else, within reason.) No need to feel lonely around here, either. Just in one anchorage, there is a good international community and space to anchor a hundred boats.

At the eastern end of the Gulf, in the centre of the channel where you can watch the stunning Scarlet Ibis and parrots come home to roost. Here also you can dinghy ashore; there are many fishermen's docks, but the one at the far eastern end is best. He doesn't mind you tying up, then you can walk through his garden to the main road. Most people give him five or ten Bolívares for the convenience. Here you can get a bus into the town of Cariaco for about US\$1, or in the opposite direction to the beautiful seaside village of San Antonio.

Why not come and see us, anchor in safety and even take a trip inland to the marvellous caves or chocolate factory, or farther still to Angel Falls or even Brazil? If you come from Porlamar you'll probably see many old friends. If you come from Puerto La Cruz, make a stop in Mochima and anchor right at the head of the bay in front of the village. The people here, like most Venezuelans, are very friendly. The village depends on tourism; accordingly they are more concerned than most that security is good. The restaurants are excellent, too — try Puerto Viejo.

See more on our blog at <http://blog.mailasail.com/chaser2>.

Phil and Yvonne Chapman
Chaser2

Dear Compass Readers,

We want to hear from YOU!

Please include your name, boat name or shoreside address, and a way we can contact you (preferably by e-mail) if clarification is required.

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

Send your letters to:

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Box 175BQ, Bequia, St. Vincent & the Grenadines

—Continued from page 11 ...Caribbean Eco-News

Ultimately the Grenadine MarSIS will be publicly available via Google Earth and will allow for easy access to marine-resource information, thereby aiding more informed decision-making processes in the Grenadines and becoming a resource for environmental education.

For more information visit <http://cermes.cavehill.uwi.edu>.

BVI Spring Regatta Earns First 'Clean Regattas' Silver

The BVI Spring Regatta has gone clean and green! Last year, the BVI Spring Regatta began recycling its glass and plastic. For this year's event, held March 30th through April 5th, the "Sailing Towards Clean and Green" campaign was mounted with Jane Bakewell, long time BVI resident, writer and conservation enthusiast leading the way. These efforts were so remarkable that Sailors and the Sea, the organization committed to protecting the oceans that sponsors the Clean Regattas Certification Program, awarded the 2009 BVI Spring Regatta the first Silver Certificate to ever be awarded to any regatta.

Chris Mancini, Program Manager for the Sailors for the Sea, explained the award. "The vision of Clean Regattas is to create widespread change through the investment of the boating community in improving the ocean environment. BVI Spring Regatta has taken this vision to heart. If every regatta, sailing program, and yacht club in the world would make a similar effort, we could create a global network of ocean stewards to halt the degradation of the oceans."

As in 2008, the BVI event's efforts included the recycling of glass and plastic, but 2009 went further. Recyclable water bottles were made available to everyone in the Nanny Cay BVI Spring Regatta Village. These bottles, sponsored by the BVI Tourist Board, were sold for a nominal amount and the money raised from the more than 900 bottles sold was donated to VISAR (Virgin Islands Search and Rescue) and Green VI. Once purchased, Clearwater provided free filtered water refills. In addition, the BVI Tourist Board provided skippers' bags made from recycled materials and designed to be reusable to take gear to and from the boats. Inside the skippers' bags was a list of natural cleaning products and where to find them locally.

The BVI Spring Regatta organization also worked closely with event host Nanny Cay Marina and Resort to encourage the use of the bathroom and shower facilities located in the hotel. Additionally, the cleaning of boat bottoms in the confines of the marina and emptying of holding tanks in BVI waters was strongly discouraged.

The BVI Tourist Board and Clearwater were not the only local supporters of the "Sailing Towards Clean and Green" initiative. Nanny Cay Marina and Resort set up the glass recycling bins. SOL provided sailors with fuel-spill prevention kits and Heineken promoted these initiatives with posters around the Regatta Village. Even the regatta awards were "green": sculpted pieces made from natural clay by local pottery shop Bamboushay.

"As we look forward to next year, we're going to continue with all the initiatives started in 2009 and look to furthering our conservation efforts. One of the major ways that we can improve is to minimize the amount of printing we do. Our press officer is already planning to distribute press packs electronically and we're looking at ways to reduce the paper used at registration," says Regatta Director Judy Petz. "We want to 'do the right thing' and know that sailors who join us for the 2010 edition of the BVI Spring Regatta, March 29th through April 4th, want to too."

Turtles Protected on Union Island

Katrina Collins of the Union Island Environmental Attackers reports: The concept of sea turtle conservation is growing rapidly on Union Island, where the Union Island Environmental Attackers go on regular patrols to the island's different beaches to make sure that people don't molest the turtles during nesting season.

During the month of May, numerous leatherbacks came to our shores to lay their eggs. We have all pledged to do everything in our power to protect these turtles while nesting and the eggs that are left behind. We monitor the eggs until they hatch.

Leatherbacks are the largest reptile in the world and the heaviest in the turtle family. The only sea turtle without a hard bony shell, they grow up to two metres long and weigh nearly 900 kilograms when fully grown. They have been in existence since sea turtles evolved 110 million years ago.

Unfortunately, there are some persons on the island who love the taste of turtles and their eggs. We have warned them that turtle season is closed.

We want our people to understand how to take care of our leatherback turtles and why. It is reported worldwide that only one in a thousand leatherbacks survives until adulthood, while loss of nesting habitat and illegal egg harvesting are the cause of early death for some. They live a lifespan of about 45 years, sometimes cut short by becoming tangled fishing lines or nets, or consuming plastic bags or other debris they mistake for jelly fish.

We want to remind the public that the penalty in St. Vincent & the Grenadines for disturbing or possessing sea turtle eggs is a maximum of EC\$5,000, so please leave the turtles alone! Let them do their nesting without interfering with them. Join with us by protecting nesting beaches and near-shore habitats and raising awareness so that local communities will protect turtles and their nests.

For more information contact environmentalattackers@yahoo.com.



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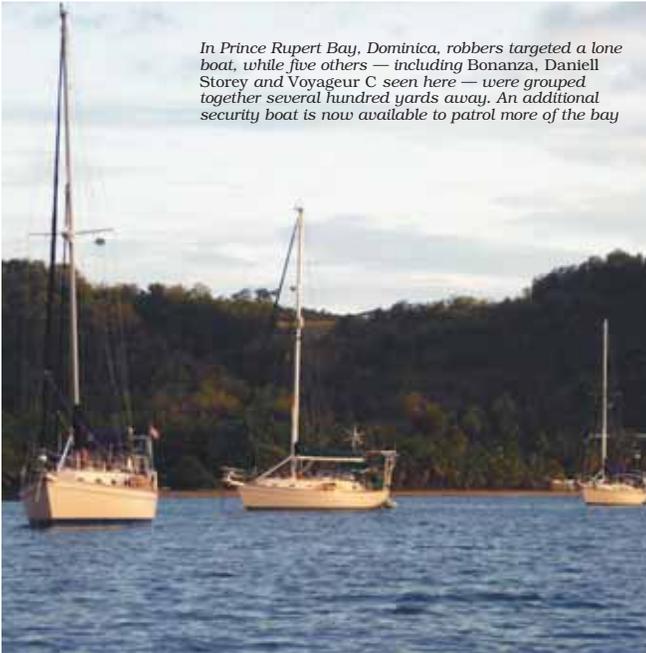


Letter of the Month

Dear Compass,

I was awake. Faint reggae music was playing on shore, but not loud enough to wake me up. So, why was I up? It was 1:30AM and I was tempted to roll over and go back to sleep, but while on board I usually poke my head out the hatch and have a look around.

Bonanza, our 40-foot Island Packet, sat calmly in this new anchorage after rolling relentlessly for the two previous nights. Imagine trying to fall asleep while holding on tightly to the bed frame. The swell creeping into the previous anchorage tipped our monohull from side to side in a graduated pattern of increasing intensity. It began with a slow, gentle motion that escalated into a full-blown washing machine experience that then subsided completely for a few seconds before starting all over again. You get the picture. So, since moving to another part of Prince Rupert Bay here in Dominica, Roy and I were very happy to be sleeping.



In Prince Rupert Bay, Dominica, robbers targeted a lone boat, while five others — including Bonanza, Daniell Storey and Voyageur C seen here — were grouped together several hundred yards away. An additional security boat is now available to patrol more of the bay

While I pondered leaving the bed, I heard a different noise mixed in with the music. Sounded like a horn — a bit anemic but distinct. I counted the blows: one, two, three, four, five. Now I was up! Five blasts on a horn are a distress call. Coming up into the cockpit I spotted a sailboat moving slowly behind us. Someone was at the bow and the horn was sounding again. My sleep-addled brain was slowly registering the situation. The only thing I could imagine was that maybe their anchor broke loose.

I called over, "Are you adrift?"

Someone shouted back, "We've been robbed. They've taken the dinghy, our radio, cell phones, everything. Can you help us?"

Oh my! Not good. "We are launching our dinghy and we will come right over," I shouted back.

I realized that we'd seen this boat earlier, and had chatted briefly with the British couple on board. While moving *Bonanza* we'd passed their boat and I had asked if they'd noticed any swell in the night. The skipper said no, he hadn't, but added that they had just arrived after an overnighter from St. Martin. "Nothing usually bothers us when we are that tired," he said. I'd wondered why they had decided to drop the hook in that particular spot, close to the Customs dock near the Picard River and somewhat distant from other boats. Maybe they wanted a bit of privacy. Roy and I decided to anchor several hundred yards to the south of them, close to two other sailboats just off the old pier at the Portsmouth Beach Hotel. Our friends on two other cruising boats, *Daniell Storey* and *Voyageur C*, also relocated here, so altogether we were five boats in this area.

Roy and I managed to launch our dinghy in record time. We gathered up a handheld VHF radio and a million-candlepower searchlight. Then we headed over to *Daniell Storey*; Dave has a cell phone we could borrow and his main VHF radio would have much more range than our handheld one. He said he'd stand by on Channel 16 as Roy and I headed over to the boat in distress.

The skipper was standing on deck when we pulled up. He told us that he and his wife had been attacked, beaten and robbed by two men armed with cutlasses and another one bearing a pistol. The three men swam out from the shore and boarded the boat while the skipper was sleeping below and his wife was in the cockpit. The two men with cutlasses held them down while the third ransacked the boat. They demanded money and jewelry. They grabbed all their electronics, cell phones, computers and radios. Then they loaded up the dinghy with the stolen goods and took off.

After firing an orange flare that failed to draw a response, the couple decided to pull up anchor and head for the nearest people. That is how they came to be dropping anchor just off our stern at two in the morning.

—Continued on next page

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A port of entry, the Marina offers berthing at safe piers with depths from four to nine metres, with water and electricity. Also available are showers, shipchandler, diesel, minor repairs, provisioning services, weather forecasts, and the necessary nautical charts to continue cruising the Cuban coasts and the Caribbean. The Marina also includes a yacht club and a beach club.

Santiago Marina offers crewmembers a free tour of Cayo Granma, a small island located near the entrance of the bay with a population of about 1,200 inhabitants, where you will find one of the best Cuban seafood restaurants.

Along the coast on both sides of Santiago Bay is excellent diving, with healthy coral reefs and the historic wrecks of the fleet commanded by the Spanish Admiral Cervera that was sunk during The Battle of Santiago de Cuba on July 3, 1898 — the largest naval engagement of the Spanish-American War. The fishing here is great, too.

Santiago Marina can also put sailors in contact with travel agencies to organize tours around the country while the boats are safe at its piers. Due to its geographical location between mountain chains, the Marina is a magnificent shelter in case of hurricanes.

For more information contact César Pérez Fouces, Director, Marina Internacional Santiago de Cuba, at mercado@marlin.scu.tur.cu.

RYA Sailing School Opens in Grenada

The UK's Royal Yachting Association (RYA) have approved the opening of a RYA Sailing school in Grenada, making this only the second RYA training center in the Caribbean. There is also one in the British Virgin Islands.

Operating out of True Blue Bay resort, Bluewater Sailing offers courses leading to internationally recognized sailing qualifications, ranging from a two-day Start Yachting Course right up to Yachtmaster standard. Yachtmaster Instructor Alex Johnstone, with more than 120,000 miles and 26 years of sailing experience, including single-handed Atlantic crossings, is more than qualified to pass on his skills. Alex is keen to encourage locals to take part in his courses and work towards the qualifications that will enable them to work in the yachting industry.

For more information contact Alex at (473) 456-7696 or alexandran@bluewater-sailing.net, or visit www.bluewater-sailing.net.

CRA Offers Ocean Sailing Seminars

If you are planning on making an offshore passage, consider attending one of the Cruising Rally Association's Ocean Sailing Seminars. For 20 years, CRA instructors with specialties in communications, sail handling, heavy weather sailing, mechanical/electrical systems, and offshore safety have brought two-day seminars to future offshore sailors. Fifty sailors are expected to attend the upcoming session in Hampton, Virginia, on September 19th and 20th.

The Seminar is an interactive workshop in a classroom setting. The speaker's role is to present practical information derived from the 30 million offshore miles that Caribbean 1500 Rally participants have experienced over the last 20 years.

For more information on future rallies and Ocean Sailing Seminars, visit www.carib1500.com.

Welcome Aboard!

In this issue of *Compass* we welcome new advertiser Grenada Boat Services, page 10.

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I handed the skipper our VHF radio to call the coast guard and climbed on board to see how his wife was doing. Roy went to search along the shoreline to see if he could spot the stolen dinghy.

I stepped down into the most chaotic salon I had ever seen. It looked like the boat had come through a storm. Gear, clothes, kitchenware and papers were strewn across the cabin. Even the trash had been emptied into the mix. The wife seemed a little dazed as she searched through a plastic bin for something. The skipper came in saying no one was answering his VHF call and went to lie down on the settee. It was obvious his back hurt and his wife was looking for some painkillers in their medicine kit. Either he had injured it in the fight with the robbers or by pulling up the anchor, he wasn't sure which.

Suddenly I heard Dave's voice on the radio. He had heard the skipper's radio call, but obviously the Coast Guard had not. We gave Dave the particulars of the boat and the incident and he was able to relay this information as a PAN PAN call that was picked up by the Martinique Coast Guard at Fort de France. Dave made a general announcement to the anchorage to alert fellow cruisers that there had been trouble.

Having no luck with the radio, it was time to get on the cell phone. I could not find an emergency or police number in the guidebook. Luckily, I recognized Eddison Laville's name listed in a phone directory for the Leeward Islands. Eddison is the vice president of Portsmouth Association for Yacht Security (PAYS) and an Indian River guide. Roy and I had met him on our way through Dominica a few months earlier. The association sponsors a program that keeps up a dinghy patrol of the main anchorage. Unfortunately, the security patrol does not have a VHF radio, so they did not hear the calls. Eddison picked up on the second ring and quickly pointed us in the right direction. By the time we called police dispatch they already seemed to know about the incident. I repeated that we were out in the anchorage on a boat. They assured me that help was on the way.

As the skipper got up from the settee I noticed that he had something around his neck. He and his wife had been bound and gagged with duct tape and the grey stuff still clung to them. The skipper had rolled the tape down from his mouth, creating a grotesque necklace. Four or five strips of the sticky plastic clung to his wife's curly hair. Out came the scissors and I took off as much tape and as little hair as I could.

I was relieved to hear the sound of our dinghy approaching; Roy had been gone for what felt like a long time. He returned with company. Two American students studying at the island's medical school had seen the flare from the attacked vessel and heard the shouts for help. They reported the incident to campus security, who then called the police. The students had lingered on the beach and flagged Roy down as he passed in the dinghy. Turns out these two are second year EMT students — in training to attend medical emergencies. They immediately turned their attention to the battered cruisers.

A few minutes after the students arrived, so did the Dominica Coast Guard. Flashing blue lights lit up the anchorage as they pulled alongside in their 30-foot RIB. I was amazed; it had been less than an hour since my phone call and these guys had come from their base in Roseau, about 15 miles down the coast. The three Coast Guard officers were very concerned and ready to help. One officer came on board and told the British couple that an ambulance was ready to take them to the hospital if they wanted to go. That wouldn't be necessary, the skipper said; they would make their way to the clinic in the morning.

All eyes grew wide with surprise when one EMT student found a pistol in the cockpit. It looked like a pellet gun masquerading as a handgun. But whether it could fire bullets or not, it looked real enough. The Coast Guard took the gun, asked a few more questions then went to collect the Portsmouth Police officers from the dock. With no access to their own boat, they were waiting for a ride to the yacht so they could begin their investigation. It seemed the situation was well in hand. Roy and I decided to head back to *Bonanza*.

The next morning we heard that the Coast Guard had recovered the stolen dinghy after they dropped the police officers back on shore. It was a relief to know that the cruisers could get to and from their boat once again. Both were treated at the hospital: the skipper for back injuries and his wife for a possible concussion.

Everyone was stunned at the level of violence used in this robbery. It had been a few years since anything like this had happened in Dominica and the people were shocked and angry, especially those involved in the tourist industry. Response to this incident has gone beyond law enforcement agencies and local community groups. The Minister of Tourism and the director of the Discover Dominica Authority personally came out to see how the victims were doing. They assured them that the investigation of the robbery had high priority and was being taken very seriously. The officials even came by to thank me and Roy for helping out.

Now what? It was a shocking experience to witness the aftermath of such a violent robbery. I can't imagine what it's like for the victims to try to get over it. They've sailed the Caribbean for more than 15 years and never expected anything like this to happen to them. Nobody does.

Yes, I now feel more fearful, but not to the point where I want to stop sailing. I do think that it's time for us to take a few more basic security precautions on board. Most cruisers lift and lock their dinghy at night. Very few cruisers lock their door at night, but I can tell you that Roy and I have no problem putting in the companionway boards and throwing the lock on the hatch once we are ready to go to sleep.

We'll also be back next year to visit Dominica, one of our favorite places in the Caribbean. Even if the swell rolls in, we'll stick to the patrolled anchorage and feel secure knowing that the community and authorities in Portsmouth and throughout Dominica take cruisers' safety seriously.

Michelle Fleming
Yacht Bonanza

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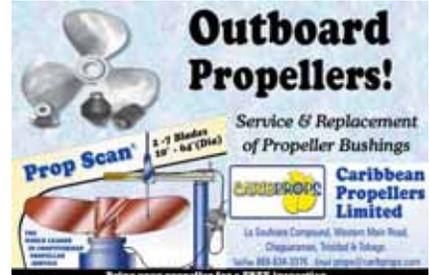
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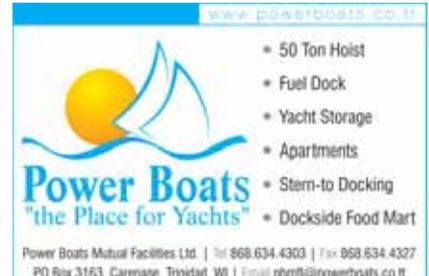
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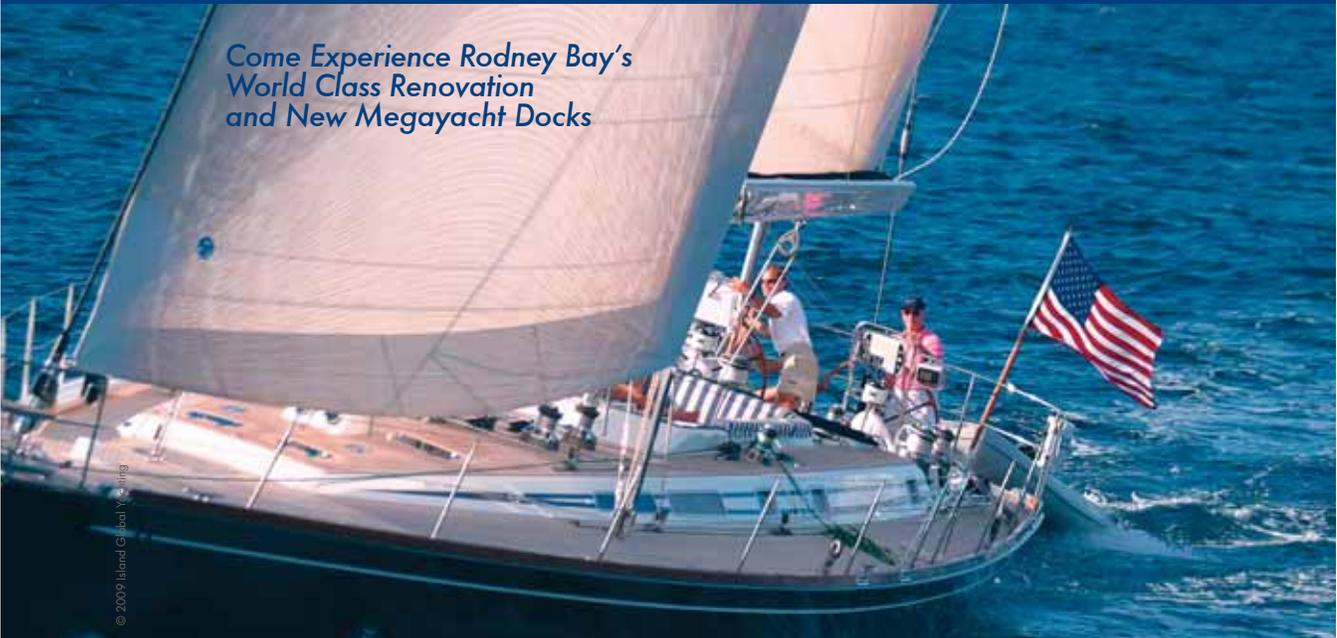
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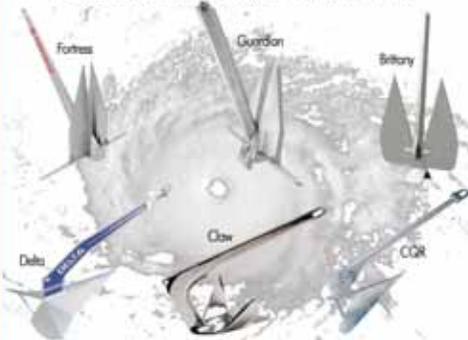
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