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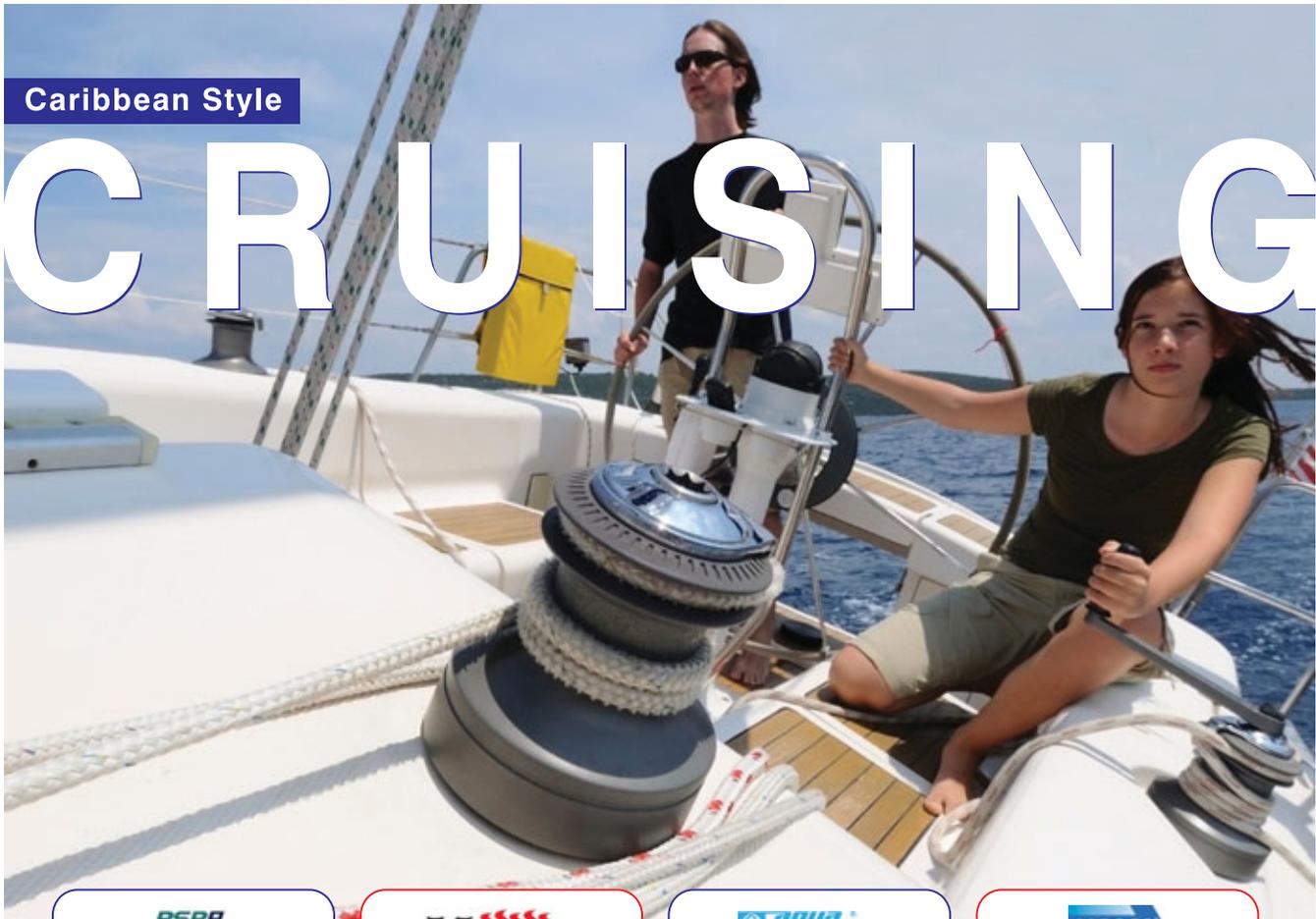
MARCH 2010 NO. 174

The Caribbean's Monthly Look at Sea & Shore



## GRENADA SAILING FESTIVAL 2010

See stories on page 13 and 14



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# CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

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

MARCH 2010 • NUMBER 174



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caribbean marine publishers association

Cover photo: Onne van der Wal captures the action at the Grenada Sailing Festival



Compass covers the Caribbean! From Cuba to Trinidad, from Panama to Barbuda, we've got the news and views that sailors can use. We're the Caribbean's monthly look at sea and shore.

"We were first introduced to the *Caribbean Compass* by a fellow cruiser in Jamaica in 2007 and have been hooked ever since. The first-hand accounts of sailors' knowledge, experiences and impressions of various islands has influenced our journey and broadened our horizons. We have saved articles about places we're anticipating traveling to, and the advertisements direct us to parts and services.

To us the *Compass* is a very valuable resource with information that would be difficult to get from any other source."

— Bev and Bill Bate, *El Shaddai*

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# Info & Updates

## New OCC Port Officers for Trinidad

Jack Dausend reports: The Ocean Cruising Club, an international organization open to people who have completed a port-to-port ocean passage of not less than a thousand miles in a vessel of not more than 70 feet in overall length, has appointed Jesse and Sharon Rose James as Port Officers for Trinidad.



Above: Jesse and Sharon Rose James accept the flying fish flag from OCC representative Ken Badgerset  
Left: Warm welcome! Ken and his wife Julie relax with Trinidad's new OCC Port Officers after the presentation

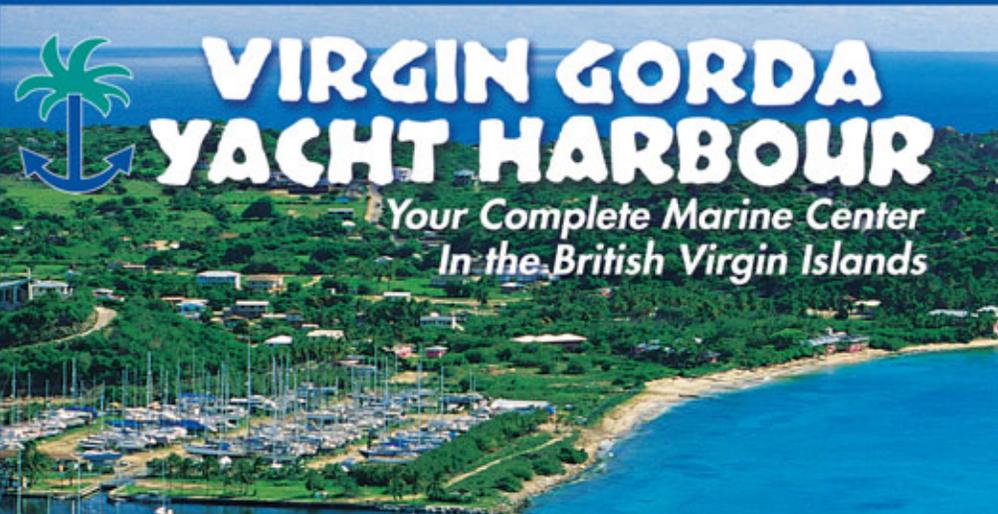
Jesse and Sharon Rose have operated their maxi-taxi business from a marina in Chaguaramas, Trinidad since 1997. They are key organizers in the local cruising sailors' community, and enjoy a good reputation for providing assistance to visiting cruisers. For more information on the OCC visit [www.oceancruisingclub.org](http://www.oceancruisingclub.org)

## Raising Sails, Raising Funds for Haiti

As reported in the February 5th issue of the *St. Maarten Daily Herald*, when the dire post-earthquake situation in Haiti arose, many saw the possibility of raising money while raising sails.

January 31st saw teams from Soualiga Waste Management, Learning Unlimited Prep School, Caribbean Liquors and Tobacco, MNO Vervaf, Budget Marine, Windward Island Roads, Avalon and the Rotary Club racing in Philipsburg, St. Maarten to "sail for Haiti". They competed aboard the yachts of the St. Maarten 12 Meter Challenge: *Stars and Stripes*, the yacht that brought the America's Cup Trophy back to the States in 1987, and Canadian yachts *Canada II* and *True North*. There were also participants from Little Europe, Prime Distributors and some invited guests that comprised a Mixed Team.

—Continued on next page



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—Continued from previous page

Business owner Colin Percy donated the boats and all the facilities of the St. Maarten 12 Meter Challenge ([www.12metres.com](http://www.12metres.com)) for the effort. His employees, top-level sailors who usually work with loads of cruise ship tourists, donated their time. Each company that participated donated US\$1,500 to the Rotary Club to buy Shelterboxes to be sent to Haiti. The Shelterbox USA project ([www.shelterboxusa.org](http://www.shelterboxusa.org)) is a way to make a difference for a family in need after a disaster. The "box" is a reinforced crate containing a large, high-quality tent suitable for up to ten people, plus water purification kits and tablets, insulated sleeping mats, thermal blankets, a trenching shovel, a multi-fuelled cook stove, eating utensils and plates, an activity kit for children and other essential items.

**SAIL Picks 'Most Influential' Sailors**

As *SAIL* magazine marked its recent 40th anniversary, its staff highlighted the 40 sailors whom they feel have had the greatest impact on recreational sailing over the



Don Street, named as one of the most influential sailing figures of the past four decades

last four decades. Not surprisingly, a number of those chosen have strong Caribbean connections:

- Charlie and Ginny Cary. While not the first business of its type, Charlie and Ginny's Tortola-based bareboat company, The Moorings, took bareboat chartering and charter yacht ownership to a whole new level.
- Jimmy Cornell. He founded the Atlantic Rally for Cruisers (ARC), which brings some 200 yachts from Europe to the Caribbean each year. As author of such blue-water cruising bibles as *World Cruising Routes* and the *World Cruising Handbook*, Jimmy has inspired and educated thousands of cruisers seeking to pursue the blue-water cruising lifestyle.

- Don Street. Best known for his unique character and his engineless yawl, *lolaire*, Don was a pioneer in the West Indies charter trade and the first to write and publish useful cruising guides covering the Caribbean. He also helped create the Imray-lolaire charts that remain the standard in Caribbean navigation. (We at *Compass* are proud that Don has regularly contributed articles to this publication since our launching in 1995.)

- Buddy Melges. Harry C. "Buddy" Melges is one of the most successful racing sailors in history and was the driving force behind such innovative designs as the Melges 24 and 32, which are now firm regulars on the Caribbean racing scene.

- Jimmy Buffett. Sailor/songwriter Jimmy has "a Caribbean soul he can barely control", and has written songs about at least half a dozen cruising destinations from Cuba to Barbados. Is there an English-speaking cruiser alive who can't sing a few bars of "Changes in Latitudes"?

For the full list visit [www.sailmagazine.com/40th\\_Anniversary/sails\\_top\\_40\\_sailors\\_who\\_made\\_a\\_difference/](http://www.sailmagazine.com/40th_Anniversary/sails_top_40_sailors_who_made_a_difference/)

**Site-ings**

- **Noonsite.com**, the global information website for cruising sailors, has launched a unique service for cruisers wanting global weather and routing advice. The new noonsite.com "weather and routing forum" has developed from ten years of experience assisting cruisers with their varied queries regarding routes around the world. Noonsite.com editor Sue Richards says, "The forum will enable answers and information to be shared more easily, and allow cruisers around the world to contribute from their own experiences and knowledge." The new forums are shared with **www.worldcruising.com** so that all noonsite.com users can benefit from the shared experiences of the ARC and other rallies.

- Check out the blogs from award-winning boating journalists at **www.boats.com/boat-content/boatermouth**

- If you missed this year's Bequia Music Fest, or want to relive the experience, visit **www.bequiatourism.com/bequiamusicfest/slide\_show**

- Scott Welty, author of our monthly Caribbean Sky column, reports: My new website, **www.sailing-science.com**, features connections between sailing and science, not unlike my book, *The Why Book of Sailing*. Visit, comment and send questions. I'll even make up answers!

**Seabird Presentations, Poster Contest**

Since February 2009, Katharine and David Lowrie have been working in the Lesser Antilles with the Sint Maarten-based charity Environmental Protection in the Caribbean (EPIC), creating a comprehensive breeding seabird database (see related article on page 22). As well as collecting data, the team meets with governments in each country in the study area and presents to schools and other interest groups. David and Katharine will soon be presenting on the following islands: St. Vincent, March 1-3; Bequia, March 4-6; Mustique, March 8-9; Canouan, March 16-17; Union Island, March 22; St. Lucia, May 7-9; Antigua, May 21-22; Barbuda, June 7-9; Montserrat, June 14; Nevis, June 25; St. Kitts, July 1-2; St. Eustatius, July 6-7; Saba, July 12-13; St. Maarten, July 19-20.

To find out more, or if your school or interest group would like to book a presentation, contact Katharine at [klowrie@epicislands.org](mailto:klowrie@epicislands.org)

As part of the project, EPIC is also announcing a poster competition open to all schools in the study area, from Grenada to Anguilla. The theme is: "Why are seabirds important in the Caribbean?"

—Continued on next page

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—Continued from previous page

Judges are looking for an eye-catching design that will raise the profile of seabirds in the Caribbean. Work should address why seabirds are important to people and the environment, and why they are important in their own right. Entrants might consider their links to fishermen, Caribbean culture, role in the marine food web, etcetera. For more ideas visit [www.epicislands.org](http://www.epicislands.org), [www.scsb.org](http://www.scsb.org), [www.birdlife.org](http://www.birdlife.org) and [www.litstaight.co.uk/webpages/seabirdspecies.htm](http://www.litstaight.co.uk/webpages/seabirdspecies.htm)

The poster can be any size and medium (i.e. paints, textiles, mixed media, etcetera). Words can be included in the image, but are not mandatory. The poster must be photographed or scanned, a signature from the principal of the entrant's school attached, and sent via e-mail to [klowie@epicislands.org](mailto:klowie@epicislands.org). The address, telephone number, e-mail and contact information for the school and student should also be included.

Closing date: April 30th; winners will be announced in June. Age categories: 6-9, 10-13, 14-18. There will be one winner in each age category, with prizes for the student (*Birds of the West Indies* book, pair of binoculars) and the student's school (EC\$300 "book token" to purchase books on nature conservation, addressed to the principal of the school). The winning posters will be displayed in the press and in government buildings.

#### Bequia Reading Club Needs Volunteers

Cheryl Johnson reports: After I began working at the Bequia Bookshop, it didn't take long for me to notice that local children did not come into the bookshop and, from discussions with many of them, I learned they were not members of the island's



Yachting visitors and Bequia children share reading fun at the Bequia Reading Club. Come and encourage the joy of reading

lone library. Thus the Bequia Reading Club started. The aim was to encourage reading among children seven years and upwards, although children younger than that attended. Club sessions commence at 2:00PM every other Saturday, at the Sweetsy Bird Café behind the Bequia Bookshop. No child is ever turned away.

In November 2009, to celebrate the Club's third year of existence, a reading competition was held among six of the seven schools on Bequia. The reading competition has been hailed as a very worthwhile exercise, and will become part of activities on the Reading Club's annual calendar. Since the reading competition, the Reading Club is bursting at its seams with new members. We have grown from 14 children, our largest number in the initial stages, to over 40. Shaverne Olliviere has volunteered to help with the group; however, the present group size is much too much for two people.

At our last session four volunteers came. They were all sailing on the yacht *Spirited Lady*. Thanks to Suzie and her crew for the tremendous help they provided to the group! More volunteers from visiting yachts would be warmly welcomed. If you'd like to help, even if only for one session, please stop by the Bequia Bookshop or e-mail [cheripof@hotmail.com](mailto:cheripof@hotmail.com) for more details.

#### Calling All Compass Contributors!

If you've had an article, photo or poem published in the *Compass* during the past 12 months, you are cordially invited to bring a guest and join us at this year's Compass Writers' Brunch at 10:00AM, Thursday, April 1st (no fooling!) at the ever-popular Mac's Pizzeria in Bequia. The annual Compass Writers' Brunch is held just at the beginning of the Bequia Easter Regatta, so you can stay on for a whole weekend of fun. The Writers' Brunch is absolutely free — it's our way of saying a special thank-you to everyone who helps make the *Compass* special!

Space is limited so please RSVP by March 18th to [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com) or phone Sally at (784) 457-3409. We look forward to seeing you there.

#### Carriacou Maroon Festival Coming

The 2010 Carriacou Maroon and Regional String Band Music Festival will take place from April 30th to May 2nd and will feature traditional "smoke food", the Big Drum Nation Dance and other cultural art forms of the people of Carriacou. The weekend will feature string band music with bands from the British Virgin Islands, Tobago, St. Lucia, St. Vincent & the Grenadines and Carriacou scheduled to perform.

For more information contact the Grenada Board of Tourism on (473) 440-2279.

#### Got Stuff? Carriacou Benefit Auction

Melodye Pompa reports: The Carriacou Children's Education Fund will hold its Tenth Benefit Auction on July 30th to raise funds for purchasing school uniforms and supplies for needy children of Carriacou to begin the next school year. Start cleaning out your lockers and bilges! If you haven't even seen or thought of a particular article for over a year, chances are it is a good candidate for donation. If you have already made plans to be somewhere else during the Carriacou Regatta Festival, July 25th through August 2nd, consider leaving your donations with Trevor at the Carriacou Yacht Club on your way through.

For more information contact [boatmillie@aol.com](mailto:boatmillie@aol.com)

#### Stand By!

We ran out of room! The promised article "We Choose Venezuela" by Phil Chapman will appear in next month's *Compass*.

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# BUSINESS BRIEFS

### Northern Lights Launches New Products at Miami Show

Available to see for the first time at the 2010 Miami International Boat Show, February 11th through 15th, Northern Lights launched the re-designed M673-series, the highly popular 5-6kW (60Hz) generator models, along with the new WaveNet digital monitoring system for its industry-leading lineup of marine diesel generators.

Following in the tradition of the newly designed 38kW M944T in 2009, the M673LD3 and M673L3 are diesel dynamos, featuring a new base frame and sound-enclosure design. The new design has accomplished a 20-percent reduction in overall volume from the existing models when equipped with sound enclosures.

The WaveNet monitoring system is a significant step forward for the range of Northern Lights panel options. This system gives the user a digital window into the operation and output of the generator, including the percentage of available electrical load being used at any given time, and data logging of events.

Founded in 1958, Northern Lights is a leading manufacturer of marine-diesel generators, Luggar propulsion engines and Technicold marine systems. The company's products are distributed through a global sales and service network to over 40 countries.

*For more information see ad on page 28.*

### Dockwise Yacht Transport Partners with Global Boat Shipping

Dockwise Yacht Transport (DYT), headquartered in Ft. Lauderdale, Florida, announced in January that it has entered into a legal partnership with Global Boat Shipping (GBS) of Leer, Germany. DYT initially formed a strategic alliance with GBS in November 2008, which enabled increased shipping options for reaching the north-western shores of continental Europe and popular cruising grounds off the southern coast of the UK and the Baltic Sea. GBS has since proven to be extremely valuable, significantly enhancing DYT's presence in this region; thus, the obvious next step was for the two companies to become legal partners in this industry.



DYT's Yacht Express off Martinique with a full cargo of power- and sailboats

DYT's ships utilize semi-submersible dock bays that allow yachts of any size to be safely floated on and off as cargo. Since its maiden voyage in 1987, the company has transported nearly 10,000 motor and sailing yachts to various destinations around the globe, offering owners and charterers safe and easy access to many of the world's premier cruising grounds.

DYT's additional global routes for its semi-submersibles currently include the US East Coast, the Mediterranean, Northern Europe, the Bahamas, the Pacific West Coast, the South Pacific, and the Caribbean (St. Thomas and Martinique).

*For more information see ad on page 14.*

### Island Dreams of Grenada Opens New Office

Mark Sutton reports: Island Dreams is opening a new office at Camper & Nicholson's Port Louis Marina this month. We will keep our existing office at Le Phare Bleu marina, which is proving to be very popular with old and new Island Dreams clients. It is great to be able to offer our Guardianship and Yacht Management services at both marina locations, in addition to both of Grenada's major boatyards — Spice Island Marine and Grenada Marine.

Our clients have different requirements depending on how long they have available for sailing and the maintenance they need doing while they are away. Flexibility in location — ashore and afloat, boatyard and marina — enables us to better cater to those who choose to make Grenada their Southern Caribbean sailing base.

*For more information, see ad on page 9.*

### New Office for Caribbean Yachts in St. Martin

Formerly located at Marina Fort Louis, the St. Martin office of Caribbean Yachts is now located at marina Port La Royale, Marigot, just ten minutes from the Juliana International Airport with daily flights to and from Europe, North America and many...

*—Continued on next page*



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—Continued from previous page

...Caribbean Islands. Office manager Stéphane Legendre says, "Come visit and find your next boat among our extensive listings."  
For more information see ad on page 39.

**Power Boats of Trinidad Has New 60-Ton Marine Hoist**

Power Boats Ltd, Trinidad, recently commissioned their brand-new Acme 60-ton marine hoist.  
Donald Stollmeyer, CEO of Power Boats, was full of praise for the new lift, pointing



More power at Power Boats! Passagemaker gets a lift from the new 60-ton hoist

out that it is a big improvement on their previous 50-ton model. Not only has the lifting capacity been increased by ten tons, but also the new lift is substantially faster when lifting and lowering boats and it moves at a faster speed through the boatyard. Additionally, the forward and aft sling adjustments are now hydraulically operated whereas the slings on the previous model had to be adjusted manually. Perhaps most importantly however, the forestay clearance on the new lift is just over four feet more than on the previous 50-ton model, which means a large number of sail boats that previously had to remove their forestays can now be lifted with them in place.

For more information see ad in the Market Place section, pages 43 through 45.

**Cape Air Named Official Airline of 2010 CORT Series**

Cape Air has been named the official airline of the CORT regatta series for the third year in a row. The Massachusetts-based regional airline, whose Caribbean route took flight in 1998, is also the official airline of the Puerto Rico Heineken International Regatta.

The Caribbean Ocean Racing Triangle Series, CORT for short, is a trio of regattas that includes the St. Croix Yacht Club Hospice Regatta, the Puerto Rico Heineken International Regatta, and the BVI Spring Regatta & Sailing Festival.

Winners of the 2010 Cape Air CORT Series will be announced at the series conclusion in Tortola, British Virgin Islands. Round-trip tickets for Cape Air routes in the Caribbean will be raffled to sailors at the conclusion of the BVI Spring Regatta & Sailing Festival. In addition, round-trip tickets will be awarded to the first-place finisher in each of the five CORT Classes: Racing, Performance Cruising, Racer-Cruiser, Jib & Main and IC24.

Cape Air offers hourly flights between Puerto Rico, St. Thomas, St. Croix, Tortola and Vieques.

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

**Inboard Diesel Service Martinique adds MTU Services**

Inboard Diesel Service (IDS) of Case Pilote, Martinique is now a service dealer for the German-made MTU marine engines that are often found aboard megayachts.

—Continued on next page

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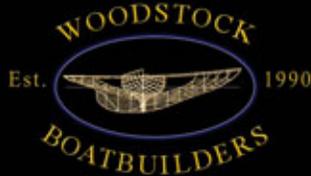
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—Continued from previous page



IDS owner Frank Agren receives his certificate for the MTU maintenance-and-repair diagnostics course

IDS owner Frank Agren and two of his associates, Ludovic Rose Eloise and Cédric Cavalier, recently returned from a month at Pégomas, France, where they participated in a maintenance-and-repair diagnostics course for MTU. This hands-on session is reserved for agents and is aimed at highly skilled professionals who are adding other sectors of marine engine maintenance to their field of knowledge. IDS technicians will be returning to France later this year to attend sessions in electronics for the new "Blue Vision" MTU products.

In the French West Indies, MTU is represented by IDS. They stock spares and make house calls.

For more information contact frank.agren@wanadoo.fr

**New Kayak, Hike and Snorkel Tour to Historic Hassel Island**

Carol Bareuther reports: Hassel Island sits at the entrance to one of the busiest harbors in the Caribbean. Yet, few visitors to St. Thomas's capital of Charlotte Amalie have had the opportunity to visit this historic and cultural jewel — until recently.

Virgin Islands Ecotours began offering its "Kayak, Hike & Snorkel to Historic Hassel Island" tours in late 2009. Some 124 acres of the 136-acre Hassel Island are owned by the Virgin Islands National Park Service

and offer visitors the opportunity to explore Danish and British Napoleonic-era forts and the ruins of a 19th century marine railway.

A three-hour professionally guided tour departs twice daily. The tour begins with a 20-minute paddle aboard two-man, sit-atop kayaks along a route where bustling Charlotte Amalie and its harbor serve as backdrop while in the foreground soon appear the ruins of the Garrison House. This nearly 200-year-old structure, built by the British between 1807 and 1815, once served as a powder magazine. A ten-minute moderately steep and rocky trail leads to Fort Willoughby.

Next, paddle north along the northern coast of the island to Careening Cove. Raft up here and listen to a short talk about the ruins that surround the bay and how ships from Europe were "careened" to be repaired and cleaned. The tour comes ashore for a second time at the ruins of the Creque Marine Railway. Built in the 1840s by a group of Danish businessmen, and now undergoing a multimillion-dollar renovation by the National Park Service, this is likely the oldest surviving steam-operated marine railway in the world. At its peak in the 1870s, the railway could haul vessels as heavy as 1,200 tons.

Finally, paddle through the channel that separates Hassel Island and Frenchtown to secluded Garden Beach. Shipley's Battery, a fortification built by the British in 1802, is clearly visible. Enjoy a dip and a guided snorkel tour of the reef before paddling back to the Frenchtown Marina.

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

**Marine Photo Workshop to be Held at Antigua Classic**

Photographer and workshop leader David Lyman is organizing a ten-day photography course to be held April 12th through 21st, in conjunction with this year's annual Classic Yacht Regatta, in English Harbour, Antigua. This workshop is for experienced photographers, pro or amateur, who are also sailors who want to advance their photographic skills, develop their eye and increase their understanding of the world of sport photography on the water.

For more information visit [www.workshopsinternational.com/photography/programs/the-classic-yacht-photography-workshop/](http://www.workshopsinternational.com/photography/programs/the-classic-yacht-photography-workshop/)

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For more information, please contact the Secretary at the Antigua Yacht Club (268) 460-1799  
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Photo by Ted Martin, www.photofantasyantigua.com



# GRENADA GRENADINES

## THE ULTIMATE YACHTING DESTINATION





TONY MCQUILKIN

Tanga Langa 3 off Wayward's stern. Here in Carriacou, Wayward beat Tanga Langa 3, but a couple of weeks later in Grenada the roles were reversed

This is Carriacou Sailing Series, January 13th through 16th, 2010. Four brothers, Jerome, Herbie and Tony McQuilkin and Jacques Johnson, and friends too numerous to mention, join together to throw a regatta that rivals anything I have ever seen. It's about family, and about friends that have been together for so long that they are family. Then there are the newcomers that are welcomed so lovingly you can't help but feel as if they are family, too.

Carriacou, located north of Grenada, has a vista filled with other islands. If you've never picked up a paintbrush, you would want to here, to try to capture its beauty and keep it with you in case it was your bad luck to have to leave it. My friends that have sailed here have all said the same thing: "I was going to Carriacou for the week-end and stayed for the week."

On the Sunday before the regatta I attended a very special event in the village of Windward — a boat launching. After grabbing a Stag beer, I walked down a small path along the black sand beach. Eventually it opened onto a small lot that emptied into the sea. My first thought was "no way". The boat was huge. There was no mechanism for picking the boat up and placing it into the sea. Instead, after church, everyone from the village and people from all around the island congregated around the boat and it was gently pulled by the hands of men, women and children. This event took about five hours and was accompanied by music from the church choir, rum punches, and friends catching up with each other. I can only equate this experience to giving birth. There's some pushing and some screaming and then, "stop, don't push!" Wooden planks and rollers are then redistributed at the bow of the boat and the whole thing is repeated. It's scary and joyful. At last the final shove and she's out of the womb and into the sea. Everyone admits she's a true blessing!

A much-needed light drizzle set a smile for all and we yacht crews were off to prepare for the Carriacou Sailing Series. This event, now in its 11th year, has moved from its original date in November to mid-January, making it the kickoff to the Southern Caribbean Sailing Circuit, which also includes the Grenada Sailing Festival at the end of the month and the Tobago Carnival Regatta in February. With only 12 entries in Carriacou this year boats were divided into Racing Class and a class for Melges 24s. It was a great opportunity for skippers and crews to get back into the racing rhythm and prepare with relatively low pressure for the bigger event in Grenada (see reports on page 13 and 14).

Awaiting some late arrivals, Jerome McQuilkin opened the skippers' briefing at Tyrell Bay Marina just two hours late, which was one hour better than last year. Teams relaxed in the tent to the grooving DJ and enjoyed several hours of an open bar. Daily breakfast at the Marina was delicious and appreciated, prepared by Jacques Johnson of St. Lucia and his crew.

On the first day of racing action, January 14th, I crewed on *Wayward* (a Beneteau Oceanis 43 from Trinidad) with Carriacou-born Jerome at the helm. He took us out into Tyrell Bay for his pre-race boat blessing and sail check. First a splash of rum on the deck and then the bottle was passed to each of us; as instructed, each of us remembered someone that could not be with us. It was a poignant moment for all of

us — and I was glad that I had eaten some breakfast!

The course was a tight one with the start just one mile from Tyrell Bay. A postponed start created a tiny bit of frenzy and then we were off. In Racing Class, Richard Szyjan's *Hobie 33* from Grenada, *Category 5*, could not be caught and took first place. *Wayward* came in second and *Rasmus*, a Swan 43 captained by Dieter Huppenkolten, was third. The Melges 24 Class results had an all Trini line-up: *Category 5* held first again, Paul Amon's *Drunken Monkey* in second, and *Wasabi* taking third.

Après racing, all teams were invited to a lobster barbecue on Sandy Island. We were transported, complete with the band, on the tug *Kathryn* for a festive afternoon of Jacques' magical cooking featuring seasoned grilled lobster, potato salad and garden salad. The party really started rocking on the transfer back to Tyrell Bay Marina with a big lime on *Kathryn's* deck.

Race Day Two had a surprise, with Glyn Evans' Beneteau First 47.7, *Tanga Langa 3*, showing up at the start, fresh after sailing up from Grenada. This day's course (approximately 17 miles) stretched out to the Sisters Rocks and the islets of Mabouya, Jack Adan, Saline and White. It was a stunning day with windswept skies and calm seas. Thanks to an unexpected donation of around EC\$3 to the wind god by a crewmember, local boat-builder Hope McLawrence, *Wayward* got several lifts to secure second place. *Category 5* held first again, and Jerry Stewart's Carriacou-based *Hughes 38*, *Bloody Mary*, grabbed third. In the Melges 24 Class, Day Two had the same top three results as Day One.

After racing, a barbecue was held in the tent at the marina with Jacques and his boys serving up grilled fish and steaks. We were once again dancing to the great music from Harrison Fleary and the Carriacou String Band.

Race Day Three featured a modified version of Day Two's course, approximately 14 miles, with *Rasmus* knocking *Category 5* to third and *Wayward* placing second. The Melges 24 Class winners' list was again identical to Days One and Two.

At the January 16th prizegiving ceremony, the overall winners in Racing Class were announced: *Category 5* coming in first place, *Wayward* second, and *Wajang*, Darcy Carr's Trinidad-based Beneteau First 10, being elevated to third thanks to *Rasmus's* disappearance from the podium on Day Two.

The Melges' overall results — *Crash Test III* first, *Drunken Monkey* second, and *Wasabi* third — were no surprise.

Dinner was at the *Lazy Turtle* on the shore of Tyrell Bay. Chef/owner Jean-Baptiste (JB) Bocquel has it all, with a great location (you can arrive by dinghy or it's a short walk from the marina), amazingly delicious food, awesome music, attentive staff and some secret-recipe olive oil that I highly recommend on his pizzas.

Late at night, it just wouldn't be right if you didn't head to Lady Di's floating Hallalujah Bar. This converted fishing boat has been serving up the best, yes, I'm sticking to it, *the best rum punch I've ever had*. One thing; after one of these, be careful on the way to the head. If you don't have your own dinghy, she offers free dinghy service.

Finally, a big thank-you to Race Officer James Benoit and sponsors Peter Peake of Peakes Yacht Services, John Walker of Delta Logistics and *Real McCoy* (the committee/support boat), and Jerome McQuilkin of Maritime Management Services. I hope to see you next year.

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

HELMER SMITH



Carriacou's a sailing-oriented place. Here, a Windward vessel launching  
Inset: Harrison Fleary and his string band



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**A**T many regional regattas it seems hard to get a cruising multihull class together, but for this year's Port Louis Racing Series at the Grenada Sailing Festival, held January 29th through February 2nd, we did.

Four cats showed up. My Trini-built *Ti Kanot* was the smallest at 40 feet, and the boats we had to beat were *Sasha*, an Outremer 45 built for high-speed cruising with a tall rig, and *Suave*, a Lagoon 48 not perhaps designed for speed, but still a big boat with a lot of sail. Then there was *Fenessy*, a Majestic 530, which at 25 tons and sporting five staterooms with ensuite bathrooms was really in the comfort cruising category.

Jeff Fisher, who supervised building *Ti Kanot*, was sailing with me, as was Tony Phillip, a Grenadian photographer. A great additional support cast came and helped on the days they were available.

The first day opened the event with our conditions — "Christmas winds" blew at their smashing best. *Ti Kanot* loves wind; she has a cut-down rig to keep me alive singlehanded and comes into her own unreefed when there are over 30 knots across the deck. To make things more interesting the tide was running against the prevailing current, delivering short steep seas. We smashed and banged our way through these eastward along Grenada's south coast, spray flying high. We sailed right into one wave that swept back over the cabin, soaking us all.

The weather was rough enough that the J/24 *Blue Bayou* broached, sank and was lost, the crew quickly picked up by the coastguard.

When I had time to look at the speed as we were beating hard to windward I saw nine to 11 knots. The other boats in Multihull Class had made dreadful starts and dropped back more; we won the first race by a giant margin.

The second race of the day was in reverse: the rough part downwind, then a beat into the lee. We on *Ti Kanot* were the only ones to fly a cruising spinnaker and it paid off, taking us to the leeward mark first. But the rest of the fleet was a lot closer than before. The wind was gusty with well over 30 knots apparent at times and we experienced great bursts of windward speed, up to 11 and 12 knots. The Outremer tried to sneak off on a different tack a couple of times but we covered and finished first again by a big margin.

Day One to us, or so we thought. I had been told Multihulls was an open class with no handicap. But now the race committee pulled the dreaded "Bible rule" on us ("the first shall be last and the last shall be first"). They decided to average everyone out and give handicaps that made us all equal. This means that, for example, a boat that is ten minutes late at the start and sails really badly can still sail really badly and, by only being five minutes late next time, be unbeatable. It is a silly rule that should be consigned to The History of Dumb Rules, never to be used again. If boats cannot be rated, let them race boat-for-boat until a proper handicap can be worked out.

So now we were placed first in the first race and last in the second on handicap.

Day Two featured only one race — from Grenada's capital, St. George's, around Point Saline, along the south coast as far as Glover's Island, and then back. It was still fairly breezy, but not as before. Chad on *Fenessy*, who loved the first day, found a charter and left. That left three boats in our class. *Ti Kanot* started on time, followed by *Suave*, who made a fair start not too far behind and pressed hard on our tail. We put up the chute and managed to hold them, but only just. After the leeward buoy they took off faster but not quite as close.

## Cats' Hot Duel After 'Bible Rule' Cooled

by Chris Doyle



Above: Chris Doyle's *Ti Kanot* just past the start line at the start of the Pursuit Race on January 31st  
Below: *Suave*, the ultimate Multihull Class victor by one point, racing on February 1st in Grand Anse Bay



By the time we reached Point Saline I could see possible disaster ahead. With the lighter wind, *Ti Kanot* could hardly point higher than *Suave* in the big seas, and they were way ahead. We tried a quick tack in toward the land. It paid off: we could point closer across the seas and soon got into calm water. We tacked out on port as *Suave* came in on starboard. *Ti Kanot* managed to scrape past the next mark first.

On the downwind leg, we set the chute again and gained a minute. On the beat back the wind blew hard and we pointed higher and made up more time, finishing about eight minutes ahead of *Sasha* and about 20 ahead of *Suave*, who had dropped back badly on the beat.

Another great race for *Ti Kanot* — but the Bible rule put us dead last! Not only that, the other boats in our class all sailed so badly on the first day that we would have had to be another 20 minutes ahead in this race to win! Time to protest this nonsense.

We talked to the ratings guy, who said he would do whatever all the skippers in Multihull Class agreed to. Meanwhile, Max on *Sasha* had also decided to drop out, his crew having gone back to work on the Monday. This left two boats in our class, so Joe, the skipper of *Suave*, and I went to see the race officer. I asked him to give *Ti Kanot* the same rating as *Sasha*, which would put *Ti Kanot* first for the day by a couple of minutes, but give both *Ti Kanot* and *Suave* a chance. Joe agreed, though I got the feeling he thought I was pulling a fast one.

The next day involved several laps up and down the south coast in strong winds and rough water. Joe was sailing *Suave* better; we beat him across the line only by about eight minutes, giving him the win on handicap by a second.

On the leg back, Joe got the start. We both flew chutes, but ours filled a bit better and we arrived at the buoy on his tail. *Suave* took it very wide and we slipped inside him, then creamed him on the beat back: his main was not in tight enough and he was not pointing high enough. We finished 20 minutes ahead for a win on the new handicap.

The last day was laps in the lee. Joe left early to practice and at last he got it right: his main was trimmed properly and *Suave* was pointing as high as *Ti Kanot* and going at least as fast. We kept ahead by tactics and confidence, but it was hard work. We set the chute downwind, and still only gained seconds. In the day's first race we beat him boat-for-boat by a couple of minutes, an easy handicap win for him.

The day's second race was much the same to the final mark. Then on the beat back, we went for speed rather than covering, as somehow we had to make up seven minutes. Joe got a couple of good wind shifts and finished a little ahead of us. This gave him the overall win by just one point — a tight finish and lots of fun.

My memories of Grenada Sailing Festival 2010 are of exciting racing in testing conditions (and excellent parties, which would be a story in themselves). I have one suggestion to the prize committee. I loved winning many bottles of champagne, but it would have been even more wonderful if they had been presented out of a big cooler of ice, cold and ready to drink!

As for Joe on *Suave*, take note. Your handicap days are over; next time it is boat-for-boat and may be the best man win!

See more on the Port Louis Racing Series of the Grenada Sailing Festival 2010 in this month's Regatta News, pages 14 through 17. We'll have a report on the Digital Work Boat Regatta of the Grenada Sailing Festival in next month's Compass. For complete results visit [www.grenadasailingfestival.com](http://www.grenadasailingfestival.com)



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# REGATTA NEWS

## Flotilla Sends World ARC Off from St Lucia

The World ARC departed St. Lucia on January 6th, a fleet of 31 cruising yachts embarking on a 15-month circumnavigation in company. A "World ARC Flotilla" of local boats, organized by the St. Lucia Yacht Club, saw them off.



A flotilla of local yachts sails a 'good-bye' as the World ARC 2010 fleet departs Rodney Bay, St. Lucia. Sephina later won the flotilla's Best Dressed Sailboat prize

Duncan Gray reports: It started with a chance conversation in Rodney Bay Marina. I'd recently arrived aboard my 35-foot ketch with the ARC and was chatting to the skipper of one of the boats going on to the World ARC. "Our partners are trying to get out on a boat to wave us off from the start," he said. "I was thinking of taking Sephina out. Would they like to be my crew?" I replied.

I'd joined the St. Lucia Yacht Club and my planned trip out to the bay soon turned into joining the World ARC Flotilla. January 6th dawned bright and sunny — unlike my crew of ladies who cried off at the last minute having had a heavy night of partying! Fortunately, I quickly managed to find a crewmate from another ARC yacht and joined the rest of the flotilla, which included an RIB from the marina, a number of powerboats, SLYC-members' sailboats *Hot Chocolate* and *Grayling*, and *Guiding Light*, a Maurice Griffiths design from 1936 sailed single-handed across the Atlantic by a Liverpoolian named Roy.

After our flotilla waved good-bye to the departing World ARC fleet, the local boaters returned to Café

Olé in the marina, its new Boardwalk Bar proving to be a real success. In the flotilla's Best Dressed Boat competition, *Hullabaloo* took the powerboat prize and *Sephina* took the sailboat prize — a bottle of Bounty Rum went to each.

For more information on the World ARC visit [www.worldcruising.com/worldarc](http://www.worldcruising.com/worldarc). For more information on SLYC visit [www.stluciayachtclub.com](http://www.stluciayachtclub.com)

## Small is Beautiful: St Maarten-St Martin Classic

With just eight boats racing in four classes, everyone was a podium-place winner at the light-air 2010 St. Maarten-St Martin Classic Yacht Regatta, held January 21st through 24th. The star of the sixth invitational event was Judd Tinius's "Most Photogenic" 111-year-old, 70-foot sloop *Galatea*. The class winners after three races (two for the Old Stars) were: Vintage, *Galatea* (3 points); Classic, *Old Bob* (4); Spirit of Classic, *Coscoroba* (3); Old Stars, *Boon* (2).

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

## Safe and Social Superyacht Cup Antigua

The Superyacht Cup Antigua, now in its fourth year, has new post-Christmas dates. For its first three years the event was held immediately following the Antigua Yacht Charter Show in December but being so early in the Caribbean season, several yachts weren't able to arrive immediately following the Antigua Yacht Charter Show in December but being so early in the Caribbean season, several yachts weren't able to arrive from Europe or the US in time. The Caribbean version of the famous Palma event became popular with the big yachts; by moving to the end of January, it was hoped that the regatta fit in better with more yachts' cruising plans. This year's fleet, which raced January 27th through 30th, included *Ranger*, *P2*, *Rebecca*, *Sojana* and *Visione*. The largest sloop in the world at over 72 metres (236 feet) LOA, *Mirabella V.*, sailed non-competitively.

The Bucket Rating system, introduced in 2008 for the regatta, is also used by the St. Barths and Newport Bucket Regattas.

Throughout the three days of racing, emphasis was on safe sailing and the superyacht racing protocol was put to the test without incident or protest. High priority on the agenda of this friendly regatta, the social program has been a huge hit; from Pirates of the Caribbean fancy dress, to the last night's all important "cook-off" between the yachts, the social competitions were just as fiercely contested as the sailing.

The event closed with a grand Prizegiving Buffet dinner at the Copper & Lumber Hotel in Nelson's Dockyard, celebrating *Visione* placing first overall (4 points), *Sojana* second (10) and *Ranger* third (10).

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

## St. Maarten Sailors Shine in Youth Championships

Ruargh Findlay reports: At the Netherlands Antilles Youth Sailing Championships, held in Curaçao from January 29th through 31st, St. Maarten sailors shone. Rhône

Findlay, age 13, competed in the A Optimist Class, and Ilian Halbertsma, 9, and Nathan Smith, 7, sailed in the B Optimist Class. Young participants from the Caribbean and Holland participate in this annual event.

The majority of the Opti sailors successfully battled the two- to three-metre waves and winds that blew a constant minimum of 20 knots and a maximum of 33 knots. Splash and Sunfish sailors competing on parallel courses capsized like mad whenever the wind exceeded the 30-knot mark. At the end of 11 tough Opti races, Rhône qualified as one of the five to go to Uruguay in March, and one of the nine to go to Canada in June, to represent the Netherlands Antilles in the 2010 South and North American Optimist Championship events.



Nathan Smith, Rhône Findlay and Ilian Halbertsma made St. Maarten proud in the Youth Sailing Championships in Curaçao

While the A category Optimists were competing out at sea, the younger Opti sailors were having their own contest in the more protected inner sections of Spanish Water. Inside the lagoon the wind was still strong with enormous gusts. Ilian produced well-deserved first and second placings to finish the series with a second place overall. Nathan ended up in third place, only two points behind Ilian among the eight competitors in the B category. A fine performance by St. Maarten's budding stars!

For full results visit [www.cyc2010.org](http://www.cyc2010.org)

## Record Turnout for Grenada's Port Louis Racing Series

A record 44 yachts took part in the 16th annual Grenada Sailing Festival's Port Louis Racing Series, presented by Port Louis Trading and Camper & Nicholson's Marinas, held January 29th to February 2nd.

Yachts raced in six classes: Racing, Racing/Cruising, Cruising, Charter, J/24 and, for the first time in several years, Multihull. Grenada's homegrown talent was challenged by racers from Trinidad, Barbados, Antigua, the UK, Ireland, the USA, France, Holland, New Zealand and South Africa. The Charter Class was sponsored by long-term supporters Boval, the Dutch Insurance Group, and 49 sailors from The Netherlands chartered seven boats to take part.

Over the four days of racing, initially in very strong winds, competition was tight, with close results in every class. The Overall Class results were:

—Continued on next page

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Photos by Onne van der Wal

—Continued from previous page

**Racing Class (CSA - 9 Boats)**

- 1) *Storm*, RP 44, Peter Peake, Trinidad (8)
- 2) *Lost Horizon*, J/122, James Dobbs, Great Britain (17)
- 3) *Akarana*, Swan 46, Graham Deegan, New Zealand (28)

**Cruising Class 1 (CSA - 9 Boats)**

- 1) *Tanga Langa 3*, Beneteau First 47.7, Justin Evans, Grenada (17)
- 2) *Wayward*, Oceanis 43, Jerome McQuilkin, Trinidad (21)
- 3) *Survivor*, J/enneau Sun Magic 44, David Leighton, Trinidad (21)

**Cruising Class 2 (CSA - 6 Boats)**

- 1) *Pentanemos*, Contessa 32, John McClean, Great Britain (8)
- 2) *Apero*, Albin Stratus 36, Jason Fletcher, Grenada (14)
- 3) *Quay Three*, Elan 37, George Haworth, Great Britain (24)



The Hon. Glynis Roberts (center) presenting the Grenada Marine Crew on *Apero* with their Second Place Overall prize in Cruising Class 2

**Multihull (CSA - 6 Boats)**

- 1) *Suave*, Lagoon 470, Joe Walsh, USA (12)
- 2) *Ti Kanof*, Trinidad Sampson 40, Chris Doyle, UK (13)
- 3) *Sasha*, Outremer 45, Max Hyslop, UK (36)

**Boval Charter Class (CSA - 9 Boats)**

- 1) *Alemata 3*, Moorings 443 44, Marinus Arts (17)
- 2) *Ben's Inspiration*, Moorings 443 44, Tijmen van Elst (25)
- 3) *Life of Reilly*, Moorings 443 44, Eddy Warger (27)

**J/24 (One Design - 7 Boats)**

- 1) *Hawkeye*, Robert Povey, Barbados (17)
- 2) *Die Hard*, Robbie Yearwood, Grenada (20)
- 3) *Impulse*, Neil Burke, Barbados (25)

All Class winners received magnums of champagne, plus a Selko sports watch from local jeweler West Indian Treasure Chest, and all placed skippers took away bottles of champagne presented by the Honourable Glynis Roberts, Grenada's Minister of Tourism. Racing Class winner *Storm* also took the Overall Festival Winner title, with five straight firsts, a second and another first across the Racing Series. Skipper Peter Peake was presented with a newly commissioned steel yacht sculpture, two return tickets to the UK courtesy of British Airways, and plenty of champagne for the crew.

This year there was a record class of J/24s thanks to the commitment of sailors from Trinidad and Barbados. In recognition of this effort, skippers were presented with weekend breaks for two donated by True Blue Bay Resort, Spice Island Beach Resort and La Source. The crew of the J/24 *Blue Bayou*, which capsize and sank while racing, was presented with a prize of a dinner at The Calabash.

Marinus Arts, the winner of the Bovall Charter Class won a charter with Horizon Yacht Charters. Spice Island Marine Services donated two haul-outs, which were presented to *Pentanemos*, in recognition of gaining the lowest points score in the Cruising Class, and to Dieter Huppenkothen of *Rasmus* for his long-term

attendance at the Festival. *Apero* won a voucher for an outboard engine, donated by McIntyre Brothers.

For the second year running, yachts taking part in the annual Festival docked at a 'Home Port' - Port Louis by Camper & Nicholsons Marinas. All racing started and finished at this base, so there were four days of high activity - both on the water and at dockside 'Finish Line Limes', Happy Hours and After-Race Parties at the marina.

On Grenada's Independence weekend, February 6th and 7th, the action moved to Grand Anse Beach for the Digicel Work Boat Regatta, with racing starting on the Saturday morning. Some 35 open sailboats from the traditional local sailing communities of Carriacou, Gouyave, Grand Mai, Sauteurs, Petite Martinique and Woburn competed for prizes and the coveted title of Skipper of the Year. We'll have a report on the Digicel Work Boat Regatta in next month's *Compass*.

For complete results visit [www.grenadasailingfestival.com](http://www.grenadasailingfestival.com)

**St. Maarten Heineken Regatta and Pre-Events**

With all eight entries now confirmed, this year's Budget Marine Match Racing Cup at the St. Maarten



Heineken Regatta is set to establish itself as one of the key match racing events in the Caribbean. As well as Peter Isler, Gavin Brady, and Peter Holmberg - three of the world's most respected match racing skippers - others who'll be racing at this ISAF-sanctioned Grade 5 event include Colin Rathbun, Eugeny Nikiforov, Jakub Pawluk, Chris Nesbitt and Marc Fitzgerald.

The racing, to be held on March 2nd during the run-up to St. Maarten Heineken Regatta, will be based on a round-robin format and sailed in Lagoon Sailboat

Rental's fleet of six Jeanneau SunFast 20s, without spinnakers. The one-day format, with just six boats for eight teams, means racing will be action-packed with crews swapping boats after every flight to ensure racing is kept as fair as possible.

With a silver medal from the 1988 Olympics, and a win for *Alinghi* at the 32nd America's Cup in 2007 listed among his sailing achievements, it wasn't surprising to see Peter Holmberg clean up at last year's inaugural Budget Marine Match Racing Cup. He'll defend his title this year.

Holmberg says, "Match racing puts a premium on all aspects of racing, from crew work, to speed, to rules, so it's a great way to get me and my team in racing shape just before the big regatta."

Joining Holmberg at the event this year is Peter Isler, a two-time winner of the America's Cup who has five America's Cup campaigns under his belt. Isler sees the Budget Marine match-racing event as a chance to get back on the helm. He commented: "It's been so long since I steered any sort of regatta, my expectations are certainly tempered... but it will be a lot of fun... and that's why we are coming!" He says when he saw publicity about the match race, he thought it would be a fun start to the Heineken Regatta. "Because it's only one day, I can afford the time - we start practice on *Titan* the day after the match race."

Colin Rathbun from the BVI is another Caribbean racing regular and although he is known more on the fleet racing circuit sailing his IC24, he won the 2009 Pete Shiels Match Race, and notched up a fourth place overall at the 2009 Carlos Aguilar Match Racing Regatta in St. Thomas. "Our claim to fame at that event," said Rathbun, "is to have beaten US match racing pro Dave Perry. We barely slid through in front of him, but it's not every day an amateur sailor can say that."

Entries are also stacking up for another pre-Heineken event, the Gill Commodore's Cup to be held March 4th.

The line up in this simple, three race/one day format event which is sailed on windward/leeward courses, two miles offshore, looks set to produce some competitive racing with the likes of Bill Alcott's *Andrews 68 Equation* among the biggest in the fleet. Like many teams taking part in the event, Team *Equation* is using the Gill Commodore's Cup as a warm-up to the 30th annual St. Maarten Heineken Regatta.

Thanks to yacht, dinghy, and keelboat technical clothing specialists Gill, competitors racing for the Gill Commodore's Cup will have a chance to win products from the Gill line, and take a look at Gill's brand-new Race Collection designed specifically for keelboat racing in warm climates.

Finally, the St. Maarten Heineken Regatta kicks off March 4th and will end on March 7th. The St. Maarten Heineken Regatta Steering Committee, Heineken, and International Liquors & Tobacco Trading are proud to announce that for the 30th St. Maarten Heineken Regatta, they will be returning the Friday night party to the Boardwalk. On Friday following a day of sailing that ends in Great Bay, the evening's festivities and musical entertainment will be held on the Great Bay Promenade.

For more information on the Budget Marine Match Racing, the Gill Commodore's Cup, and the St. Maarten Heineken Regatta, visit [www.heineneregatta.com](http://www.heineneregatta.com)

**Grenada Round-The-Island Race 2010 Cancelled**

Roger Spronk reports: The 2010 Race Committee regrettably announces that this year's Grenada Round-the-Island Race, scheduled to take place from March 12th through 14th, has been cancelled.

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This decision was not made lightly or easily, but was necessary due solely to an internal emergency that has made it impossible for the Committee to move forward with the event as planned.

The Race Committee is grateful for all the support and involvement received thus far from the community and sponsors, and any progress that has been made in the funding, organizing, and planning of the 2010 event will carry over to next year's race. The Grenada Round-the-Island Race has a long and rich history in the Caribbean and it will return in 2011 as the fun and exciting event that Grenada has known and loved.

The Race Committee appreciates the community's understanding and apologizes for any inconveniences the cancellation of this year's race may cause.

For more information phone (473) 439-4369 or (473) 444-4662.

**2010 BVI Spring Regatta and Sailing Festival**

The BVI Spring Regatta & Sailing Festival will be celebrating its 39th anniversary from March 29th through April 4th. The week encompasses seven days of sailing, with the two events back-to-back attracting an average of 150 yachts per year with 80 percent of the competitors from overseas.

New for 2010, the Royal British Virgin Islands Yacht Club is inviting other yacht clubs from around the world to send teams to compete in the inaugural International Yacht Club Challenge in Sunsail Beneteau 39's. The IYCC will be part of the BVI Spring Regatta, April 2nd through 4th. Sunsail Yacht Charters is providing up to a ten-percent discount for all those booking for the IYCC, with a free charter to the winning team along with a perpetual trophy.

Added to the mix this year on the water is a new class for Windsurfers. These boardsailors will be racing from the LIME One-Design Course and sailing around islands and rocks to compete for the title of BVI National Windsurfing Champion. With the format of one board/three sails, amateur and professional competitors may compete in either the Formula or Open Class.

For more information visit [www.bvispringregatta.org](http://www.bvispringregatta.org)

**April's Triskell Round Guadeloupe Regatta**

The Triskell Round Guadeloupe Regatta 2010 will be held from April 1st through 5th. There will be five point-to-point race days, taking the fleet to Gosier and St. François on Guadeloupe, the port of St. Louis on Marie Galante, and the beautiful isles of Les Saintes. Each day's race is followed by parties and zouk music.

The regatta is open to boats racing under the French HN handicap, CSA, MK2000 and the beach catamarans rules, as long as adequate safety measures are taken by each yacht. Classes are Coastal (HN), Spinnaker (CSA), Class 8, Multihull and Beach Cat.

For more information see ad on page 7.

**Bequia Easter Regatta 2010 — Something for Everyone!**

You don't have to be a regular on the Caribbean regatta circuit to enjoy the fun at Bequia's famous Easter Regatta, set this year for April 1st through 5th.



At Easter time, Bequia gets a little crazy — Crazy Craft, that is!

Apart from the Racing and Cruising I Classes and the J/24 and Surprise one-design classes, the popular Cruising II Class offers monohull cruisers and liveaboards the chance to compete against each other on a wide variety of boats using the CSA's simplified rating rule.

With the Bequia Sailing Club's online entry form at [www.begos.com/easterregatta/submitnew.htm](http://www.begos.com/easterregatta/submitnew.htm), discounted pre-registration couldn't be simpler. Three very different race courses over the long Easter weekend, together with daily prizegivings and competitors' get-togethers liberally stocked with sponsors Heineken, Mount Gay and Pepsi's hospitality, are just some of the reasons that Bequia Easter Regatta is high on the list of "Don't Miss!" events for cruisers.

Lay Day Sunday at Friendship Beach provides a well-earned break for all but the Heineken single-handed racers and time to enjoy the Sandcastle Competition (for children of all ages!), the spectacle of the start of the second day of local boat racing and the entertaining Crazy Craft Race for budding young sailors and craft builders.

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

**New! Les Voiles de St. Barth**

The inaugural Les Voiles de St. Barth, April 6th through 11th, 2010, will be a Mount Gay Red Cap event with classes for Superyachts, Classics and Multihulls as well as Racing and Racing/Cruising Classes. Expected on the starting line are the Bruce Farr-designed Super Maxi Yacht ICAP Leopard 3, the Swan 90 DSK, the 12 Metre Kate, and a number of well-known Swans. The multihull class will star Claude Thellier aboard the Open 60 Region Guadeloupe.

The Voiles de St. Barth organising committee, under the authority of the president, Bruno Magras, assisted by Luc Poupon and François Tolède, has been working on the major features of a programme of racing and fun that will bring together the finest boats in the Caribbean.

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Three new partners have joined the Voiles de St. Barth: Richard Mille Watches becomes the headline partner, with the Banque des Antilles Françaises and the St. Barth's Hoteliers Association as official partners. The French fashion photographer Patrick Demarchelier, also a successful sailor who happens to live in St. Barth's, has agreed to become the patron of the Voiles de St. Barth.

A poet and well-known artist, Titouan Lamazou (the first winner of the Vendée Globe) has designed the official poster for the Voiles de St. Barth. He will be present during the races, maybe out on the water, but certainly ashore, as some of his works will be on show in a gallery in Gustavia.

Placed among the Heineken Regatta, the Bucket Regatta and Antigua Week, the Voiles de St. Barth has filled a gap in the racing calendar with a week of intense racing using various formats, with racing scheduled to finish each day around 4:00PM; then the fun will continue inside the special Voiles Village. The best pictures of the day's racing will be projected as night falls. The village will be open the next morning for the crews' breakfasts, before racing starts again at 10:00AM.

For the final day of the event, a Richard Mille picnic will be organized on the beach in Colombier with all of the crews. The aim is to mark this first edition of the Voiles de St. Barth with a friendly gathering before everyone lines up at 4:30PM for the start of the rally to Antigua for Sail Week and the Classic.

For more information see ad on page 17.

**'I Had a Dream...'**

Kirsty Morrison reports: I first attended the Antigua Classic Yacht Regatta in 2007. I sailed up from Bequia on the 62-foot Herreshoff schooner *Perception* and sailed her home to Martha's Vineyard after the regatta. The regatta was, for me, a life changing experience. I could not believe the wealth and variety of beautiful boats and had to keep pinching myself that I was actually racing among them. Although the larger boats, the Js especially, were breathtaking, what really caught my eye were the beautiful little, brightly colored Carriacou sloops. I was in love.

During my passage up to the States I sat alone on night watch and began to hatch my plan. I would go to Carriacou, build a sloop on the beach, paint her pink, gather an all-female crew dressed in pink bikinis to turn up in Antigua looking like a bunch of bimbos,

and then show those boys who's boss and WIN!

Two years later I was on charter down in the Grenadines. We sailed by Palm Island and as we drew closer something caught my eye — a perfect little pink Carriacou sloop anchored off the golden beach sitting in the turquoise water. I reached for the binocu-



If Kirsty gets her way, the all-female crew of the Carriacou sloop Pink Lady will show the guys a thing or two at the Antigua Classic Yacht Regatta

played my final card, spilled the beans and told him my dream. "Perhaps we could use it to promote the resort in some way," I said. "Let's talk," was his near-instant reply.

I returned to the Caribbean this winter to be told that Mr. Barrett was traveling until February. So the e-mails continued and hotted up as January came to a close. Finally, a phone call, and a begrudging voice telling me "I am going to let you take the boat". I commented that he did not sound very happy about this decision. "I'm not," he replied. "It's against my better judgment. You are some strange woman who I have never met and know nothing about, but GODDAM you are persistent!"

So I am gathering my female sailor friends as I type, ordering our pink bikinis and preparing to go down to Palm Island to see what needs to be done in order to get this lovely lady into racing condition for this year's Antigua Classic Yacht Regatta, April 15th through 20th. Antigua we comin'!

For more information about Team Pink Lady contact

morrison.kirsty@gmail.com

For more information on the Antigua Classic Yacht Regatta see ad on page 10.

**ARC Europe to Start in May**

ARC Europe, the transatlantic yacht rally from the Caribbean to Europe, will depart from Tortola, BVI on May 6th. A sister fleet from St. Augustine, Florida, will start on the same day and join the rally at its first stop, Bermuda. From Bermuda, the combined fleet will cross to the Azores, and then sail onward to Lagos, Portugal for the final prizegiving on June 20th. Whether you're a European sailor returning home or it's your first visit to the continent, ARC Europe is a great way to go.

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

lars and focused on her stern. *Pink Lady* was her name and I knew she had to be mine.

I discovered the owner of my baby was Robert Barrett (he also manages the Palm Island resort). I found an e-mail address on the resort's website and started to make enquiries. I finally heard back from Mr. Barrett himself, who was very firm in his response that she was neither for sale nor available for charter. The e-mails and the phone calls continued over the next year; I wasn't giving up. Each time he came back with "No" and "No". When I felt I had hit a wall I

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Weather across the Eastern Caribbean Sea invokes thoughts of sunny skies, tradewinds and turquoise waters. However, many mariners can probably share a tale or two of getting caught in adverse weather, or being forced to stay in port due to a change in the weather pattern, or due to a tropical cyclone threatening the region. Although at times the weather across the Eastern Caribbean can be rather straightforward, a basic knowledge of the general weather patterns can give mariners an edge in planning voyages for every season of the year.



Out ahead of cold fronts is where the lightest weather usually develops over the northeastern Caribbean Sea

During December through February mariners and vacationers alike escape winter's icy grip for the warmer temperatures and waters of the Caribbean Sea. However, cold, dense air under high pressure also migrates south towards the northern Caribbean waters. These highs move off the US East Coast and pass south of Bermuda before moving eastward to the central North Atlantic. Farther south, a weak trough of low pressure, or equatorial trough, extends from the equator northward to 10°N across South America.

As the high passes to the north and interacts with the equatorial trough, a tight pressure gradient increases easterly winds over the Caribbean Sea. This occurs throughout the year but the highs are particularly strong and large in winter, generating the strongest tradewind surges as the cold air is slow to modify. Generally the winds will increase from the northeast to east at 20 to 25 knots with higher winds of up to 30 knots between islands. Swells will subsequently build from the northeast to east up to seven to ten feet in the southeastern open Caribbean waters and up to nine to 12 feet in open areas of the Atlantic Ocean.

A ridge of high pressure can remain stationary over the area for approximately four to six days. While these highs build over the region, scattered showers and thunderstorms will develop across the eastern Caribbean Sea due to cooler air interacting with warmer waters and moving westward with the wind.

High pressure will eventually move eastward, allowing the tradewinds to diminish as cold fronts move off the southeastern US coast and track through the Bahamas. Generally the tail ends of these cold fronts will reach northern Hispaniola before stalling out, while the rest of the front sags to the north of the Virgin Islands and northern Leeward Islands (see Figure 1). This front will gradually weaken in approximately two or three days. Out ahead of these fronts is where the lightest weather usually develops over the northeastern Caribbean Sea with

# SEASONAL WEATHER PATTERNS ACROSS THE EASTERN CARIBBEAN SEA

by Amanda Delaney

winds easing and becoming more southeasterly at five to 15 knots and swells mainly from the east lowering to three to six feet. The showers and thunderstorms will become more isolated as air temperatures begin to moderate.

Late December and January is when cold fronts are strongest over the western Atlantic Ocean (see Figure 2). These fronts will extend as far south as the northeastern Caribbean before stalling across the region. Generally a strong high will build to the north over the western Atlantic behind these cold fronts and this will produce the strongest tradewinds and large northerly swells behind these cold fronts. Winds can increase from the northeast to 30 to 35 knots and swells will impact the northern shores of Puerto Rico, the Virgin Islands and northern Leeward Islands with northwest



Late December and January is when cold fronts are strongest over the western Atlantic. A strong high behind these cold fronts will produce the strongest tradewinds

to north swells as high as 13 to 18 feet. Farther south over the Windward Islands, winds will increase northeast to east often reaching 25 to 30 knots and northerly swells will build to the east of the islands and in more open waters to the west of up to nine to 13 feet. Fortunately these conditions gradually moderate in approximately two to three days.

As we progress from March through May, the northerly wind surges and large swells typically become less

frequent and not as severe as their winter counterparts. Tradewinds gradually lower to more northeast to east from 20 to 25 knots during March to 15 to 20 knots in May as highs build to the north of the islands. Swells will also diminish from the east to northeast of six to nine feet in March to four to seven feet in May in areas exposed to the Atlantic and in open areas of the Caribbean Sea. This is due to the highs to the north weakening and becoming less frequent allowing for the pressure gradient to weaken across the Caribbean Sea. The cold fronts begin to track off the southeastern US coast approximately every three to four days and generally stall over the Bahamas and remain well to the north of the northeastern Caribbean Sea.

Large northerly swells are still possible during the spring, particularly when lows develop along stalled cold fronts near the Bahamas and track northeastward towards Bermuda. These lows can strengthen into gales and, at times, can become "cut off" from the frontal boundary when it weakens and high pressure builds to the north and east of the system (see Figure 3). These cut-off gales then meander for approximately three to four days over the western Atlantic and generate northerly swells of up to nine to 13 feet that will impact the northern islands of the Eastern Caribbean. Cut-off gales can also develop tropical or subtropical characteristics while remaining nearly stationary over warm ocean waters for a few days. Eventually these systems will resume a more northeastward track when the high to the east moves away from the system and a cold front moves offshore the US East Coast.

By May, we begin to see signs of the coming summer as weak tropical waves begin to develop off western Africa and trek thousands of miles across the Atlantic Ocean to the Caribbean. It is generally early for any of these tropical waves to develop tropical cyclones. However as these tropical waves move over the eastern Caribbean Sea every three to four days, northeast to east winds and swells will generally increase approximately 12 to 24 hours ahead of the wave. Showers and thunderstorms will accompany the stronger tropical waves and a brief lull in the winds and swells from the east to southeast will develop immediately behind the wave.

June 1st is the official start of the Atlantic hurricane season. The western Caribbean Sea is more favorable for tropical cyclone development as early as May and through June. Tropical development occurs on average every other year in this region and is generally not a threat to the Eastern Caribbean. Tropical waves gradually strengthen through June and July and become more frequent through the eastern Caribbean Sea, arriving in the Lesser Antilles every two or three days. Showers and thunderstorms become more prevalent with these waves and winds will strengthen out of the east to northeast to 20 to 25 knots and swells up to seven to nine feet ahead of the tropical wave. Once the tropical wave moves through, then winds will diminish from the east to southeast at 15 to 20 knots and swells to five to seven feet.

From July through August is when all eyes begin to focus to the east. The sea surface temperatures have warmed up enough to become favorable for tropical cyclone development in the eastern Atlantic Ocean. These systems generally develop west of 30°W and will track either one of two ways: if high pressure remains stationary near Bermuda (also known as the Bermuda High this time of year), then the tropical cyclone will continue on a mainly westerly course into the Caribbean Sea. From there the tropical cyclone can continue westward toward Central America if high pressure remains strong to the north or turn more northwestward if a cold front begins to move through the United States and western Atlantic Ocean.

—Continued on next page



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The other scenario is if the Bermuda High weakens and a cold front is moving into the western Atlantic. The tropical cyclone will turn more northwestward ahead of the cold front over the western Atlantic and eventually turn more north to northeastward while weakening over cooler waters. In this case, this usually will spare the eastern Caribbean Sea from the direct impact of a tropical cyclone (see Figure 4).

Outside of the tropical waves and tropical cyclones,



Large northerly swells are still possible during the spring, particularly when lows develop along stalled cold fronts

the Bermuda High will generate tradewinds of approximately ten to 15 knots (15 to 20 knots between islands) and northeast to east swells of three to six feet. Cold fronts will not impact the eastern Caribbean Sea during this time of year as these fronts only extend as far south as 32°N to 33°N.

September is usually the peak of the Atlantic hurricane season when sea surface temperatures across the tropical Atlantic Ocean and Caribbean Sea are highest. Tropical waves continue to move over the eastern Caribbean Sea every two to three days in September, then the interval gradually lengthens to every three to four days and the tropical waves grow weaker towards the end of October. Tropical cyclones will continue with similar paths across the Atlantic Ocean during September and through the middle of October. From the middle of October through November, the eastern Atlantic sea surface temperatures cool off and conditions become less favorable for tropical cyclone development. Any tropical cyclones that do develop over the central tropical Atlantic will generally turn more northwest and northward ahead of stronger cold fronts.

A pattern similar to that of spring occurs again during October and November as cut-off gales develop over the western Atlantic Ocean and could potentially develop tropical or subtropical characteristics while meandering north of the northern Caribbean Sea. Large northerly swells will develop again over the northern islands due to these systems but will subside once the cut-off gale moves to the northeast ahead of a cold front. At the same time, tropical cyclone development becomes more favorable in the western Caribbean Sea again and this pattern generally lasts until the end of November. November 30th is the official end to the Atlantic hurricane season.

Tradewinds gradually increase across the eastern Caribbean Sea through autumn as highs strengthen and become more frequent as colder air returns from the north. Tradewinds will increase to east to north-

east at 15 to 20 knots, with 20 to 25 knots developing between islands, and swells will build again to seven to ten feet. The highest conditions will develop in November. Cold fronts will begin to progress southward and track through the northern and central Bahamas by November. This will allow for lulls in the tradewinds once these fronts stall to the west.

Having a general knowledge of the weather allows a mariner to look for the best window of opportunities to make longer passages or island hop when the weather is less than ideal. Outside of the tropical months, it is best to make the longer transits when a ridge of high pressure weakens and a cold front is approaching or stalling to the west of the Eastern Caribbean to take advantage of the lowering winds and seas. Once a cold front has moved through, particularly in the winter, it is best to stay in port to allow the worst weather to subside behind the front. Once the high has established itself, then island hopping or transiting in lee of the islands to minimize exposure to the higher swells is the best option depending on what each individual vessel can handle.

During the tropical months always monitor the tropics, especially to the east. It is best to time a tran-



If the Bermuda High weakens and a cold front is moving into the western Atlantic, a tropical cyclone will turn more northwestward ahead of the cold front

sit in order to arrive at your destination prior to a tropical wave's approach, to avoid stronger tradewinds and thunderstorms, or to depart immediately after a tropical wave exits the area. Always stay updated with a trained meteorologist for any potential tropical activity and be prepared to have a bail-out port in mind in case a tropical cyclone threatens the region. The more southern waters of the eastern Caribbean Sea are less likely to encounter a strong tropical cyclone and any tropical cyclones that do pass near the region are generally weaker on the southern semicircle of the system.

Keeping these general weather features and routing options in mind will help mariners seek the best opportunities to plan their passages and take the necessary precautions if inclement weather develops for each season. This way those visions of favorable winds, seas and sunny skies will become more of a reality for that next trip across the eastern Caribbean Sea.

Amanda Delaney is a Senior Meteorologist at Weather Routing Inc., which provides routing/forecast assistance and meteorological consultation for yachts and cargo ships, in business since 1961. For more information contact wri@wriwx.com or (518) 798-1110.

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**DOLLY'S ANSWERS**

Here are 30 words. If/when you find any more, make sure you check them in the dictionary to make sure they are spelt correctly.

|       |       |       |
|-------|-------|-------|
| AISLE | SAUCE | STOAT |
| ALLOT | SLATE | STOLE |
| CELLO | SLICE | SUITE |
| CLAIM | SMILE | TASTE |
| CLEAT | SMILE | TOAST |
| CLIME | SMITE | TULLE |
| CLOSE | SMOTE |       |
| CLOUT | STALE |       |
| LOCUS | STATE |       |
| MOULT | STEAL |       |
| MUSIC | STEAM |       |
| OCTET | STILE |       |

# Doing the Impossible: Geoff Holt's Return to Cane Garden Bay

by Digby Fox

*Geoff Holt achieved a personal dream when he completed an Atlantic crossing aboard a specially modified 60-foot catamaran earlier this year. Filmmaker Digby Fox went with Geoff and his carer, Susana, and writes about the remarkable nature of the voyage, the boat and most of all, the skipper.*

Documenting Geoff Holt's ambition to become the first quadriplegic sailor to skipper a boat across the Atlantic involved rolling a lot of tape, asking a lot of questions and intruding into moments that most of us would prefer to remain private, like getting up, or going to bed, or having a shower (all with permission for BBC news and a documentary film).

Geoff can't do these things by himself. Aged 18, in his prime, a fateful dive into the surf on a Tortola beach axed any future plans he may have had as a yachtsman by breaking the sixth vertebra down his spine, below the neck. The result was quadriplegia: paralysis of all four limbs, both arms and both legs.

As I sit now in my comfortable study, I try to imagine how it must feel for any fit youngster to lie in a hospital bed and come to terms with not being able to move — ever again. It must be a dark place. Geoff writes about this in his excellent book *Walking on Water*, and of course it was.

Fast-forward 25 years, a wife, a son, a career later, and Geoff is waving his national flag after an epic voyage of over 3,000 nautical miles taking a gruelling four weeks. It was a tough time for Geoff, reliant on a motorized wheelchair to get about, and also on his personal care assistant, Susana Scott, 29, from New Zealand, who was recruited to help him in the necessities of life during the voyage.

TV execs have been asking me on my return, in that snappy way they have, "So, what's the story?!" And I say, after a pause, that I think it's about a remarkable man who's turned such a negative in his life into an amazing positive while inspiring many people along the way. Oh, plus a girl who showed remarkable grit in helping him achieve his dream. I'll come back to that.

Onboard with Geoff, I was astonished at how many e-mails he received each day from people around the world, able and otherwise, saying how much he was touching their lives. One e-mailer even wrote — and this is the God's honest truth — that after losing his job, with family troubles and health worries, he was in the process of committing suicide, looking for the right knot on-line, when he came across Geoff's website. What Geoff was doing stopped him in his tracks, and his e-mail left us speechless. Geoff replied with as

much kindness as he could, and if you're out there, dear fellow, I hope things have turned around for you.

Perhaps this is the point. On a plane once, having seen all the movies, I listened to one of those self-help muppets — "Make your weaknesses your strengths" — and all that good stuff. I guess it all boils down to positive thinking, and in my experience Geoff lives and breathes a can-do approach to life.



*Visibility from inside Impossible Dream is superb, and Geoff could sail the boat from this position, protected from the elements. Being back at sea in an element he truly loved as a teenager, before a serious accident changed the course of his life, was fulfilling*

When Geoff was deciding where to make his landfall in the Caribbean, one place loomed large in his thoughts, the actual beach that he dived into with such drastic consequences: Cane Garden Bay, Tortola, British Virgin Islands.

Geoff communicates with warmth and passion about his condition, and his life, and his reason for attempting the voyage: "Of course my emotions are going to be all over the place going back to the beach where I had my accident 25 years ago. A lot of people are presum-

ing I'll be looking for closure, but I'm not. To look for closure would imply that I'm lamenting what happened during the following 25 years. But I'm not. Because had I not had the accident I wouldn't have met my wife Elaine, or had our wonderful son Timothy. This is about going back and celebrating the fact that yes, I can do these things despite my disability."

In his teens, Geoff, now 43, made three Atlantic crossings, crewing boat deliveries back and forth. He spent a chunk of childhood in Hamble, England, and salt water was beginning to pump around his system. His accident put paid to that career, so he worked for Deloitte and later in antiques to make ends meet.

Eventually, the salt in his blood saw him sail around Britain in 2007 aboard a tiny 15-foot Challenger trimaran, an impressive feat for Geoff and his entourage, including wife Elaine and son Tim. Then the subtle muse that we all know as sailors whispered in his ear — hmmm, wouldn't it be great to sail across the Atlantic...

### The Journey

We set off from the Canary Islands on December 10th, 2009 — the quadriplegic, his carer and the cameraman. Our ETA was 17 days later and the theory was that we would be whistled along on this beautiful 60-foot cat by the swift and steady tradewinds, but in reality the wind beat us on the nose, the engines clogged up with filthy fuel, our wind indicator wouldn't work and we took a month, spending Christmas and New Year at sea.

Geoff was determined to do the sailing himself, and he specifically recruited Susana for her complete lack of sailing experience. Ah, Geoff. What a genius plan...

Susana's role, which is normally carried out by Geoff's wife Elaine, was to lift Geoff in and out of his chair, wash, cook, look after his personal needs, and so on.

This was a challenging job for anyone, but in all my oceans I've never come across a crewmate who suffered so long from seasickness. The fact that Susana had to become chief engineer, upside down in both port and starboard engines, sucking fuel through pipes and bleeding the bleeding engines for the first week, may not have helped.

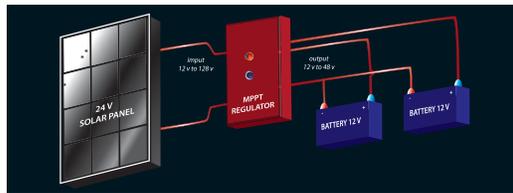
I asked Susana how she was coping after several days at sea and she said, "I'm finding it really hard. The movement adds a whole dimension and we can't seem to do anything to make it more stable. I'm really struggling. Geoff's doing his best to not get me to do as many lifts as possible but it's hard, really hard."

Susana was talking about the technique of lifting a quadriplegic from wheelchair to bed and back. It's a full body hug, then a heave backwards and upwards pivoting on your feet to swing your man to the side. There's quite a technique to it, and I winced thinking how easy it would be to damage your back in the process. The problem at sea of course is doing all this on a rolling, pitching platform. Geoff eventually bore the boat right away and made the motion as steady as possible, but it was still hard for Susana.

Halfway across the Atlantic, after we'd made a detour to the Cape Verde Islands for a superb mechanic, Caesar, to completely drain, clean, bleed and generally expunge all dirty fuel, I asked Susana how she thought it was going.

—Continued on next page

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—Continued from previous page

"I'm a mixed bag of emotions," she said. "I can't wait to see land. It's been horrible sometimes; I just want it to be over. It's been such a test and I doubt how I've lived up to those tests."

Looking back at how this complete non-sailor took on the task of looking after Geoff across the Atlantic, plus how she dealt with endless diesel issues (the generator packed in towards the end, which meant another two days upside down in a dark hole), I can't help but take my hat off to Susana. New Zealand should award her their highest honour, because she toughed it out on the rolling seas and didn't fail Geoff or herself.

I should mention that yes, like most passage-making trips, we motor-sailed on windless days. But the crucial issue with needing diesel was charging batteries. Geoff was particularly reliant on the self-steering rams and sheeting hydraulics (see sidebar) to be able to sail *Impossible Dream*.

#### Facing Up to Issues

Mentally, Geoff faced his own issues. He could not get down to the engines, so for the days Susana and I spent tinkering, fixing, bleeding and swearing, he couldn't help. It was unspoken, but I sensed he would have been the first to pile into these problems.

The many physical issues facing a quadriplegic skipper sailing a 60-foot boat included getting about, staying upright, getting ropes around winches, even pushing buttons, and of course journeying so far away from any help. On the windier and rougher days, Geoff had a job to simply stay in his chair. A large catamaran can bounce around in chop and swell as it hurtles over waves, but *Impossible Dream*, made from carbon and being totally rigid, had an unforgiving seesaw motion. I raced a wood-built 40-foot trimaran offshore for two years, and that was as smooth as a Rolls Royce by comparison.

Geoff has limited movement in his arms (30 percent bicep; no tricep, wrist or fingers), so he types with a prodding action (actually, like a lot of full-time journalists I know!) It takes him a while, but he perseveres. Some days though, there was no point even trying, and I could see the sheer force of the brutal seaway causing him real trouble (me too, come to think of it).

#### Broadcasting Onboard

We did a great deal of broadcasting from onboard, so I ended up being busy. I'd never seen a live TV broadcast to terrestrial news from a boat before, but we did several, and for me this involved a jungle of wires and a complex set-up. The BBC fitted out our boat with the best Thrane & Thrane sat-coms available to feed live pictures back to London, and technical boss Mark Tyrell, who makes sure news comes in from every corner of the globe, used our project as a test case for a new system. It worked brilliantly for all the live broadcasts, video uploads and ISDN radio interviews, which was just as well, because over Christmas Geoff's story gained significant traction.

#### The Finish Line

Eventually, after the diversions, delays, overall lack of wind and a month of slog, we made the destination of Cane Garden Bay in Tortola. This was Geoff's moment. He was a bag of adrenaline, emotion, relief and delight at seeing his family. Boats tooted and crowds cheered as Geoff circled just off the beach — that most significant landmark in his life.

"Incredible," said Geoff. "Twenty-five years in the

making, a year in the planning, and what a marvellous reception. What an emotional return to Cane Garden Bay. It feels like a celebration of life. What a great finish to a great project."

The Governor of the British Virgin Islands, John deJongh, welcomed Geoff on land with a heartfelt speech, and the government there has made Geoff and family honorary citizens. It was an emotional and happy ending to this voyage.

Sitting on the sand of Cane Garden Bay a couple of days later I asked Geoff what he thought the moral of the story was. He said, "Princess Anne summed it up

family and friends.

Built in 2003 by Multimarine in Plymouth, the boat is striking in many ways. The interior cabin and deck are all on one level, with a gentle slope around the outside up towards the foredeck. This makes getting around in a wheelchair easy.

There is a steering position outside on each hull, but the whole ship can be operated from inside, with hydraulic winches and lines coming right into the 'command module', which looks like a set from a Star Trek film.

"As a boy," says Nic Bailey, "I used to love Dan Dare comics" (a British sci-fi comic hero, who had an excep-



A celebration. Geoff returns to a hero's welcome off the beach that changed his life on Tortola, BVI. The islanders have an expression 'gone to come back', and many shared this emotional moment

for me when she said that disability need not be a barrier to achieving your dream. In fact anyone, regardless of your ability, if you really set your heart on it, can achieve what you set out to do. There'll be hardships along the way, sometimes painful ones, but there's no feeling like completing a journey against all the odds. It's the best feeling in the world."

But I'd like to leave the final word to Tony Tromans, consultant surgeon at the Duke of Cornwall Spinal Treatment Centre in Salisbury, one of 11 such rehabilitation centres around the UK that do incredible work. Tony was Geoff's doctor 25 years ago.

"The fact that Geoff, who can only get about in an electric wheelchair using a joystick, sails around Britain and across the Atlantic is a very useful story for us to say to patients that life hasn't stopped. There is always light at the end of the tunnel. Disability will shut some doors, but it will open others..."

As a TV producer, Digby Fox has worked on the America's Cup, documentaries, even cooking shows. Before broadcasting he was a journalist and magazine editor.

## Impossible Dream

A great name for such an innovative prototype, *Impossible Dream* is a 60-foot carbon catamaran designed by Nic Bailey for Mike Browne. Mike founded the retail chain Snow & Rock, became paralysed in a skiing accident and commissioned Nic, the architect who designed those distinctive pods on the London Eye, to come up with something he could sail with

tionably well-named sidekick called Digby). "We built a full sized mock-up of the saloon in our studio and I spent a lot of time in a wheelchair to get a feel for how everything should work."

The height of the galley worktops is an example. They're low, and awkward to use when standing (I know), but pull up a chair and everything makes sense, with fridge, cooker, sink and utensils to hand. Actually, it was a super place to cook.

Nic says his main design challenge was sail handling. "Sailing from a chair means no leaping up to the base of the mast to bounce halyards, so every line is powered by hydraulic winches. Sheets presented a particular problem. How can you ease a sheet from three steering positions (one inside and two outside)? Commercially available captive reel winches were too heavy and expensive, so we devised a hydraulic ram system connected to the sheets through blocks that could all be operated by simply pressing buttons. We also used hydraulic rams to control the mainsheet and the coachroof-mounted traveller."

Other clever touches include a fold-out lift platform to raise or lower a wheelchair user to the dock and back. This works from a remote control and in operation is another sci-fi touch.

You can see Nic's London Eye influence in the cockpit windows and the amazing view from inside to almost 360 degrees outside, a key element when sailing from a chair at the command position.

Overall, *Impossible Dream* is a clever and complex boat, and without her, and Mike and Martine Browne's generosity in lending her to Geoff, this trip would never have happened.

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# A Seabird Survey by Yacht in the Lesser Antilles

by Katharine Lourie



David and Katharine, bound for wherever the seabirds are aboard their 75-year-old ketch, *Lista Light*

What is your experience of seabirds? Attempting to ward off the pair of beady eyes staring down at you from the mast, before the inevitable fishy deposit is glued to your brightwork? Or a tiny Storm Petrel fluttering over frothy waves, your sparrow-sized companion hundreds of miles from land?

For my husband, David, and me these monarchs of the waves were the reason for leaving our patch of the southwest peninsula of the UK and teaming up with the St. Maarten-based charity Environmental Protection In the Caribbean (EPIC). In February 2009, we sailed from St. Maarten on the first part of our odyssey to survey the remaining seabird breeding sites in the Lesser Antilles.

After patching up *Lista Light*, our 75-year-old wooden gaff ketch (a former Norwegian fishing boat, still resplendent with her jury rig from her Atlantic dismasting) and safely stowing Megan, our American intern, aboard, we lurched off from St. Maarten for Saba, Statia and all the English-speaking islands (the French islands having already surveyed their breeding seabirds) between there and Grenada.

Of course, the most sought-after seabird residences generally are as far away from man as possible. Thus, our work in creating the first *Seabird Breeding Atlas of the Lesser Antilles* turned into, as one of our friends termed it, "a survey of the worst anchorages in the Caribbean!"

The dubious anchorage at Redonda, with a three-metre swell, allowed us only two nights of sleep in the five nights we stayed. A dinghy landing was "splash-and-drag" and swimming ashore the next day resulted in some bruises.

The Grenadines rushed by in a whirl of seabirds, rocks and sea currents. Our typical day would involve sailing/motoring around a chain of islets with binoculars strained. Once breeding was verified, Megan and I (and David, if *Lista* could be anchored) would jump into the water with dry-bags full of survey kit and swim to the island. Before being pounded against the cliffs by waves or speared by sea urchins, we would leave ourselves up onto land and don jeans and long-sleeved shirts to ward off biting insects and skewering plants. Then we would scour the entire island for nesting seabirds and record evidence thereof. Once completed, we would head back to *Lista*, swimming the gauntlet of crashing waves.

Most cruisers travel down the leeward sides of the islands and find cozy anchorages where there is little swell. We, on the other hand, blast down the windward sides of islands, seek out the most treacherous rocks and go where others will not! Incident-wise, we lost rather too many of our 'nine lives' in the Grenadines this year. Dave and Megan were nearly swept out to sea in strong currents when swimming back to the boat from Petit Cay. While Megan and I were surveying on Battowia, Dave and *Lista* had to deal with the tumultuous sea. First it caused the anchor rode to snap, dislodging the anchor winch from *Lista's* deck. Then, a dinghy paddle flew into the sea and Dave stupidly jumped in to grab it, but soon realized that *Lista* was receding as the currents were pulling him away. Gradually, he clawed his way back to her, chucking the paddle in front of him and madly swimming forward a few strokes. Then when we finally yanked the anchor up we found it was twisted!

Megan and I paddled the kayak to a fearsome-looking extinct volcano rising from the sea, Diamond Rock. We took ages to paddle there, as strong currents belted through between Diamond and Isle de Ronde. We couldn't see anywhere to land, as waves continuously blasted the sides of the island. We kept powering forward, desperately trying not to lose our way. Finally we decided upon an inlet and we surfed the kayak into it, skewering her bow against the rocks. We grabbed our dry-bags and pulled the kayak up. Once we had completed the surveys, we found that the waves were worse and were whipping into the inlet at a fearsome pace. We worried we would get stuck, corkscrewed into the narrow entrance, so we tried pulling the kayak around and pulling ourselves into the kayak from the water, but the waves battered us against the rocks and Megan fell out of the kayak with a foot trapped in it. She managed to extract it, but it was a shock. We had no choice but to leap into the kayak in the cauldron of waves and paddle like crazy to stop ourselves being bashed back into the inlet.

At Bonaparte Rocks, southeast of Carriacou, it was difficult to determine who was nesting as *Lista* bashed in the waves, and there was no way we could swim or kayak ashore to get a closer look.

—Continued on next page

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After much straining through binoculars we resigned to a count of birds with "potentially nesting" recorded. As we started to maneuver away from the rocks I said to Dave, "We have records for every other island in our study area, but we are just going to have to leave these listed as potential breeding records." At that, Dave swung *Lista* around. We had just about a 100-percent rate of gathering records and he didn't want to deprive us of these!

As he turned *Lista* through the surf for a closer inspection, we heard an almighty crack and Dave screamed, "Noooooooooooooooooooooo!" Foam leapt at *Lista's* bows; we had smashed into rocks. Dave barked instructions and I crashed below deck and madly pulled up floorboards to see if water was coming in, then grabbed the pumps. I was frantically praying that water was not going to start lapping around my ankles. But nothing happened. We finally found a leak, a steady trickle of water seeping in low on her starboard side. We turned *Lista* back to Carriacou to investigate the damage. The charts had been wrong, two depths had been switched, and we had crashed in what should have been ten metres of clearance. It was a hideous experience, shaking all our nerves and highlighting how lucky we had been so far surveying in waters close to cliffs. On inspection we found that the rocks had gouged *Lista's* sacrificial keel and that we had had a narrow escape.

When man first arrived on these islands, ground-nesting seabirds proved an easy and abundant source of protein. Vast piles of seabird remains have been unearthed by archaeologists on many of the islands, testimony to both the rapacious appetites of the settlers and the former abundance of seabirds.

Today, seabird colonies are generally only found where man is not, on the most remote and inhospitable islands. Habitat destruction and degradation have removed former breeding sites. Introduced predators such as rats, cats, dogs, mongooses and monkeys eat the eggs and chicks of seabirds, while goats, cattle and donkeys graze away the scrub and trees required for nesting by species such as Brown Pelicans, Magnificent Frigatebirds and Red-footed Boobies. Harvesting of eggs and chicks is still practiced in some areas of the archipelago. While seabird numbers might have been high enough to sustain such traditions in the past (before the ubiquitous Yamaha ruled the waves) the pressure on seabirds today is too great for this not to have an impact on their populations.

As well as having to dodge all the above threats, your average Brown Booby parents also have to locate fish for their single white hungry chick, in seas in which fishermen are finding it harder to make a living and where pollution such as floating plastics are ingested by seabirds, with research revealing that over 80 percent of petrels investigated had consumed plastics. It's no wonder that when we talk to fishermen, local islanders and sailors that they can recall much larger flocks of seabirds and breeding colonies in the past.

Caribbean governments, like governments around the world, need numbers, not anecdotal records, to form seabird conservation plans. Without hard figures, they cannot interpret the state of their seabird population nor attract grants to fund recovery projects. Studies of the Black-Capped Petrel, for example, found that the bird is critically endangered (i.e. declined to such low population levels that its continued survival is in jeopardy). The Jamaican Petrel is believed extinct and is the target of a campaign by Bird Life International to attempt to find any remaining pairs.

Why does all this matter? Why should you care whether seabirds flap over the seas and shores of these magical islands? Seabirds are indicators of the health of our oceans, the warning lights that show when things are going wrong. It stands to reason: seabirds feed at all levels of the marine food chain, and if the plankton, squid or flying fish that they survive on are not doing well, neither will they.

Seabirds remove the diseased and old fish from the food chain, helping to secure healthy fishing stocks for people. They guide fishermen to shoals of fish and sailors to shores. Seabirds are embedded in the history of the Lesser Antilles, being the chief inhabitants, with mammals absent save bats and possibly a mouse species, prior to introductions. The agile Magnificent Frigatebirds and characterful Brown Pelicans add to the exotic appeal for tourists.

For us, seabirds are incredible in their own right. They glide over two-thirds of the earth's surface, and have adapted to live on land, in the air and on the water. They nest in the most extreme environments on earth, from the scorching tropics where their eggs, if neglected, could boil in 15 minutes, to the poles where Emperor Penguins hold their precious single egg upon their feet through months of snowstorms. They have developed extraordinary tactics for finding their prey: female Magnificent Frigatebirds are 'kleptoparasitic', meaning they mob other birds such as Red-footed Boobies until they regurgitate their prey. They are true Pirates of the Caribbean!

In January 2010, *Lista Light*, with EPIC, again set sail to ensure both winter and summer breeding records are compiled for every island within the study area. We began in Grenada this time and are now working our way north. We acquire permits from each country to do the research and meet with the governments, sharing our findings and discussing methods for conserving seabirds. As well as the science, we talk about seabirds to interest groups, the media and schools, last year presenting to over 800 officials, fishermen, sailors, church groups, etcetera. We visited 12 schools and delivered 21 media releases. By the end of 2010 we will have produced the *Atlas*, a hard copy of which will be given to each participating island. It will also be available to all through interactive mapping online.

For now, we can all enjoy watching Brown Pelicans crashing through the waves as they plunge for fish; seeing throngs of Brown Boobies peering down at us as we swim ashore; knowing that we are not alone on the vast oceans of our planet and that one of the greatest spectacles on earth — hundreds of Magnificent Frigatebirds squawking and inflating their huge, red, throat sacks — continues in Barbuda at one of the largest breeding colonies in the Caribbean.

And the future...? It is dependent on the governments and people of the Lesser Antilles and how much they value their unique island life and the seabirds that are a part of it.

*Katharine and David Lowrie live aboard their converted fishing boat, Lista Light, and will be making their way north through the Lesser Antilles through July 2010. Please contact them if you are interested in attending a presentation, would like them to present at your school or community group or would like to donate to the project. For more information visit [klowrie@epicislands.org](mailto:klowrie@epicislands.org); [www.epicislands.org](http://www.epicislands.org); or [www.listalight.co.uk](http://www.listalight.co.uk)*



Young brown pelicans and their parents in a seaside nest

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**B**eing landlocked for the first winter in five years has stirred bits of nostalgia in me and has inspired me to tell a story of one of our favourite places in the world, Club Náutico in Cartagena, Colombia.

My wife, Barb, and I were introduced to this amazing part of the world when delivering a 45-foot yacht from Costa Rica to Colombia a few years back. It comes into focus today because of factors that I shall explain.

A few months ago, as I was sifting through some old bookmarks on the laptop, I clicked to the Panama Yacht Club. This yacht club used to be yachts' first stop after going through the Panama Canal, arguably the wrong way, from the Pacific to the Atlantic side. The yacht club building was old and tired. Yet, the life that it provided was as vibrant as an artificial reef. Cruisers from countries all around the world, and speaking every language imaginable, gathered to discuss great sailing experiences, both past and future. Some were going east and some were going west, and only a few were staying. The article described the destruction as the bulldozers leveled the yacht club to make way for container storage and how, within eight hours, decades of history were removed from the face of the earth. At the time, I did not think much of it as I was in Brazil on another adventure. I thought that the newer marina across the way was probably a better option for everyone, anyway.

This morning I was doing the random bookmark thing again, when my attention was piqued. Club Náutico in Cartagena is in danger of suffering the same fate at the Panama Canal Yacht Club, for no other reason than political posturing between old families and the modern city fathers. Barb and I had learned about this some years ago when we were moored there. Club Náutico's possible demise is heartbreaking to Barb and me, as our future plans include cruising to Cartagena and spending time on our own yacht there. So, before it is gone, let me tell you about this gem on the world's cruising crown.

When you sail into Cartagena, you are met with a statue of the Virgin Mary that stands guard over the harbour, welcoming mariners who have either beat their way from the magic of the Rosario Islands or made the challenging passage from Aruba. Even the most crotchety old sea salt has had to have his jaw lifted from the floorboards after this magnificent entry into the harbour.

We sailed right up to the designated area of Club Náutico and, with little effort, proceeded to set the

hook amongst the 30-plus vessels around. Once we were safely anchored, we discovered that we were in the middle of the Sunday sailing races, which drew every serious sailor in Colombia to match wits and skills with the two or three vessels operated by the Colombian Naval Academy. The idea of one-design racing really hasn't caught on, so we were surrounded by vessels that varied from sleek Beneteaus to Captain Ron's wooden Formosa, as well as a few sloops, ketches and catamarans, all chasing around the harbour. The anchorage seemed to provide some tactical advantages as the racing vessels weaved in and out through the anchored vessels. The boats were close enough for everyone on board to learn the

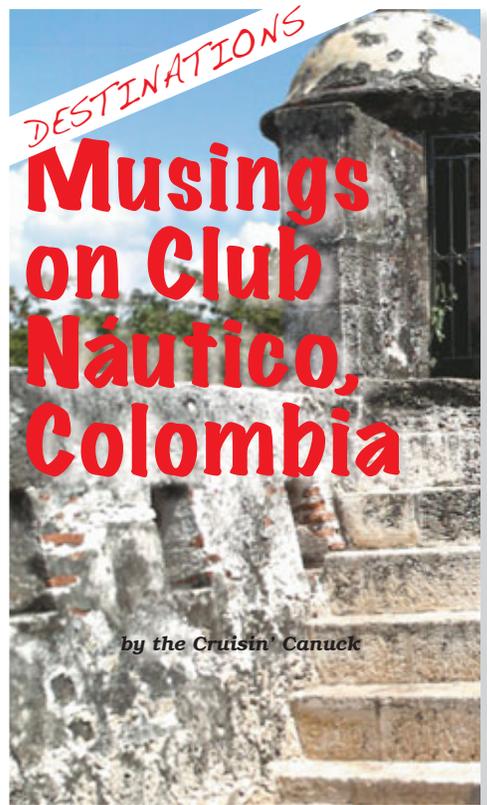


*In Cartagena, alluring and inexpensive dining options abound*

Spanish for "starboard", "raise the spinnaker" and those other choice words that cannot be printed in a family publication. After a few weeks of settling in, Barb and I were invited to race on one of the fastest boats in the fleet and mastered enough Spanish to contribute to the general chaos.

The check-in process in the countries we have sailed to varies from the sweet and simple in Bonaire to an absolutely mind-numbing three-day ordeal in Brazil. In Colombia, the process was very straightforward and, thanks to the help of Club Náutico, very easy. An agent came out to the vessel dressed ...

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*by the Cruisin' Canuck*

*A walk around the old city's fortifications is both historical and romantic, giving us (inset) a chance to play honeymooners*



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...in his Sunday best and armed with a warm, welcoming smile and a notebook. We then headed into the Club's dinghy dock to make arrangements with the harbourmaster, John, an Englishman married to a Colombian with three pretty daughters. He readily gave us the lay of the land and helped us throughout our stay. He spoke excellent Spanish, as well as numerous other cruisers' languages. He gave a detailed guide to Cartagena that listed everything from where to shop for gadgets or services, to who are the best plastic surgeons in Colombia.

The staff was more than helpful, the open-air clubhouse was cleaned regularly and the bar had regular hours. Club Náutico immediately put us on a tab system so we just went to the bar and ordered by our boat's name. Happy Hour was at 5:00PM, beer was less than a dollar, and Tuesdays, when a world full of cruisers came in to pay their weekly tabs, were always the best.

When we were there, everything was so inexpensive (even against the Canadian loonie) that it shocked us. We could eat three meals a day at restaurants for less than \$20 for us both. If you anchored out, the deal was to pay about US\$2 a day for the use of the dinghy dock and club facilities (showers, bathrooms, restaurant, TV, pool tables). The Mediterranean-tie moorage was a whopping US\$35 per week for a 45-footer. At times moorage was scarce, but available. It depended on how long it took the "backpacker boats" to fill up before taking world travelers on to Panama (there are no roads or buses between the two countries). Trust was not a big issue as you had to check out with an agent and leaving on the sly could be a challenge. Besides, the Colombian and US Navy were stationed right across from Club Náutico.

Barb and I quickly discovered that Sunday was the best day to explore and get our bearings in a new culture. The shops are closed and you have most of the city to yourself. An American had warned us about the evils of all other people in the world, and for a brief while we felt the paranoia that this narrow-minded thinking causes. Barb hid her camera deep in her backpack as we walked along the historic wall that circles the city of Cartagena. After about an hour of enduring the vibrant smiles and constant, "¡Hola! ¿Cómo estás?" of the locals, her camera emerged and our ner-

vousness was carried away on the wind.

This walk around gave us a real firsthand look at this magnificent city and its people. The constant breeze from the ocean keeps you cool even at mid-day. Sunday in Colombia (as well as Venezuela) is a day for families on the beach and lovers in every nook and cranny experiencing the romance that living by the sea evokes in the soul. It was very refreshing and gave me the opportunity to use the "when in Rome" line to steal a kiss or two as we strolled along.

Our daily cruisers' routine started at 8:30AM, listening to the Cruisers' Net on the VHF to get up-to-date gossip, weather reports and lists of local events. Every net included the famous Treasures of the Bilge — a cruiser's Craigslist of items to buy and sell. We then planned our day based on the fact that everything has to be done between 9:00 and 11:50AM, as all banks and businesses, except for food stores and restaurants serving lunch, close from noon to 2:00. After 2:00 we completed any tasks by 4:55 so we didn't miss Happy Hour.

Our two-month stay included a daylong city tour that included the San Felipe Fort, the Maritime Museum and La Popa (a monastery at the top of the hill). We also rode in a horse-drawn carriage through the streets at night, visited shops and parks by day and at night, walked around the city walls regularly, rode city buses to many locations, hit the spa in Boca Grande, took private Spanish lessons, shopped for fresh fruits from carts and spent an unforgettable day at the Carnival in Barranquilla.

The point is that Club Náutico was a perfect base from which to explore one of the best stops on the world cruising route. It was a home-away-from-home for many wonderful people from all corners of the world, and we made lifelong friendships there that have spanned the globe. The possible removal of Club Náutico would hurt, but also inspires us to revisit fond memories.

If you have not yet ventured into the cruising world and you are contemplating your cruising adventure, take it from us, the Cruisin' Canucks: "Get out there and do it!" (We initially enjoyed these experiences by signing up as unpaid crew.) Some of the best experiences of your life are waiting for you. Remember, at the dining table of life you will always be able to savour your just desserts, even when they are gone forever.

For information on the current status of Club Náutico visit [www.clubNauticocartagena.com](http://www.clubNauticocartagena.com).

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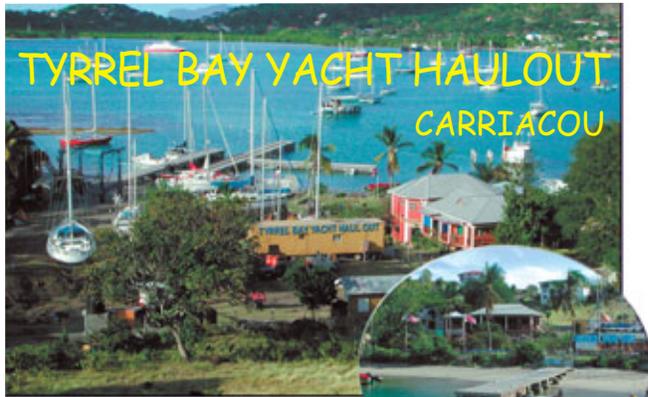
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# Escape from Cartagena to Bahia de Cholon

by Michael and Edie Rosner

*Panda* and crew have finally left the circle we cut in the Caribbean Sea for the last five years, between Venezuela and the ABCs. In November 2009 we left Aruba and sailed to Cartagena, Colombia. We had a nice holiday season there, but the harbor is hectic, with water taxi wakes and a huge container ship port that is always brightly lit and makes a lot of weird noises as it unloads ships 24/7. And there, even with a paint job only six months old, *Panda's* bottom needed to be cleaned every three weeks.

Also, at this point Club Náutico is just a construction site that can only offer anchored vessels dockage for their dinghy, garbage disposal and potable water for a US\$20-a-week fee. When or if this essential marina will be re-built is known only by the gods.

While we were in the harbor, many sailors told us about a welcome getaway — a large, mangrove-lined bay, only 14 miles south of Cartagena, called Bahía de Cholon.



Top: Fishermen spread a net among visiting boats at Bahía de Cholon  
 Above: Just 14 miles away from the city, this placid retreat from Cartagena is becoming increasingly popular with cruisers

In this article we will include waypoints we have used to approach Bahía de Cholon and give simple sailing directions through the entrance. We will also detail services available and provisioning alternatives, if one wishes to stay in the bay for a while. There are no detailed charts of the bay, as it is considered an inland estuary, but the location can be found by looking for the town of Barú, on the mainland, just east of the Rosario Islands.

**Getting There**

After leaving Cartagena via the Boca Grande Channel, gain a little distance off and then start to head south. Do remember, however, that the red and green buoys that mark this narrow channel are about 25 feet east of the low point in the submerged wall, so remain on a course perpendicular to the marks until you see the wall pass under you on the sonar. Sailing south, you'll pass the Boca Chica Channel, where all the commercial traffic enters and exits this busy harbor, so keep a good watch.

On a course of 214 degrees magnetic, proceed approximately 14.5 nautical miles to a waypoint at 10°11.290N and 075°40.660W, west of Islote Periquito. The following chain of waypoints will bring you just outside the harbor:

- 10°10.685N and 75°40.533W
- 10°10.534N and 75°40.389W
- 10°10.305N and 75°40.35W
- 10°10.071N and 75°40.297W

As you approach the resort, on the shore to the left are two pilings you pass through and another piling on the resort's beach that you leave to port.

—Continued on next page

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You must come quite near the beach on your port side, as two-thirds of the entrance to your starboard is blocked by a shallow reef. This final waypoint — 10°09.73N and 75°40.145W — will put you inside the harbor.

If you follow these points correctly, you will have at least 15 feet of water during the entire approach and ten feet of water at the narrow entrance. Depths in the harbor range from 20 to 25 feet, with excellent holding. Most vessels head east-northeast after they enter the harbor and anchor near 10°10.00N and 75°39.50W.

#### Being There

Many expensive vacation homes line the hills that surround the harbor. All land in the bay is privately owned, including the beachfront near the houses. The large house with the orange roof and the black hot water tank on the top of the hill is called Crow's Nest and belongs to Robert Winter. He also owns the 90-foot shrimp boat, *Manatee*, which is anchored in the harbor. Robert used to be a sailor, like us, but found paradise and retired here in Colombia, where he met his partner Carmen. Currently, Robert has a fun-filled Happy Hour on *Manatee* late in the afternoon, whenever there are a few sailboats in the bay. He also sponsors a potluck dinner on Saturday evenings. Frequently, he will send his employee Johnny around the harbor to collect trash, for a nominal fee of 3000 pesos, to be properly disposed of in Barú. Robert cautions sailors not to give their garbage to the men that paddle out on surfboards selling fruit and vegetables, as this garbage often ends up in the mangroves. If you have questions about the area or want to check on the Happy Hour schedule, Robert can be reached on VHF channel 68 daily, by hailing Crow's Nest or *Manatee*.

Many local waterborne salesmen will approach your vessel offering jewelry, sweets, fruits, vegetables, fish and lobster. We found that the original offering price for some items was ridiculous, so shop cautiously. Two examples are 120,000 pesos (divide by two and drop all the zeros to get approximate dollars), for three one-pound lobsters or 40,000 pesos for a tub of coco-sugar sweets that eventually sold for 5,000 pesos. Never give money for goods before they are delivered, as if they arrive, they might not be the agreed-upon size or type. Bahia de Cholon is not without dinghy theft, so as Melodye Pompa would rightly say, "Lift it, lock it or lose it".

All sailors worry about where to get potable water. We used our water-making system, two PUR 40Es, for two weeks and only had to clean the pre-filters once. Bahia de Cholon's water is clean, although not totally clear, and ridding the bottom of Cartagena's aquatic growth is easily accomplished here. During the rainy season, which we're told starts in April, adequate water can be caught and in the dry season it is possible to fill your jugs when the water barge *El Rubio* comes in to fill the tanks of the houses surrounding the bay.

#### If You Stay

There are multiple ways to obtain provisions, if you wish to stay in Bahia de Cholon for any length of time. One option is to take the dinghy into Barú, which is a 20-minute ride. Robert can tell you how to go, which is a bit tricky, but a better solution is to ask Johnny, his night watchman/bartender on *Manatee*, to accompany you there after he gets off work in the morning. He is a lifetime resident of this sprawling community and can show you around the town, helping you to target the things you need in short time and allowing you to get a feel for where to find other



Sunset — let's stay another day...

items you may need in the future. Pork, fresh fish, frozen chicken and many local vegetables and fruits are available in the town. All manner of dry goods and daily essentials can be bought at the five or so stores within Barú. If you need pesos there is an ATM machine that works, but don't try to hit it on the weekend, as it could be out of money.

Gasoline, with or without 50/1 oil, is available on the waterfront in Barú. Don't expect a pump, as it comes to you in a marked bucket. As a courtesy, a funnel is provided to help you get it into your tank.

It is possible to take a water taxi from the anchorage at around 5:30 in the morning to the outdoor market in Cartagena. From there you can shop at the Bazarito market itself, or hoof it to the *supermercados* in the area. The water taxis start reloading passengers around 9:00AM and it is best to get there early and get a seat in the back of the vessel, as the ride can be quite bumpy on the return trip. For additional details, or if you need to arrange for this transportation contact Robert at Happy Hour and he can usually call the water taxi the day before you need to shop.

The final option for shopping is the small *tiendas* that are on the main (and only) road that borders Bahia de Cholon and goes to Barú. One such *tienda* is located near a large home on the edge of the bay that has blue roofs and a stone wall to the right, as you face it. To the right of the wall, there is a small dock where you can tie your dinghy and walk across the street to the shop. Eggs, fruit and vegetables are sold there, along with other basic items. Gasoline can also be purchased there for just 50 cents more than in Barú.

If you want internet and phone service while you rough it in Bahia de Cholon, buy a ComCell internet modem while you are in Cartagena at the Carrefour supermarket in the Caribe Mall or at the many ComCell outlets. Their tower is right in the bay, so the cell phone and internet services provided by them are excellent. Forgo the Tigo modem as their tower, wherever it lives, does not provide good service in the bay.

We have written about this bay as an escape from Cartagena, but it works equally well as an entry point prior to checking into Colombia, coming east from the San Blas Islands.

We must give credit to Robert who helped us with many details for this article and for his hospitality; to George and Pixie on *Silver Sea*, who gave us the original waypoints to enter the harbor; and to Johnny, who took us around Barú and introduced us to his family and friends.

*Michael and Edie and their West Highland 'security officer' Bella, are fulltime cruisers aboard Panda, their Morgan 41 Out Island sailboat. Except for her main propulsion diesel engine, Panda is totally powered by the wind and the sun.*

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# MONKEY PAWS AND WATERFALLS by Devi Sharp

ALL ASHORE...

One of the many things I love about Grenada is the abundant opportunity to hike, meet folks along the trail and catch glimpses of spectacular scenery. Our trip to Fontainebleu Falls (also called Upper Concord Falls) started early in the day. We met our hiking buddies Ann and Steve from *Receta*, Barb and Chuck from *Tusen Takk II* and Anna and Håkan from *Unicorn* at the Lower Woburn dock at 0630. We took the bus into St. George's and there we boarded the Number 6 bus to Grand Etang Park. Some hikes are about the destination, and don't get me wrong, Fontainebleu Falls is a gorgeous destination, but the hike is beautiful and interesting.

We tumbled out of the bus at the Grand Etang visitor center a bit ringy from the twisty road up the mountains. There are Mona monkeys (*Cercopithecus mona*) at the visitor area, but these are not the monkey paws of interest to this hike. Grand Etang National Park is at 1,740 feet and is almost always cool and cloudy — a welcome change from the hot sun at anchor.

We have hiked this trail many times and in the wet season it can be very slippery and always has patches of razor grass. Long sleeves and long pants help protect you from the fine razor-like cuts from razor grass. On this trip the trail was well cleared and very dry. It is really handy to have a walking stick for an extra point of balance or to push razor grass out of your path. We had no problems taking our walking sticks on the bus.

We took the Mt. Qua Qua trail (see the sidebar for exact details of the route) and after a while we were on a windy ridge where dead trees stand testament to the effects of 2004's Hurricane Ivan. A left turn (to the west) took us off of the Mt. Qua Qua trail and downhill into lush rainforest where we saw the small green, chandelier-shaped flowers of the monkey paw vine that have evolved to dust the backs of hummingbirds as they feed on the pollen of the flower, ensuring a good pollination at the next flower.

The trail took us down a drainage or gully that got larger as we descended. We boulder-hopped across the creek several times and after about an hour and a half our trail made a T into the Concord Falls trail. We took the left fork to Fontainebleu Falls. We

stripped down to our swimsuits, washed off the trail mud and sweat and had a refreshing swim.

The trail to Concord Falls is a dirt track that cuts through an old plantation. I thought the relatively flat walk to the road would be uninteresting, but I was wrong. The fields were full — we passed cabbage, carrots, callaloo, pigeon peas, peppers, limes, oranges, bananas and nutmeg. We greeted farmers as we walked and many were surprised and impressed to hear that we had gotten to the falls from Grand Etang. We were looking at a nutmeg when a lady came walking down the trail. We chatted and she fell in line with us, or more correctly, we hustled to keep up with her. She introduced herself as Dora and told us that she is 75-and-a-half years old and that she tends her fields in the hills every day, except on Friday when she takes the bus into St. George's to the market to sell vegetables. Dora was toting a sack of dasheen on her back and it took my husband, Hunter, two tries to get Dora to allow him to carry her burden. Unburdened, she walked even faster, chatting along the way.

Concord Falls was at the start of the road from our perspective — or the end of the road if you are driving. It is a tourist destination with little shops selling handicrafts and spices. These falls are pretty, but not nearly as nice as Fontainebleu Falls. We stopped to eat lunch at Concord Falls and thought that surely Dora would head down the hill, but she waited. Hunter picked up her bag of dasheen and we all trotted to keep up. At Dora's house she insisted we come to see her garden and she loaded us up with callaloo and Santa Maria mint for tea. We promised to visit her in the market on a Friday.

It was a few days after Christmas and many folks were on porches and in gardens. We long ago noticed that if we greet folks along the way they will enthusiastically return a greeting and often stop to chat. We stopped to chat with several folks before we had walked the mile-and-a-half to the main road. We managed to down a cold Carib (local beer) before hopping on a bus to St. George's.

If I had to give someone advice about this hike I believe it would be: "Say hi to everyone you meet and don't forget your swimsuit!"

CHUCK SHIPLEY



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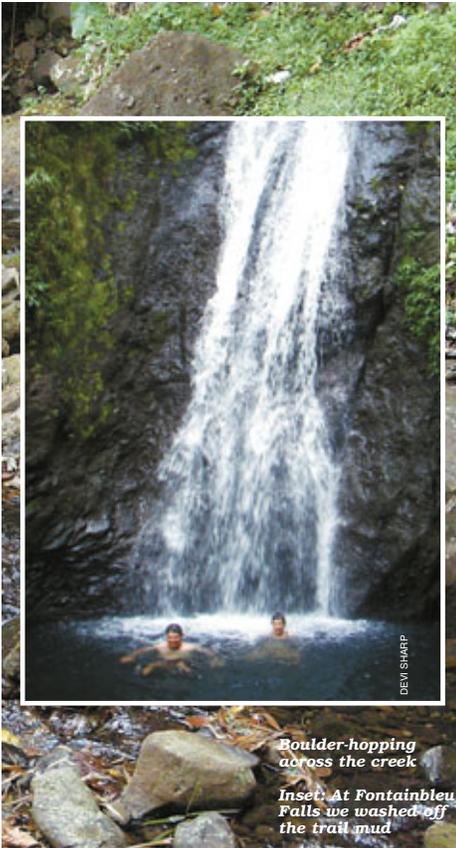
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**Boulder-hopping across the creek**

**Inset: At Fontainbleu Falls we washed off the trail mud**

## Fontainbleu Falls Hike Directions

The entire distance of the hike is about six miles and will take about four to six hours depending on your pace. You end the walk in Concord on the central western coast of Grenada, which is about a 20-minute bus ride back to St. George's.

- To start, take the Number 6 bus from the St. George's bus station to the Grand Etang visitor area.

- The trail to Mt. Qua Qua and Concord Falls trail is about 200 meters to the west (towards St. George's) and on the north side of the road.

- The trailhead sign says "Mt. Qua Qua and Concord Falls". This will be the last sign you see that mentions Concord Falls.

- The trail to Concord Falls branches off the Mt. Qua Qua trail about three-quarters of the way up to the Mt. Qua Qua summit. It took us about 45 minutes of brisk walking to reach the Concord Falls turn-off.

- The trail to Concord Falls is unmarked and takes off from a small cleared spot and is an obvious trail that heads to the west (left if you are on the trail facing Mt. Qua Qua). This trail gets less use than the trail to Mt. Qua Qua and consequently is more overgrown, but it is still a defined trail. The Concord Falls trail descends from the ridge top heads north and follows a gully.

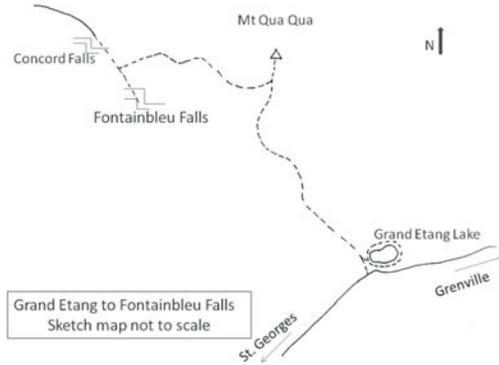
- As you proceed downhill two trails will enter from the right. At trail intersections your choice should always be to stay on the left trail.

- The gully gathers more water and becomes an active creek, which you will cross several times. After about an hour's walk from the Mt. Qua Qua trail, you will reach a point where steps have been cut into a steep rock face. Descend the steps, then continue to follow the trail for a few minutes and you will be at a stream crossing.

- After the stream there will be a short steep climb and you will intersect the trail from Concord Falls to Fontainbleu Falls.

- Turn left to get to Fontainbleu Falls. The trail will move into the riverbed and it takes about ten minutes to Fontainbleu Falls.

- Reverse your track down the riverbed and continue past the intersection that you came



from and on to Concord Falls

- It is 1.5 miles from Concord Falls to the town of Concord, where you can catch a bus back to the St. George's bus station.

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## MARCH 2010

**♈ ARIES (21 Mar - 20 Apr)**  
 The full moon on the 30th will be party-hearty time for all you Aries pirates and wenches. Be careful not to get too carried away, or you'll be walking the plank.

**♉ TAURUS (21 Apr - 21 May)**  
 During the first week you will meet headwinds in any creative boat projects you attempt. Wait until the bad weather clears and seas are calm before you up anchor on any new ones.

**♊ GEMINI (22 May - 21 Jun)**  
 Check your signal. A lack of creative communication could have negative effects on sailing business or finances during the first week. Propagation should improve in the third week.

**♋ CANCER (22 Jun - 23 Jul)**  
 Creative winds will be blowing for you. Chart a course that includes friends and family and enjoy a pleasant month of easy sails. Save some energy for a full moon party on the 30th.

**♌ LEO (24 Jul - 23 Aug)**  
 You're still feeling lackadaisical, but that will change on the 10th when a high tide of good humor will flood in — to your great relief. Now if only business would follow in its wake, things would be smooth sailing.

**♍ VIRGO (24 Aug - 23 Sep)**  
 Creative self-expression will be ambiguous and arguments could ensue, making everyone on board cranky. Saying "Aye-aye, dear" might help.

**♎ LIBRA (24 Sep - 23 Oct)**  
 You might have a strong gust of business or financial activity during the first week. Take advantage of it quickly, as aspects indicate your tide of good humor could ebb after the 10th.

**♏ SCORPIO (24 Oct - 22 Nov)**  
 Although boat-work energy is low, creativity and verbal skills are under full sail. Use this aspect to its best advantage to keep way on in creative endeavors.

**♐ SAGITTARIUS (23 Nov - 21 Dec)**  
 The aspects that benefit Scorpio will be a source of frustration for you. Any arrows you archers let fly this month will scatter aimlessly, so you might as well kick back on the cockpit cushions with a good book.

**♑ CAPRICORN (22 Dec - 20 Jan)**  
 Other than having a dearth of humor, this is a relatively aspect-free month. A spell in the doldrums during the third week will be the worst of it.

**♒ AQUARIUS (21 Jan - 19 Feb)**  
 Though your work energy is low you should do your best to slog through your current boat projects, as new opportunities will soon present themselves.

**♓ PISCES (20 Feb - 20 Mar)**  
 You will be full of creative energy and communicative efforts will flow freely and productively, especially around the 25th when inspiration should bring new cruising ideas and opportunities.

## Crossword Solution

|               |             |              |
|---------------|-------------|--------------|
| <b>ACROSS</b> | 49) TRUCK   | 17) BURN     |
| 2) GASOLINE   | 50) WATER   | 20) SALT     |
| 6) COCO       | 53) TORCH   | 21) BOREALIS |
| 9) ALPHA      | 55) RID     | 22) DROOP    |
| 11) AURORA    | 56) FIR     | 25) AH       |
| 12) ELMO      | 57) MEN     | 26) FIRE     |
| 14) SHUT      | 58) HOT     | 27) SET      |
| 18) CLOUT     | 59) ART     | 29) FLARE    |
| 19) ONE       | 60) SEE     | 31) EMAIL    |
| 20) SKIDS     | 61) BLOW    | 33) HEARTH   |
| 21) BUCKETS   | 62) ESCAPE  | 34) MEMBER   |
| 22) DOOR      | 63) LOG     | 35) SAIL     |
| 23) OR        | 64) AX      | 37) BIN      |
| 24) EARP      | 65) SHIP    | 38) LA       |
| 26) FLAMES    | <b>DOWN</b> | 40) LOOK IN  |
| 28) RN        | 1) FAT      | 41) CLEW     |
| 30) HOSE      | 2) GALLEY   | 47) SCREEN   |
| 32) IT        | 3) SPOUSE   | 48) WORKS    |
| 34) MAST      | 4) LES      | 51) ARROWS   |
| 36) ABLAZE    | 5) EATER    | 52) LIT      |
| 39) PLACE     | 6) COOK     | 53) TIRES    |
| 42) LIAR      | 7) OR       | 54) CHEAT    |
| 43) OIL       | 8) CANDLE   | 56) FA       |
| 44) AMBIT     | 10) HECK    | 57) ME       |
| 45) IN        | 13) MOT     | 58) HELP     |
| 46) EAR       | 15) HOOPS   | 60) SEA      |
| 47) SOLE      | 16) UNO     | 61) BOX      |

# Earthquake, Haiti: The Third Day Island Poets

"In Haiti, all the important things are beautiful; only reality needs a bit of improvement."  
 —Herbert Gold, *The Best Nightmare on Earth* (1991)

What can a poet do for Haiti now  
 and an older poet at that, unable to walk  
 as he once did up the mountain to the Citadel  
 in the clouds above Cap Haïtien  
 fortress against an invasion that never came  
 what can a poet do  
 as the window shuts

not a physician in Doctors without Borders  
 not a soldier in the 82nd Airborne  
 not a helicopter pilot nor back-hoe operator  
 not a secretary of state  
 nor even a TV commentator

As the window shuts  
 & relief planes stack up in the Trade Wind sky  
 unable to land on the single clogged runway

I see the rubble, in this Age of Rubble  
 the makeshift tents & clinics in the debris  
 people living in the streets alongside the dying & dead  
 masked relief workers ghosting among them  
 in this capital of the displaced

I see the Hotel Montana, chandeliered  
 & broad verandaed, now collapsed  
 into a crumble of irony  
 a prison for the trapped, morgue of the dead

I watch the looting begin, the rioting, the disease spread  
 as survivors drift without shelter  
 undernourished, overwhelmed

I hear the iron bed frames & springs clanging  
 the rotor-wash, the odd siren, the hymn  
 the rumors, the voices in the rubble moaning  
 the cries Au Secours! Secours!  
 & the drums gone quiet

I smell the charcoal, the coal pots simmering  
 also the rubber burning, the flesh decaying  
 the excrement overbounding,  
 and over it all, cast in the Trade Wind  
 the haze of cement dust, of ash

I feel the pain of loved ones lost  
 how the loss feels like rebar broken clean  
 or twisted, bent at crazy angles  
 the steel inside the rust shining  
 clean & cruel, at the break

As the window shuts  
 & aftershocks, in dreadful reprise, shake sunrise

I send this poem to the people whose country lies  
 over a fault line of the earth's plates  
 to the weak, the dazed, the dehydrated  
 the crushed, the maimed & mangled, the suffocated  
 to the unaccounted for

\*  
 "It is a poverty issue, not a natural disaster issue,"  
 says David Brooks on NPR,  
 noting that fifteen years ago, near San Francisco,  
 a similar earthquake struck, killing only sixty-three.

Poverty and education, I say: no one in Haiti knows  
 anything about building codes.  
 Most in the black peasant class are illiterate,  
 kept from the classroom by  
 the mulatto elite, a mercantile-military alliance  
 corrupt & long supported by First-World governments ...

and that is an issue NOT of the rebellion in 1791  
 and some resulting "curse"  
 as imagined wishfully by the likes of  
 a right-wing backward evangelical demagogue,  
 but of racism worldwide & internal  
 an issue of Power  
 & the illiteracy that kept it, keeps it.

\*  
 As the window, open  
 for but seventy-two hours, shuts  
 on Port-au-Prince  
 I send this poem to the Haitian people

this poem now  
 that the transport of drumming resumes  
 in the tonnelles of the possessed  
 & we behold life behind the veil  
 see in the cloud-shrouded Citadel  
 a defense for culture

here: the imaginary world presided over by  
 Papa Legba, Damballa, Erzulie  
 Ogoun Ferraille, Ogoun Agoué  
 & Baron Samedi in his bowler hat

all of whom — spirits in the Vodoo pantheon —  
 guided Toussaint l'Ouverture, his generals & troops  
 in the march that led to Independence  
 & who are revealed in the paintings of Hector Hyppolite  
 & others of the renaissance  
 in "his buried heirloom of atavistic wealth"

a culture independent of & beyond  
 earthquake & hurricane  
 slavery, dictatorship, occupation  
 beyond poverty & illiteracy  
 & the absence or misuse of natural resources  
 the goodwill even, all the good intentions

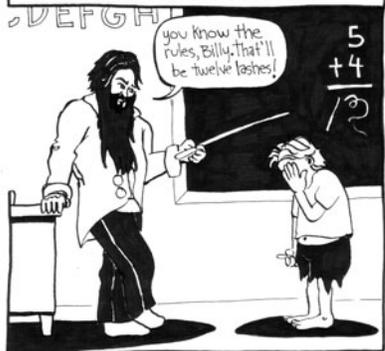
I send this poem to reunite the living with the dead

— Richard Dey

(15 January 2010)

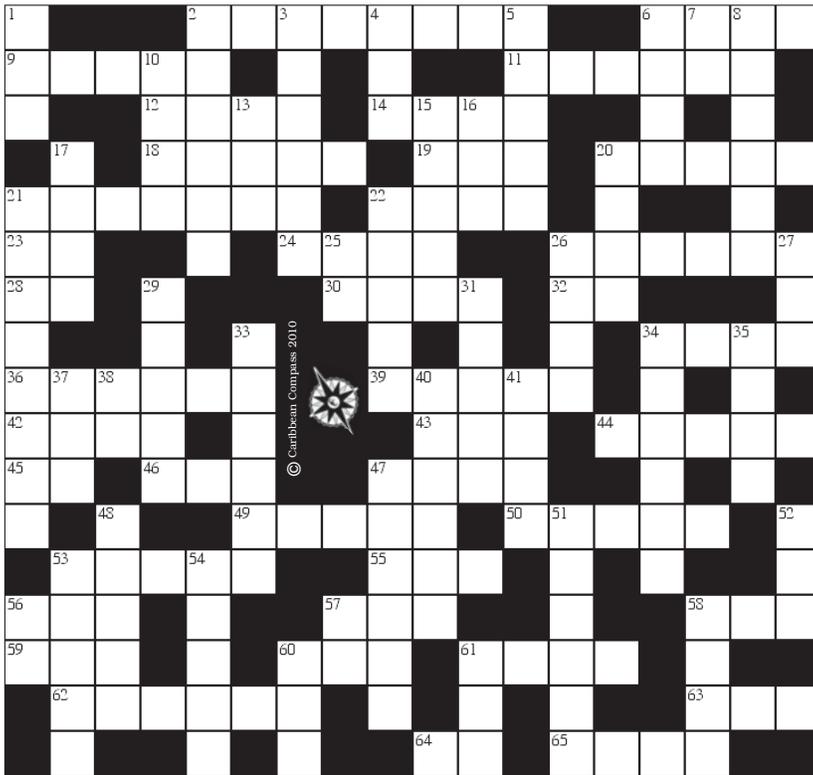
## parlumps marooned

Edward Teach became a ruthless  
 pirate only after he was fired  
 from Brookwood Elementary.



"You dang critter! Yer trespassin'! Git out o'here!"

# Compass Cruising Crossword



## 'FIRE!'

### ACROSS

- 2) Stow this outboard fuel carefully to avoid the risk of 26 Down
- 5) \_\_\_nut husks are good for a beach 26 Down
- 9) First letter, in Greek
- 11) First word in name for 'northern lights'
- 12) Saint \_\_\_'s 26 Down: lightning in the rigging
- 14) In case of engine room 26 Down, do this to the 22 Across
- 18) Punch
- 19) First number
- 20) Timbers on which boats are hauled up or lowered
- 21) Use these in some 26 Down brigades
- 22) Bulkhead closure
- 23) Either
- 24) The home of Wyatt \_\_\_ was destroyed by 26 Down
- 26) Tongues of 26 Down
- 28) A good person to dress a 17 Down (abbrev.)
- 30) 26 Down + 57 Across use this to get 50 Across from their 49 Across to the 26 Down
- 32) That thing
- 34) If struck by lightning a wooden \_\_\_ can 17 Down like a 53 Across
- 36) Completely on 26 Down
- 39) 26 Down \_\_\_: 17 Down wood here to keep the room warm
- 42) An arsonist is also often a \_\_\_
- 43) What not to pour on a 26 Down
- 44) Scope or boundary
- 45) It went up \_\_\_ 26 Across'
- 46) Organ of hearing
- 47) Cabin floor
- 49) 26 Down \_\_\_: large red vehicle with 30 Across, 50 Across and 57 Across on board
- 50) Don't throw this on an 43 Across fire
- 53) Blazing stick (or flashlight for the British)
- 55) Get \_\_\_ of any flammable waste on board
- 56) Douglas \_\_\_ can be used for a 26 Down or a 34 Across
- 57) 26 Down \_\_\_: the guys who show up in the red 49 Across
- 58) Not cold
- 59) Boat built from gopher wood
- 60) Watch
- 61) Do this on embers to make 26 Across
- 62) Make it off the 17 Downing 65 Across
- 63) Something the captain grabs to carry off the 17 Downing 65 Across
- 64) 26 Down + 57 Across use this tool to chop their way through a wall
- 65) A 26 Down on a cruise \_\_\_ would be really scary!

### DOWN

- 1) The \_\_\_ is in the fire!: the die is cast
- 2) Many 26 Downs on board start here
- 3) Husband or wife
- 4) Pounds (abbrev.)
- 5) 26 Down \_\_\_: 'hot' performer at circuses and shows
- 6) Campers do this over a 26 Down
- 8) Unattended, the cause of many house fires
- 10) 'Oh, what the \_\_\_': attitude of burned out people
- 13) Bon \_\_\_: witticism
- 15) Circus animals are taught to jump through flaming \_\_\_
- 16) 19 Across, in Spanish
- 17) 27 Down 36 Across
- 20) Some 6 Downs use this to put out a grease fire
- 21) Second part of name for 'northern lights'
- 22) Hang or sag
- 25) Sound of satisfaction
- 26) Subject of this puzzle
- 27) Arsonists like to \_\_\_ fires
- 29) Flammable emergency signal
- 31) Electronic letter (or enamel, in French)
- 33) The floor of a 26 Down + 39 Across
- 34) 19 Across of a group
- 35) That which propels a vessel by wind power
- 37) Container for fuel for the 26 Down + 39 Across
- 38) \_\_\_ Brea: famous tar pits
- 40) When I \_\_\_ your eyes: lyrics by rock band 26 Down House
- 41) Corner of 35 Down where sheets are attached
- 47) Device to keep ashes in the 26 Down + 39 Across
- 48) The Chinese invented gunpowder and 26 Down \_\_\_
- 51) Archers sent flaming \_\_\_ onto the enemy 65 Across
- 52) Ignited
- 53) These 17 Down with a lot of smoke
- 54) Don't do this on your fire drills
- 56) Note before sol
- 57) Not you
- 58) 'Mayday' is an urgent request for this
- 60) At \_\_\_: bad place to have a 26 Down
- 61) 26 Down \_\_\_: chamber in which fuel is burned

*Crossword Solution on page 38*

How many famous Caribbean names do you know? Test your knowledge with this word search puzzle by Pauline Dolinski!

## FAMOUS CARIBBEAN PEOPLE



- |               |               |            |
|---------------|---------------|------------|
| ARISTIDE      | HALL          | RAWLE      |
|               | JOHN          | RHYS       |
| BARROW        | JUAN BOSCH    | ROSS       |
| BATISTA       |               | RUDDER     |
| BEST          | LARA          |            |
| BOB MARLEY    | LATAPY        | STERN JOHN |
| BOGLE         | LEWIS         |            |
| BUSTAMANTE    | McKAY         | TRUJILLO   |
|               | OTTEY         |            |
| CASTRO        |               | VERE BIRD  |
| CHE GUEVARA   | PALMA         | VS NAIPAUL |
|               | PITT          |            |
| ERIC WILLIAMS | PONCE DE LEON | WALCOTT    |
| FIDEL         | POITIER       |            |
| GARVEY        | PRICE         | YORKE      |

*Word Search Puzzle solution on page 45*

# The Rainy Day Club

by Lee Kessell



"It's so boring when it rains," sighed Maizy, the little yellow butterfly fish. "I wish we could do something on days like this."

"That's not the way of things," rebuked her mother. "On wet days no sun breaks through the clouds and it is as dangerous to venture out from the reef as it is at night. Look about you, all the reef fish are sheltering under the ledges and even our friends the sea anemones are hiding with their tentacles curled in."

"Well I don't see why all of my friends can't get together under a ledge and play games. We would be perfectly safe."

This conversation was taking place in the sunny Caribbean, just off the pretty mountainous island of St. Lucia after the start of an unusual week of wet weather for that time of year. Maizy and her friends were members of the community of fish and sea creatures of Cutie Cove, a sheltered little bay near the north of the island.

Maizy's mother thought about the idea and, although she was against any change in the order of things, she couldn't really find a good reason to object.

"Come on, Mummy, what harm can happen to us?"

"Well, you'll have to go out to find your friends and bring them all here, and that doesn't seem very wise to me."

"But I'll stay under the ledges all the way and nothing can attack me."

So Maizy got her way and off she swam. Pretty soon she had all of her friends — Angie the Angelfish, Greta the French Grunt, Porky the Porkfish, Dimity the Damsel fish, Serge the Sergeant Major, Bret the Brown Chromis, Candy the pink-striped Basslet and Princess the Parrotfish — under the ledge in sight of her mother. The first thing they did as members of the Rainy Day Club was to swear allegiance to the death. Of course Maizy and her friends never expected to put this oath to the test but it was exciting to pretend that mortal danger lurked under every ledge.

The members of the Rainy Day Club didn't mind the rain at all because they met every day and had lots of fun playing Hide and Seek in and out of the little crevices and ledges, Tag the Tail and I Spy With My Little Eye and they held competitions to see who could tell the most scary story.

As Maizy's mother always seemed to take charge of organizing whatever had to be done in the community, all the other mothers looked up to her. So even if they didn't approve of the Rainy Day Club with their little children rushing about all over the reef, they accepted Mrs. Butterflyfish's judgment.



So it was that after six days of solid rain, the seventh began dull and overcast and the children gathered as usual and began their games while Mrs. Butterflyfish went to visit a sick friend next door. But this was not to be a rainy day; gradually the clouds began to thin and then the sun came out and bathed the entire cove in brilliant yellow light. All the fish children darted out from the ledge with shrieks of joy, swimming in circles over the tawny sand forgetting to stay near the safety of the reef.

When Mrs. Butterflyfish saw that the sun had come out she jumped with alarm and swam back home to make sure that the children were playing safely — but the children had gone and she didn't know that a hungry Banded Jawfish had grabbed Candy the pink-striped Basslet and was trying to pull her down into his den! Fortunately for Candy, the Jawfish was having trouble as she was too long to fit down his burrow, unlike stubby Porky the Porkfish who would have been no trouble, but the members of the Rainy Day Club took fright, forgetting their pledge to stand together until the death and swam about blindly in a panic.

Without hesitation Mrs. Butterflyfish darted out into the bright sunlight, gathered all the children together and just as she was about to take them back to the safety of the ledge, Serge the Sergeant Major blurted out: "But the Jawfish has Candy in his mouth!"

Poor Mrs. Butterflyfish turned around with a terrible feeling of doom.

"But we can save Candy if we all work together," continued Serge. "That big Jawfish hasn't got Candy down into his burrow yet because he has to widen the entrance with his tail, so if we hurry we can attack together and nip at his head until he lets her go."

Mrs. Butterflyfish instantly agreed, and all the children followed Serge and began nipping at the head and mouth of the Jawfish who let go of Candy in a hurry and disappeared down his burrow.

Mrs. Butterflyfish took the children and a very frightened Candy back to the safety of the ledge and after hugging each other with relief, Maizy's mother put an end to The Rainy Day Club then and there.

The moral of this story is: Don't mess with Mother Nature's rules; she knows what's best for her children.

THE END

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

### DOLLY'S DEEP SECRETS

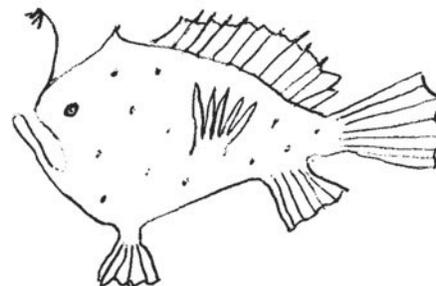
by Elaine Ollivierre

In last month's *Compass*, you might have read that divers in Carriacou were thrilled to see longlure frogfish in the reefs off Carriacou. This small, rather ugly fish will also have no home if the coral reefs of the Caribbean disappear.

Members of the frogfish family (related to angler fish) are found worldwide but the longlure is only found in the western Atlantic and the Caribbean. It is very difficult to find, especially in a reef area covered with sponges. The longlure frogfish was given a scientific name, *Antennarius multiocellatus*, in 1837. **Multiocellatus** means "many eye-like spots" and refers to the pattern of black spots all over the longlure's body. These spots and the general colouring of the frogfish (yellow – brown – reddish) makes the fish look exactly like a sponge so it can camouflage itself very well.

The frogfish does not have scales exactly, but warty prickles all over the skin. It has tiny eyes and a big mouth, which turns upward; but what makes it very unusual is the first spine of the dorsal fin. It is much longer than the other spines and looks like an antenna or fishing rod on the front of the frogfish's head. It even has a structure on the end that looks like bait! When the longlure is ready for dinner, it waits on the reef until another fish swims by, attracted by the wiggly lure. Then the frogfish grabs its prey. It is thought to be the fastest creature on Earth as it sucks in the fish at such high speeds that it is difficult to see it hap-

pen! It usually eats fish but it will also eat crabs and shrimp. If the fish aren't biting, the longlure moves to a better hunting ground. It doesn't always swim. Instead, it can use its pectoral and pelvic fins (which look like hands) to "walk" across the reef or the sea floor.



The longlure frogfish grows to about five inches (12cm) long. When the female produces eggs, she becomes very fat and swims up to the surface of the sea. There, she releases a mass of sticky eggs so that the much smaller male, who follows closely behind her, can fertilize them. The fertilized eggs can then float away before they become food for other cannibalistic frogfish.

**WORD PUZZLE**  
How many five-letter words can you make from the letters of the word **MULTIOCELLATUS**? No plurals allowed.

Answer on page 19

# THE SKY IN MARCH

by Scott Welty

### The Planets in March

- MERCURY - (See below)
- VENUS - (See below)
- EARTH - Tired of coming in third
- MARS - High in the night sky after sundown. Will be up there all month, riding in Cancer.
- JUPITER - (See below)
- SATURN - Rising around 2000 hours and therefore up the rest of the night all month. Look for it very near the moon on the 29th. It will be just above and to the left of the moon then.

### Sky Events This Month

- 7th - Look for the moon to rise around 0100 hours and ride through the sky with the bright star Antares (a red giant) in Scorpio
- 15th - New Moon
- 20th - Vernal Equinox (see below)
- Crescent moon passes through the Pleiades (See Figure 1)



FIGURE 1

- 24th - Mars and moon together
- 29th - Full Moon

### Where in the Heck are all the Planets?

Each month I try to give rising or setting times or other ways to locate the visible planets (those from Mercury out to Saturn are called the visible planets because they can be seen with the naked eye. Uranus, Neptune, and Pluto, when it was a planet, can only be seen with a telescope). There's not much to see this month so I thought a picture looking down on the solar system from "above" might be interesting, to see why we will see neither Mercury, Venus, nor Jupiter this month. Toward the end of the month, Venus and

Mercury may be visible briefly in the evening twilight. (See Figure 2)

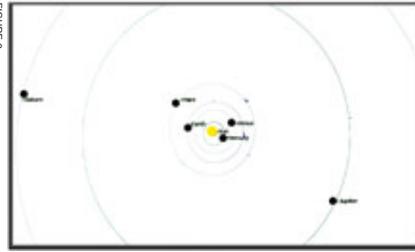


FIGURE 2

As you can see (or not!) to look toward Mercury, Venus or Jupiter is to look toward the sun. This puts them up in the daytime here on Earth. When a planet is directly across the sun from us it is said to be in superior conjunction.

### The Vernal Equinox

Quick, it's March 20th. Get an egg and see if you can balance it on its end! You CAN! Well, you can do this any day with a little patience (or a little salt). Egg balancing is one of those long-held superstitions about the spring equinox (literally, "equal night") that just isn't true — but there are lots of other things that are true about this day.

- This is the day when everyone on the planet (Earth) has 12 hours of daylight and 12 of nighttime
- The sun rises due east and sets due west.
- A man on the equator could stand in the shade of his own sombrero at noon.
- This is the day that allows you to calculate when Easter is: Easter is the first Sunday after the first full moon after the vernal equinox.... Really!

Not surprisingly, most traditions and ceremonies celebrating this easing into spring come from the northern latitudes where "time to plant stuff" was a matter of survival and marking the equinox was a way to do that.

### Sue's Favorite Star

Looking low and due south early in the month and then more west as the month wears on is a beautiful star — Canopus in the constellation Carina. Now, really, all stars are about the same viewed from Earth but this is a very bright star and it sits low in the sky

in the Caribbean. That makes it very colorful due to the dispersion of light through our atmosphere. It is visibly colorful with the naked eye and really fun through your Steiners. You can't miss it but check out Figure 3 for a guide. My second mate, Sue, picked out this star a few years ago when we got far enough south to see it and it has been a favorite of ours ever since. We're happy to share but don't wear it out!

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

One of the fascinations of traveling by sailboat is the connection to history. Most of the Earth was mapped and explored via sailboat. Now exploration to new places takes place in space with high tech rockets, robots, and electronics while the sailboat is left behind with us to fondly continue the tradition. But wait, the sail idea might return! A guy named Pekka Janhunen has invented an "electric sail" for space exploration. It uses the solar wind, which is the constant stream of charged particles from the sun. It is this stream of charged particles that causes the northern lights. Janhunen's idea is to deploy kilometer long wires from a spacecraft and keep them charged up. The repulsion between the charged wires and the charged particles would then provide thrust for the spacecraft not unlike the wind in our spinnakers. So maybe in the far distant future the cruising sailor will be considering a passage from Mars to Saturn instead of St.

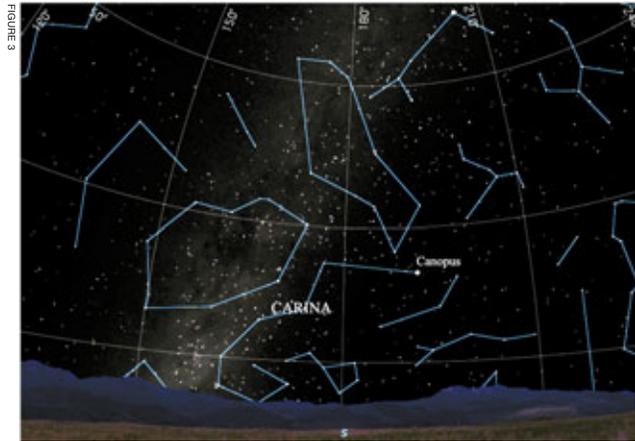


FIGURE 3

Martin to Bermuda. Watch out for pirates when you pass Jupiter!

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

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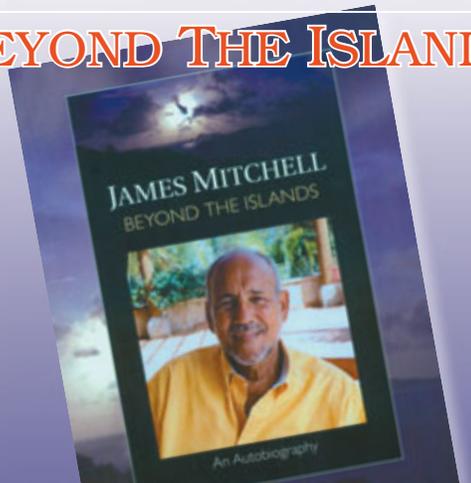
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# MERIDIAN PASSAGE OF THE MOON

MARCH - APRIL 2010

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-Iolair 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; i.e. tide the floods from west to east. 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 Iolair charts. Fair tides!

| DATE | TIME       | 22           | 1727        | 11 | 0943        |
|------|------------|--------------|-------------|----|-------------|
| 1    | 0023       | 23           | 1826        | 12 | 1024        |
| 2    | 0115       | 24           | 1924        | 13 | 1107        |
| 3    | 0207       | 25           | 2021        | 14 | 1152 (new)  |
| 4    | 0254       | 26           | 2115        | 15 | 1239        |
| 5    | 0352       | 27           | 2208        | 16 | 1331        |
| 6    | 0446       | 28           | 2300        | 17 | 1425        |
| 7    | 0540       | 29           | 2351        | 18 | 1523        |
| 8    | 0633       | 30           | 0000 (full) | 19 | 1621        |
| 9    | 0724       | 31           | 0044        | 20 | 1719        |
| 10   | 0813       | <b>April</b> |             | 21 | 1815        |
| 11   | 0859       | <b>DATE</b>  | <b>TIME</b> | 22 | 1908        |
| 12   | 0943       | 1            | 0137        | 23 | 2000        |
| 13   | 1025       | 2            | 0232        | 24 | 2050        |
| 14   | 1106       | 3            | 0328        | 25 | 2140        |
| 15   | 1146 (new) | 4            | 0423        | 26 | 2231        |
| 16   | 1227       | 5            | 0516        | 27 | 2323        |
| 17   | 1310       | 6            | 0606        | 28 | 0000 (full) |
| 18   | 1355       | 7            | 0654        | 29 | 0018        |
| 19   | 1443       | 8            | 0739        | 30 | 0113        |
| 20   | 1535       | 9            | 0821        |    |             |
| 21   | 1630       | 10           | 0903        |    |             |

# Trinidad-Grenada Passage Security Suggestions

by Melodye Pompa

In view of the recent robbery and assault of the crew of a yacht enroute from Trinidad to Grenada (see “Robbery of Yacht Between Trinidad and Grenada Spurs International Security Measures” by James Pascal in last month’s *Compass*), and the various reports of similar incidents in the same area and in Venezuelan waters over the past several years, there are some very specific precautions which cruisers can take to avoid or minimize attempts against them. Full details of the incident as well as plans from the coast guards of Grenada and Trinidad & Tobago, as well as from those nations’ marine trades groups, MAYAG and YSATT, to minimize future incidents can be found at [www.grenadabroadcast.com/content/view/7005/45/](http://www.grenadabroadcast.com/content/view/7005/45/).

The Trinidad & Tobago Coast Guard advises that pirogues are active from the south coast of Grenada and moving out to the north and east of Tobago to move marijuana to Toco, at the northeast corner of Trinidad. The pirogues are active around the gas-drilling rigs as these are used as landmarks for boats without navigation equipment. However, the pirogues range all over the area, from the north coast of Venezuela to Tobago and to the south coast of Grenada.

Efforts to interdict drugs are underway in this area and cruisers should be aware of the potential for running into smugglers and/or authorities who may mistake their innocent activities for something criminal. The area off the northeast coast of Trinidad is patrolled for fisheries protection and drug interdiction activities. These patrol vessels are often unmarked and the crew may not be in uniform, so it is difficult for the cruiser to determine their intentions.

Please bear in mind that there has been only one incident reported on the Trinidad-Grenada route, although there have been four additional reports of attempts (unsuccessful) in the past two years. In view of the large numbers of yachts that make this passage each year, the chances of a piracy attempt are very small. Nevertheless, those who do sail this route should take every possible precaution.

There are two gas-drilling platforms in the area: *Hibiscus* at 11°08.8N and 61°39.0W, and *Poinsettia* at 11°13.9N and 61°31.4W. Both monitor VHF 16 and have, in the past, relayed calls to the Trinidad & Tobago Coast Guard.

The following tips are taken from notes from cruisers and from the precautions page on the Caribbean Safety and Security Net website, [www.safetyandsecuritynet.com](http://www.safetyandsecuritynet.com). Note that in some cases, the suggestions contradict each other: each skipper should make individual choices.

- Think about a response plan before it is needed, with the emphasis on scaring away intruders (and this is certainly appropriate for yachts at anchor as well as those underway). *This is the most important preparation a cruiser can make.* Think about evasive maneuvers, first aid kit for possible injuries, response to fire aboard (e.g. gas cans hit by gunfire), where is the crew to shelter, can / should any further resistance to boarding be made (flare guns, sprays, etc.), how to initiate a distress call, use of lights and flares, and communication with other vessels and/or law enforcement authorities.
  - Consider traveling in a group, maintaining VHF or SSB contact on a regular schedule throughout the trip. Use a VHF channel other than 16 for group check-ins, but monitor both that channel and channel 16.
  - Since all the reported boardings and attempted boardings have occurred during the day, travel at night. Some have suggested that you travel with no lights; however, that has its own inherent dangers. Your radar is of little use to detect these pirogues as they are usually wooden boats and will not show up on radar.
  - Sail as far east of the rhumb line as possible, away from the locations of the previous reports, although that route means there are fewer other vessels to come to your aid if you need help.
  - Don’t discuss your departure plans (time and destination) with strangers on shore. Don’t describe your yacht to strangers: current location, name, number of people on board, whether or not you are armed.
  - The Trinidad & Tobago Coast Guard is suggesting that all vessels leaving from Trinidad file a float plan by phone with them: hull description, flag, crew, destination, estimated time of departure and estimated time of arrival. It is not clear what the follow-up will be. If you do file a float plan, be sure to notify the Coast Guard of your safe arrival.
  - Separate and hide valuables in multiple unpredictable areas on board, including passports and boat papers. Hide a copy of passports and boat papers in a different spot. If possible, hide a spare GPS and handheld VHF radio. Maintain a list of serial numbers of all equipment, keep it up to date when you add new equipment, and hide a copy of that list.
  - Make two copies of the contents of all wallets: credit cards (both sides), licenses, etc. Send one copy to a contact at home and hide one copy along with the copy of the passports. Be sure to have telephone numbers for the credit card companies to report a loss from abroad.
  - Check the Caribbean Safety and Security Net website regularly, both for additional security tips as well as reports of piracy or attempted piracy against other yachts, and learn lessons from how others have handled a piracy situation.
  - If your yacht is approached by a suspicious vessel, immediately activate DSC on your VHF and begin transmitting on VHF 16 and SSB 2182 that you feel you are in danger. Call out your yacht name and your location repeatedly until you get a response. If you are traveling in a group, one of those yachts will hear you, and if you are traveling alone, it is possible that another vessel in the area will hear you and come to assist. If you have DSC activated, that signal will extend a great distance.
- Always remember, neither your yacht nor your possessions are worth serious injuries or worse. But you must consider that anyone willing to randomly fire at your vessel may not leave you unharmed if they are allowed to board. You must consider how and whether, and be prepared, to provide resistance to boarders as you determine to be appropriate.
- The Caribbean Safety and Security Net welcomes additional suggestions: e-mail to [susecondm@aol.com](mailto:susecondm@aol.com) or use the “contact us” page at [www.safetyandsecuritynet.com](http://www.safetyandsecuritynet.com).  
Editor’s note: See also Mike Hatch’s letter in this month’s Readers’ Forum, page 38.

## OFF THE BEATEN TRACK WITH DON STREET

### Part Three: The British and US Virgin Islands

#### The BVI

In the BVI the first step in finding quiet anchorages is to obtain a copy from Moorings or Sunsail of the special Imray Iolaire chart that shows the places where bareboats are not allowed to anchor. These are likely to be anchorages that are uncrowded and are not littered with mooring balls.

Anchorages you might share with, at the most, one other boat include Money Bay on the south coast of Norman Island, numerous ones on the south coast of Peter Island, and Bluff Bay on the south coast of Beef Island.

On the south end of Guana Island there is a good anchorage for one boat behind Monkey Point. Take the dinghy ashore, climb across the rocks and you will find a beautiful little sandy beach. It's inaccessible except by the route you have taken, so a great place to bathe *au naturel*.

Eustatia Sound on the north coast of Virgin Gorda has two seldom-used bays, Deep and Oil Nut, where, unless it is blowing really hard, you can anchor close to leeward of the barrier reef which breaks the swell but not the breeze. Thus you'll have a cool, bug-free anchorage close enough to the reef so you can snorkel from the boat — no need for a dinghy expedition. Anchor bow and stern so that if the wind dies in the evening and the current changes you are not swept onto the reef.

On the south coast of Virgin Gorda, South Sound provides an excellent anchorage sheltered in all directions. On the west coast, from mid-April on, when the danger of the northerly ground swell is largely gone, both Savannah Bay and Mahoe Bay provide uncrowded anchorages. West of Virgin Gorda's Anguilla Point, the western entrance to Gorda Sound is an excellent anchorage — again, from mid-April on. But only use this anchorage from Monday until noon on Friday as during the week-end a continual stream of powerboats will be using the passage between Mosquito Island and Anguilla Point.

The main anchorage in Aneгада may be crowded. If so, and you draw six feet or less, proceed westwards and anchor off Neptune's Treasure. This is usually calmer. The anchorage behind Pomato Point is never crowded. Also, from mid-April on when the danger of a ground swell is negligible, there is an anchorage off the western end of Aneгада that guarantees you a mile of so of nearly deserted white sand beach.

The ultimate deserted anchorage in the BVI, and possibly in the whole Eastern Caribbean, is the tiny cove on the lee side of Little Tobago, southwest of Jost Van Dyke.

#### The USVI

In the US Virgin Islands, despite what some sailors and guide authors say, there are some uncrowded anchorages if one wants to get off the beaten track.

On St. John, within the area of the Virgin Islands National Park, just about all the anchorages will be crowded and full of mooring balls that you are required to use. However, on the western side of Leinster Bay, there is a seldom-used anchorage at Mary's Creek. Since it is on the western side of the bay there is always a cool breeze. There are six feet of water over the bar at the entrance, and seven to eight feet inside.

On the northeast coast of St. John, outside of the National Park area, are two excellent anchorages for the experienced eyeball navigator, New Found and Haulover Bays. Both are suitable for only one boat, so if you get in and anchor you will be alone. On the southeast corner of St. John is Salt Pond Bay, also seldom crowded and with no mooring balls.

St. Thomas and its offshore islands also provide some uncrowded anchorages. Buck Island (not to be confused with the Buck Island off St. Croix) has day-trippers but they leave by 1500 hours and do not arrive till 1000 or 1100 hours, so you have a peaceful evening and morning. What more can the sailor want, as in the middle of the day the real sailor is sailing!

Lindbergh Bay, near the airport, is slightly rocky and roly. It is the old story: if there is a white sand beach it is not a good all-weather anchorage because it is the swell that deposits the sand on a beach. The best feature of Lindbergh Bay is the fact that the airport is walking distance from the beach, and it's a short taxi ride from the airport to one of the hotels on the beach, so it is a convenient place to anchor if doing a crew change. A warning: in periods of heavy weather, even with winds from the east, the swell hooks around Water Island and rolls into the bay. Once the swell caused *Iolaire's* anchor shackle to break and she ended up high and dry on the beach.

Brewers Bay, north of the runway, is another deserted anchorage although the beach may be full of swimmers on weekends.

The anchorage in the lee of Saba Island is superb, with good diving on rocks to the west and a nice beach ashore. The wind sweeps across the sand spit between Turtle Dove Cay and Saba Island, guaranteeing you a cool, bug-free anchorage. On weekends, sailors from St. Thomas visit, but it is deserted during the week. This anchorage makes a great jumping-off spot when heading west to the Spanish Virgins, or a landfall if coming from the Spanish Virgins to St. Thomas.

There are a number of anchorages on the western end and north coast of St. Thomas that are not useable in the winter, when the ground swell is likely to come in, but come late April or early May, they bear investigating. In late spring and summer only, check out Mermaid's Chair or the anchorage on the southwest corner of West Cay. Then, under power, go between West Cay and St. Thomas and investigate Sandy, Botany, Stumpy, Santa Maria, Hull and Magens Bays. The Frenchtown fishermen keep their boats on the south side of St. Thomas in the winter but come summer they move their boats to Hull Bay.

The sail from the northern Virgins to St. Croix is about 38 miles on a close or beam reach, depending on the jump-off point. It is a glorious sail and is well worth it. St. Croix bears investigating ashore for a day in a rented car and a good half-day, or perhaps a full day, can be spent exploring the town of Christiansted on foot. Then off to Buck Island, where there are some day-trippers from 1100 to 1500 hours, but the island is yours morning, late afternoon and night. The number of day-charter boats is strictly limited so even during the day the island is not overcrowded.

If you want to be completely alone, go inside the barrier reef and work your way eastwards from Teague Bay into Knights or Cotton Garden Bay. Here you will have a beautiful windswept anchorage but no sea as the barrier reef breaks the swell. The only charts detailed enough to do this are the BA chart of St. Croix and the Imray Iolaire A 234. Use the Imray Iolaire chart as it is based on an unpublished 1985 NOAA survey plus explorations I made from *Iolaire's* dinghy and information supplied by experienced local sailors. The BA chart is based on a US Coast and Geodetic survey done 1935.

Next month: Off the beaten track in the Spanish Virgins and Puerto Rico.



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**THE SPICE LOCKER BY SHIRLEY HALL**

*For Tint and Taste,  
Try Turmeric*

The spices turmeric and saffron both have a rich golden color, and I used to confuse them until I discovered the expense of real saffron! Saffron (*Crocus sativus*) is the dried inner part of a particular type of crocus flower. Turmeric (*Curcuma longa*) is the root of a plant related to ginger.

What we have here in Trinidad is turmeric, also called "Indian saffron", which grows wild in the bush around our house in Central. Some local farmers wash and boil the root before pounding it into a paste for their own use. After some research, I realized I'd been enjoying turmeric all my life — in curries, where it provides both color and flavor.

Turmeric is native to Southern Asia. For more than 5,000 years, this root was used as a dye and a cooking spice in India. In medieval Europe, turmeric became known as an inexpensive substitute for saffron. The root and rhizome (underground stem) of the turmeric plant have been used medicinally.

Turmeric is famous for the color of its roots, pale tan to yellow on the outside, but bright orange on the inside. Not only is it a powerful coloring agent, its flavor resembles a combination of ginger and pepper. Occasionally shredded and used fresh, turmeric is more often dried and powdered for use. The roots are boiled for hours, dried

for days or weeks, and then ground into powder. It is amazing how many uses there are for turmeric. It is used to color and flavor mustard, cheese, butter, pickles, relishes, chutneys and rice, and is an important ingredient in curry powders.

I believe turmeric is such an important herb that I have planted a row of turmeric along the fence in the backyard. It is easy to grow after you find some seed roots. Just plant it where it won't be too damp and let it go. When the leaves start to wither, dig the roots and replant some of the small 'knobs' attached. An attractive plant, ours grows to about a metre, usually less. Turmeric has a large yellow-and-white flower spike surrounded by long leaves.



**Easy-Easy Trini Veggie Stew**

- 1 small squash (any kind), seeded, peeled and chunked
- 2 Cups chunked eggplant, with or without skin
- 1 Cup ochro (okra), sliced in rings
- 2 large tomatoes, chopped small
- 2 potatoes, peeled and chopped small,
- 1 large onion, chopped small
- 1 carrot, chopped small
- 3 cloves garlic, minced
- 1 Cup water
- 1/4 Cup ketchup or tomato paste
- 1 hot pepper, seeded but left whole (optional)
- 1 teaspoon turmeric powder
- 1/4 teaspoon cumin powder
- 1/4 teaspoon cinnamon powder
- Salt and additional spices to your taste

In a large pot, combine all ingredients. Simmer covered for at least four hours. Add more water if necessary to prevent burning. (A slow cooker or crockpot is perfect for this dish.) Serve with rice or pasta.

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**NEW JET ADDED TO THE FLEET!**



by Ross Mavis

# GREAT PASTRY IS NO MYSTERY

Both savory and sweet, pies are indeed a treat. Imagine serving classic chicken pot pie to your onboard dinner guests, or getting rave reviews at the next potluck for bringing a mango-apple pie!

No one really knows for sure when or where the first pie was filled and baked. Some historians believe the first pies were made by the French while others say the English. But, from what I can ascertain, in my opinion the ancient Greeks developed the first pastry with a savory filling. It's believed the first pies had meat and spices rather than a sweet filling. Either way, it really doesn't matter. The main thing is that pies have been a hit for centuries.

Interestingly enough, pastry for pies was the subject of important statutes originating in 1268. One of these first laws stated that "whosoever wishes to become a pastry-cook in the City of Paris may do so freely and openly, provided he knows the trade, has the wherewithal and keeps to the accepted usages and customs." Over the centuries these statutes were modified and became more restrictive. Numerous disagreements arose between pastry-cooks, bakers and pork butchers. All of these tradesmen accused the others of trespassing on their trades.

A landmark dispute between the pastry-cooks and the pork butchers arose in connection with a ham pie. The ham was cooked as usual and was then enclosed in pastry and called a pie. It was established by a court of law that "only raw ingredients enclosed in a pastry and cooked at the same time as the pastry", could be considered as pies.

This edict puts a lot of so called pies of our generation into dispute. But no matter what you call them, pastry shells with either a sweet filling or spiced, meaty, savory interior, baked together or separately, are great. At the end of most suppers, my mum would often say to my father, "Would you like a nice piece of pie, dear?" Never just a piece of pie, but a nice piece of pie.

I quickly learned as a young person wanting to bake my own "nice pie" that great pastry was not as easy as my mum made it seem. However, over the years and with many failures to my credit, I eventually realized how to take the mystery out of making a great pastry.



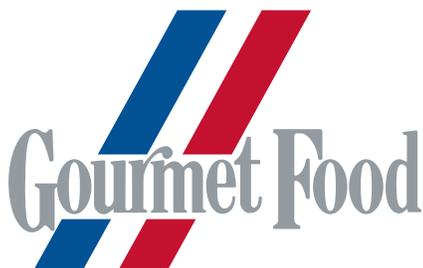
Basic pastry requires only three ingredients — flour, fat and water. Some recipes demand butter instead of lard, shortening or oil for the fat and others add an egg yolk to water or milk for the liquid. There are also many different types of pastry requiring different techniques. These range from the multi-layer phyllo pastry of the Greeks to the Danish sweet-filled yeast pastry so popular at breakfast, to the various French pastries for both sweet and savory dishes. However, an easy English pastry is one I use often and enjoy its simple flakiness.

The main technique for its success is similar to that for a successful marriage. Use a light hand. Only incorporate and roll out the ingredients enough to form the dough. Don't overwork it or it will be tough! The reward is legion when properly made. Here's my favorite pastry recipe for either sweet or savory filling.

### Great Pastry

- 2 1/2 Cups white flour
- 1 Cup butter or shortening
- 1 egg yolk
- Water

In a large mixing bowl, combine flour and butter using a pastry blender until the mixture resembles coarse meal. In a separate measuring cup, lightly beat one egg yolk with enough water to make a total of 2/3 cup liquid. Add to flour mixture and incorporate into a rough dough. Mix with hands until roughly blended and roll out on a floured board. Use as directed in your favourite recipe for fruit or meat pies. Delicious.



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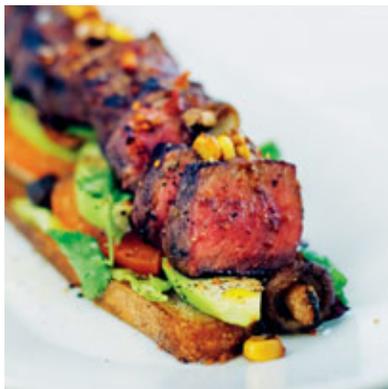
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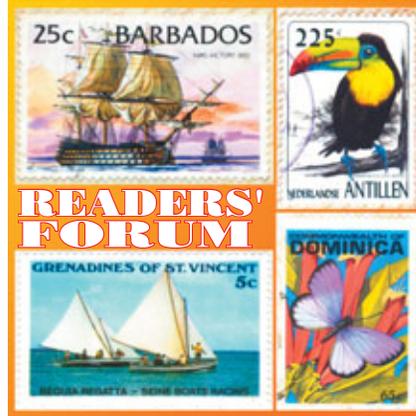


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## READERS' FORUM

### Dear Compass,

I read Jim Hutchinson's "What's on My Mind" piece on moorings, in your December issue, with a wry smile and a feeling of total agreement. *Tixi Lixi* has been hit on many occasions by boats of all stripe and flag, by crews of varying levels of ability and persuasion.

However, what impresses me most is not the where — docks, at anchor, as they swing from moorings (try to point out the illegality to a yacht's skipper, or indeed to the local authorities, both tend to disappear!) — but the explanations offered.

My favourites from yachties include, and these were all while we were quietly anchored:

- "We wanted to anchor in sand." These people might have been sailing too long; they ended up six feet from our starboard rail.

- "The wind changed." No, they anchored at 90 degrees to it.

- "I am an experienced professional skipper, use an anchor I am totally confident in, and didn't know you were worried." This chap arrived in the dark, nailed it right over my anchor and should have seen my 500,000-candlepower torch shining down into his cockpit.

- "Don't worry, I'll move if I am unhappy with my position." We were busy putting out fenders as this "professional skipper" brayed out to us.

- "We've been coming here for five or six years." This did floor me, but perhaps I was looking for a rational explanation.

*Tixi Lixi* has yet to actually hit another yacht — docks, posts, marker buoys, yes, but not another boat. I hope that my next letter will not have to update that statement!

I never fail to be impressed by the yachties who feel, in a mostly empty bay, that the only place to anchor is within a boat-length of us. As *Tixi Lixi* is not a very shiny boat (a little like its owner, it might be described as rather disreputable looking), it is still a mystery why anyone would wish to be so very close.

Would any yacht owner see this type of bullying as anything less than bad manners and possibly threatening behaviour?

**Andy Pell**  
**Tixi Lixi**

### Dear Compass,

In the December issue of *Compass*, Frank Virgintino, author of the *Dominican Republic Cruising Guide* ([www.dominicanrepubliccruisingguide.com](http://www.dominicanrepubliccruisingguide.com)), complains that I did not mention the Dominican Republic in my article in October 2009's *Compass* about sailing from the US East Coast to the Eastern Caribbean. There is an old saying "gentlemen do not beat to windward", to which my wife, Trich, replies, "I obviously did not marry a gentleman". But I do try to avoid it.

My fellow cruising guide author Bruce Van Sant talks of a "thornless path" but, no matter how you lucky you are with weather windows, the straight-line distance from Ft. Lauderdale to St. Thomas is 1,100 miles, and following the island-hopping "thornless" path you will probably sail 2,000 miles — with the majority of it to windward against a one-knot current.

Here's the way I advise East Coast sailors to visit the Dominican Republic: leave from Morehead/Beaufort inlet or, if you cannot fit under the 64-foot bridge, from Little Creek, Virginia. Head east-southeast until the butter melts, then head south and hopefully you will arrive in St. Thomas. Then work your way eastwards in short stages through the Virgins. Take off from either Virgin Gorda or Anegada for a straight shot to Grenada, a beautiful three-day reach. Enjoy Grenada, and then head north through the island chain. You'll have minimal beating to windward if you work the tides correctly and cross the passages on a weather-going tide (see instructions on the back of all Imray Iolaire charts). End up back in the Virgin Islands, and then continue downwind via the Spanish Virgins and the south coast of Puerto Rico. At

Boqueron, a decision must be made. If heading to the northeast coast of the States, it is on to Bermuda and the States; if heading to the southern part of the States, continue west to the Dominican Republic and Haiti, and on to the States via the Old Bahama Channel. Very little of this entire route will involve beating to windward!

There was a letter from Emmanuel on the yacht *Soca Girl* in the same December 2009 issue of *Compass*, in which he reports being the victim of an armed robbery aboard, while anchored at Chateaubelair, St. Vincent.

I have been writing guides to the Caribbean since 1964. I have made my reputation for providing good inter-island sailing and harbor piloting directions, plus I have always called a spade a spade. At times this has made me very unpopular with certain groups, such as some Vincentians and some bareboat managers. Ever since I first visited the west coast of St. Vincent in the early 1960s I have considered it a trouble spot. The St. Vincent police department is either incapable of, or not interested in, keeping control of the area.

For the last 30 years I have avoided the west coast of St. Vincent by sailing to windward of St. Vincent. From Bequia, leave at the first of the weather-going tide and short-tack up the coast of Bequia to stay in relatively smooth water. As you reach the northeast corner of Bequia, stand across Bequia Channel with tide lifting you. Continue on up the windward side of St. Vincent to Vieux Fort, St. Lucia.

Alternately, continue eastwards to uninhabited Balliceaux, and anchor for the night. Figure the tides carefully and leave Balliceaux to pick up the first of the fair tide as you pass the northeast point of Bequia. This means you will have four hours of fair tide carrying you across Bequia Channel and up the windward coast of St. Vincent. Since the course from Balliceaux to Vieux Fort is approximately 020° it should be cracked sheets — a tight reach or, if the wind is south of east, a beam reach.

Heading south from St. Lucia, from the Pitons it is a short beat to Laborie, taking long port tacks and short starboard tacks to stay inshore and out of seas and current. From Laborie it is a short beat again to Vieux Fort. From there it is a fast run or reach (course about 200° magnetic) to Bequia.

In the light of the above, why stop on the west coast of St. Vincent?

Finally, regarding the warning in the January issue from Marilyn Cook about running aground when entering Christiansted Harbor, St. Croix: there is no excuse for running aground there. My *Yachtsman's Guide to the Virgin Islands*, circa 1964, had explicit directions to enter Christiansted Harbor: basically, head for Fort Louise Augusta, pass it close aboard to port, and follow the schooner channel. Do not enter at night, as the lights are confusing. These directions were repeated in more detail in my 1966 *Cruising Guide to the Lesser Antilles*, now in three updated volumes, all available via Island Water World and iUniverse.com. Also see the back of Imray Iolaire charts A 30, the general chart for the USVI and BVI, and A 234, the detailed St. Croix chart.

Entering Christiansted at night is known to be risky, but apparently two boats recently ran aground there in broad daylight! One crew was rumored to be watching their chart plotter, not the water (which in Christiansted is crystal clear). This is just incompetent seamanship.

By the way, we are about to redraw chart A 234. If there are any changes to be made, please notify me at [streetiolaire@hotmail.com](mailto:streetiolaire@hotmail.com).

**Don Street Iolaire**

### Dear Compass Readers,

As reported in the February 2010 issue of *Compass*, on December 21st, 2009, the sailing yacht *Triton*, sailing on the rhumb line halfway between Trinidad and Grenada, was attacked by a pirogue with seven or eight Spanish-speaking men, some with guns, who fired a shot in the vicinity of *Triton's* skipper. He stopped his boat and allowed the pirates to board. The pirates put covers over the crew's heads and ransacked the boat, taking everything that could be moved. We have a description of the pirogue and our Coast Guards are on the lookout for that boat, as well as others.

The following points would be of interest for yachts traveling between Trinidad and Grenada:

- Try to sail in groups.
- Do the crossing at night and sail above the rhumb line.
- This is risky, but it might be advisable to sail without lights. The Coast Guards understandably do not agree, so it's up to you.
- Keep your VHF radio on and properly tuned.
- If you are attacked, get the co-ordinates and call on VHF to one or other of the two offshore drilling rigs. The western rig is *British Gas, Hibiscus*, and the eastern one is *British Gas, Poinsettia*. Use VHF channel 16, or their working channel 8, and ask them to contact the Trinidad & Tobago Coast Guard by their satellite phone. If time permits, a description of the pirates and boat would greatly assist.

—Continued on next page

—Continued from previous page

• All of the stand-by vessels at the rigs are GMDSS compliant, as are the rigs, which means if we who have VHF/DSC radios hit our "panic" button it will sound an alarm on their VHF radios on channel 70. Better still, if we connect our VHF/DSC radios to our GPS receivers, it will automatically indicate our coordinates to them.

• Our Coast Guards have good radar coverage and can follow the pirates with their high-speed intercept boats, 100-foot jet propelled boats and/or helicopter.

• We continue to have meetings with our Coast Guards, who do have power of arrest between Trinidad and Grenada. Lieutenant King of our Coast Guards has asked all boats making this crossing to call them when inside the Boca, either on VHF channel 16 or by cell phone at: 634-1476, 2718, 2719, 2720, 2131, 4439, 4440 or if VERY URGENT, the Duty Comms Officer, cell 684-0564.

• TSTT is also looking at improving the cell phone coverage outside the Boca.

**Mike Hatch**  
Trinidad

**Dear Compass,**

I am shocked at the letter in February's *Compass* from the Antigua & Barbuda Marine Trades Association, signed by John Duffy. To quote: "There would not be a drug problem in the English Harbour/Falmouth area if it were not for yacht crew...." "Usually it is not the crew of megayachts who are seeking drugs, but those of smaller yachts...."

As the owner of one of those smaller yachts who is a regular visitor to Antigua I think the ABMTA would do well to consider that it is smaller yacht owners who store their yachts in Jolly Harbour, at Antigua Slipway and over by the Cat Club. We spend money in Antigua buying stores and getting broken equipment fixed. We are a significant customer base for Antigua Marine Trades, so to brand us with such calumny is uncalled for. The cruisers I see around are often grandparents, many retired, others taking a year or two off from work, some young parents with kids. Hardly the champagne, caviar and cocaine set. If Mr. Duffy has real information that regular yachts are involved in drugs, then he should take it to the police and get these people put in prison. If it is just wild speculation, he should keep it to himself and not advertise it as the official word of the ABMTA.

To add insult to injury, the ABMTA seems to want to blame the yacht skipper who was killed last year for his own death: "The skipper ignored the fundamental rule of personal safety: when accosted, never put up any resistance." Mr. Duffy is welcome to hand his possessions to any lout that threatens him. It does not mean the rest of us have to do the same. I have had things snatched, chased the thief and got them back when they were dropped. Most of my Caribbean and my yachting friends would do the same. The only person who is to blame in this instance is the criminal who shot the skipper.

Lastly, Melodye Pompa is absolutely right ["The Current Yacht Security Situation", *Caribbean Compass*, January 2010]. On the information that has been made public so far, this was a robbery attempt, pure and simple. It had nothing to do with the skipper's personal habits, whatever they might have been. Neither can the skipper be held accountable for his choice of restaurant. I have eaten there myself several times. The food was quite good and I saw no signs of a 1920 speakeasy. As Melodye says, the victim could have been a banker. It also could have been me.

My gripe in this matter is purely with the attitude of the ABMTA. Are they so sold on megayachts they are happy to gratuitously insult the rest of the cruising community? Do they really have to blame the victim of a crime instead of the criminal?

I think the Antigua police have done a magnificent job in arresting the suspect and, along with all the yachting community, I look forward to seeing justice done. I love visiting Antigua, have good Antiguan friends, and I look forward to many more visits in the coming years.

**Chris Doyle**  
Ti Kanot

**Hello there, Compass,**

I was checking the results of the recent St. Maarten-St. Martin Classic Regatta. Looks like only a few boats — mostly what I would call yachts.

I remember the race of 1981. For a change it was not just a fast sprint back to the barn for the "racers". This was a pursuit race to a buoy just west of the Prickly Pear Cays north of Anguilla, a nice reach. Instead of the first few fastest just returning to Marigot, we set it up so that all boats passing the "mark" then had to run down the track of the course and pass astern of all boats that had not reached the mark yet. Then they would sail to Marigot. In this way everyone in the race except the last boat had to round the mark twice. This was sweet as it allowed/forced the fleet to bunch up a little to allow some serious water-ballooning and other shenanigans for those in the race. This was a race in which two vessels caught large wahoo and the other racers were able to share in the fight as well as the

dinner — sharing the experience.

Grouping the fleet makes for great seamanship and good boathandling. Rather than the fast and slow boats separating, everyone was forced to cross tacks on numerous occasions, a short gam as it were. This was probably the last race that *Mermiad* took part in and honestly one of the most enjoyable. Too many buoys and triangles these days for this old gaffer. Give me a clean reach and a little company!



Left to right, Swanhilde, Isla Blanca, Marguerite T and Memory

All of the boats were gaffers, all were of wood, and three of the vessels were without engine. Most interesting is that four of the boats carried only internal ballast. If "traditional" means anything it probably refers not to the rig per se, but to the ballast. Most of those in that year's race had been designed and built to work, so the ballast had to be removable. In a Caribbean-built boat such as the *Mermiad* of *Carriacou* one "rock-stone" weighed about as much as a case of Scotch or Heineken — put one in the hold and jettison the other. This lets the vessel fill the hold without sinking, hence the use of the term vessel: empty it to fill it again. A yacht cannot shift, move or alter its ballasting if it is built into the keel. This is great for the cruiser or yachtsman, but makes no sense for the working cargo vessel. Many's the traditional vessel that was saved because there was something to jettison and allow the emptier hull to float across that bar.

The results of the 1981 race were as follows:

- 1) *St. Meloris* (28-foot wooden Falmouth oyster boat)
- 2) *Marguerite T* (Bristol Channel pilot cutter)
- 3) *Aildee* (34-foot French-built cutter)
- 4) *Water Pearl of Bequia* (68-foot Bequia-built schooner)
- 5) *Zobetde* (1910 English build)
- 6) *Mermiad of Carriacou* (44-foot Carriacou-built sloop)
- 7) *Tern IV* (1924 English yawl)
- 8) *Memory* (65-foot schooner)
- 9) *Gritta* (no information available)
- 10) *Swanhilde* (Baltic trader)
- 11) *Isla Blanca* (Baltic trader)

**John Smith**

**Mermiad of Carriacou**

**Dear Compass,**

On January 23rd we welcomed 21 foreign and local applicants at Power Boats Marina to the first ARRL/VEC amateur radio exam session in Trinidad for the year. Out of all candidates, only one person came to upgrade his license class; everybody else tried for the first time. We are happy to report the new licenses achieved: ten Technician Class and eight General Class. We congratulate all the newly licensed radio amateurs on their achievement and express our sincere thanks to management and staff of Power Boats Marina for accommodating us in their facility.

The Volunteer Examiner Team included Andreas Kretzschmar, AF4DQ, 9Y4W; Bernie Zindell, WG3G, S/Y Transition; Donald Radcliffe, KK6DQ, S/Y Klondike; Desi-Lee Bonterre, N2DLB; Clayton Sawh, KJ4LUP.

The next exam session is planned for the second half of May 2010. If interested, e-mail me at 9y4w@gmx.net.

**Regards,**

**Andreas "Andy" Kretzschmar**

**On behalf of the Volunteer Examiner Team**

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## WHAT'S ON MY MIND

# KEEP A WATCH!

by Bernice Rajotte

Every sailor is looking for that perfect day to sail. January 7th, 2010 was it for the crew of S/Y *Shea-Lena*. Blue skies, moderate winds and gentle seas. A light breakfast, anchor up, hoist sails and head to Martinique from St. Lucia. As we rounded Pigeon Island at 0745 we called our friends in Martinique on S/Y *Wind Shepherd* via VHF and said, "Get ready for lunch guests!"

Just past the lee of the island we had 13 to 18 knots of easterly winds, approximately eight-foot seas and minimal wind waves. Engine off, course set to 025 degrees magnetic to make our arrival at the St. Anne anchorage. Jim sat on the starboard side, the high side; he usually sits on the low side. I went below to read. The sailing was perfect, *Shea-Lena* slid through the water with ease and grace. We were making great time.



*Shea-Lena* arriving in Martinique, with one more person aboard than when the boat left St. Lucia — one very lucky person

We had been out for about an hour and a half when Jim called out to me to come topside. We were at position 14°12.989N and 060°56.798W. He said, "Come and listen. I hear something and I can't make out what it is." We are very aware of sounds and smells aboard. If they are not easily identified the next step is to work together to investigate and locate the source.

I heard something. It was very faint and definitely not on the boat. We heard the sound again, coming from the starboard side, and suddenly we saw a man waving his arms about 200 metres away. Then he disappeared. Another wave and we saw him again still waving and yelling "HELLO". For the second time he disappeared.

I yelled, "We see you!" to let him know he had been spotted. *Shea-Lena* was under full sail and now we were presented with a life-or-death situation. Man overboard exercise, no problem — we've all practiced them, right? Do not lose sight of the victim, stop the boat, drift down and pick up. Okay, now in reality you are under full sail and moving at seven knots plus. You do not have the time to assess the situation, only react.

As Jim went on deck to drop the main and mizzen I started the engine and turned the boat into the wind and seas. The headsails came down next. What had been gentle movement became like the inside of a washing machine.

To our horror we lost sight of the man. He was not on the starboard side. We called "Where are you?" What was a few seconds felt like an eternity. "HELLO!" — he was on our port side. As he came up on a wave about 25 metres away we could see him hanging onto two gas jerry jugs and next to him was about two feet of the bow of a pirogue pointing skyward. Jim spotted as I turned the boat around so we could drop our starboard midship boarding ladder and drift down on him.

The man said, "Throw me a line — I can't swim." We could see he was not about to let go of those jugs until that line was within reach. This meant we had to get extremely close to all the debris from the swamped pirogue.

Once he took hold of the line Jim pulled him to the boat where he grabbed the ladder. Jim put his hands through the man's lifejacket straps and the next thing we heard was "thank you" as this young man fell into our cockpit. The smell of gas was so strong it made our eyes tear.

Jim went below to call MRCC Fort de France to report the incident. As the details were being relayed the young man slipped in and out of consciousness. He said that he was from St. Lucia, he had been in the water for five days and he had been the only person on the pirogue.

As we had no sails up I tried to steady the boat by motoring with the waves until Jim was finished with MRCC. I started heading to Martinique and when I looked at the compass I realized we were heading back to St. Lucia. With all the maneuvers we had just done we got turned around. One island looks like another. Turn the boat again, check compass, wind direction, sun location, sea waves — now we are going to Martinique.

Again we had to turn into the seas to hoist sails. This was quite a feat while in the wash cycle. We kept the engine running to make the best time. The man, in a whisper of a voice, asked for water. Not knowing his medical state I gave him a small amount. We moved him to the port side (low side) of the cockpit where he rolled onto his stomach.

—Continued on next page

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As he lay there we could not see any movement. Exhaustion, shock and relief had taken its toll on his body. His pulse was weak, but we could not see any visible signs of severe injury.

We were making good time and only thinking about getting to medical help when a southbound sailboat passed our port side about 20 metres off. What we saw made us gasp — a man on the foredeck, one hand on his hip and the other one holding onto a furled headsail. He had on only his swim trunks. The people in the cockpit were engaged in conversation and not looking forward. Had he fallen, by the time his friends noticed he was missing their boat might have moved far enough that he would no longer be visible. If he only knew what had just transpired a few miles back!

It was at least an hour before the young man made a slight movement with one foot thus giving us a sign that he was, with luck, going to be fine. Time seemed to slow down for the next hour as we made our way to Martinique.

Upon arriving at Ste. Anne we were requested by MRCC to go directly to the fuel dock at Le Marin. As we were going up the channel, Ginny and John from *Wind Shepherd* came alongside in their Alpha dinghy and John hopped aboard *Shea-Lena* to help us with the docking, a much appreciated gesture. We gently moved the man, who became a little more responsive and told us his name and who we could contact. He said the gas had burnt his skin. He had hung onto those gas jugs for his life and he smelt like something discharged from a tanker, but the bottom line is they kept him alive. Jim tried to call his friend but the signal was not strong enough to keep a connection. We told him we would call later.

At 12:30 we reached the dock and we were met by the Gendarmerie Nationale and the Sapeurs Pompiers. A medical check, questions answered and the young man was off to the hospital.

Once we were anchored, John and Ginny came on board with lunch. Spending the time with friends this day was very special. Reflecting on what that young fisherman's fate could have been made us realize that we should enjoy every moment of life — and take steps to preserve ours, too. Jim and I were not wearing lifejackets or using jack-lines when this incident occurred. The weather had been perfect, and we felt very safe in our floating home. It was daytime and we could see the next island ahead, only four hours away. Most of us take for granted that St. Lucia to Martinique is an easy passage. We have now learned not to be totally comfortable and relaxed, even on a short crossing. Why are we more lax when we are sailing during the day than at night? At night we wear lifejackets, we're tethered to our jack-lines, no one leaves the cockpit without the other topside. Day sailing is different because...?

That evening we called the young man's friend again. The connection was better so we filled him in on all the details and his status as we knew it. We were then informed that there had been two men aboard the pirogue; the missing fisherman was 18 years old. Our hearts pounded with conflicting feelings — the joy of knowing we saved a life and the sadness of the loss of another. We only saw one person, only one!

Today is January 8th and yesterday seems surreal. Neither Jim nor I had a peaceful night's sleep. So many boats travel the path between St. Lucia and Martinique every day and the thought that people had been in the water and had not been seen by anyone was terrifying.

Looking back, so many things were done right, yet so many wrong. Then there were the unknown factors. Here are some things we learned:

- "HELLO" carries a long way
- A bright yellow lifejacket is fairly easy to see
- Waving of arms can be noticed above the waves
- 200 metres is not far, but much farther away a person in the water probably would not be seen or heard
- You may or may not be able to employ proper MOB rescue procedures
- Make sure your engine will start and you are able to handle your boat in unfavorable seas
- Make sure your chart plotter cursor is on "ship position" not "destination"
- Once unconscious, even a slight man becomes extremely heavy
- This fisherman had his fly down
- The victim's info conflicted with his friend's. Delusional?
- Medical services in Martinique are the best
- Wear lifejackets and make sure you are tethered to jack-lines once out of the cockpit
- If swamped or capsized, stay with the boat as long as possible
- KEEP A WATCH. The young fisherman we rescued is 25 years old and has much more life to live because we KEPT A WATCH.

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| 45' Robertson & Caine '99, Well kept   | 309K | 40' Beneteau M-405 '95, Grt. Price                               | 89K  |
| 44' Lagoon 440 2006 - Owner's Vrs.     | 575K | 40' Beneteau 40 CC '97; Solar and Wind                           | 99K  |
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| 42' Halberg-Rassy HR-42E '84, Refit    | 149K | 46 Bertram 46.6 Sport Cruiser '81                                | 99K  |
| 42' Albin Nimbus '81 Cutter            | 75K  | 26' Glacier Bay 2680; (2) Yamaha 150HP                           | 69K  |
| 42' Island Packet 420, '01 Immaculate  | 320K | <a href="http://www.bviyachtsales.com">www.bviyachtsales.com</a> |      |

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## CALENDAR

### MARCH

- 1 H. Lavity Stoutt Day. Public holiday in the BVI
- 1 - 3 Lesser Antilles Seabird Presentation, St. Vincent. [klowrie@epicislands.org](mailto:klowrie@epicislands.org)
- 1 - 5 BVI Kite Jam (kite boards). [www.bvikitejam.com](http://www.bvikitejam.com)
- 2 Budget Marine Match Racing Cup, St. Maarten. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, [info@smyc.com](mailto:info@smyc.com), [www.smyc.com](http://www.smyc.com)
- 4 Commodore's Cup, St. Maarten. [www.heinekenregatta.com](http://www.heinekenregatta.com)
- 4 - 6 Lesser Antilles Seabird Presentation, Bequia. [klowrie@epicislands.org](mailto:klowrie@epicislands.org)
- 5 - 7 30th St. Maarten Heineken Regatta. [www.heinekenregatta.com](http://www.heinekenregatta.com)
- 5 - 8 13th Annual Dark and Stormy Regatta, BVI. West End Yacht Club (WEYC), Tortola, BVI, tel (284) 496-8685, [mvh@suirfvi.com](mailto:mvh@suirfvi.com), [www.weyc.net](http://www.weyc.net)
- 5 - 10 Caribbean Arts & Crafts Festival, Tortola, BVI. [www.caribbeanartisan.net](http://www.caribbeanartisan.net)
- 8 International Women's Day. Commonwealth Day; public holiday in some places
- 8 - 9 Lesser Antilles Seabird Presentation, Mustique. [klowrie@epicislands.org](mailto:klowrie@epicislands.org)
- 9 Baron Bliss Day; public holiday in Belize. Commonwealth Day; public holiday in Trinidad & Tobago
- 11 - 14 15th Tobago International Game Fishing Tournament. <http://tgff.com>
- 13 - 14 Banana's Cup Race, Martinique. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, [ycmq@wanadoo.fr](mailto:ycmq@wanadoo.fr)
- 13 - 14 Antigua Annual Laser Open, Antigua Yacht Club (AYC), tel/fax (268) 460-1799, [yachtclub@candw.ag](mailto:yachtclub@candw.ag), [www.antiguayachtclub.com](http://www.antiguayachtclub.com)
- 13 - 14 Gardel Trophy, Guadeloupe. [www.trophee-gardel.com](http://www.trophee-gardel.com)
- 14 Island Hopper Race, St. John, USVI. St. John Yacht Club (SJYC), tel (340) 776-6101, [jameswanstj@yahoo.com](mailto:jameswanstj@yahoo.com)
- 14 National Heroes Day. Public holiday in St. Vincent & the Grenadines
- 15 - 20 7th Annual ClubSwan Caribbean Rendezvous, BVI. [www.nautorswan.com/ClubSwan](http://www.nautorswan.com/ClubSwan)
- 16 - 17 Lesser Antilles Seabird Presentation, Canouan. [klowrie@epicislands.org](mailto:klowrie@epicislands.org)
- 17 St. Patrick's Day; public holiday in Montserrat. Festival in St. Patrick's, Grenada
- 18 Flag Day. Public holiday in Aruba
- 19 - 21 Puerto Rico Heineken International Regatta. [www.prheinekenregatta.com](http://www.prheinekenregatta.com)
- 20 Sunshine School Annual Jumble Sale, Bequia. [bequiasunshineschool.org](mailto:bequiasunshineschool.org)
- 22 Emancipation Day. Public holiday in Puerto Rico
- 22 Lesser Antilles Seabird Presentation, Union Island. [klowrie@epicislands.org](mailto:klowrie@epicislands.org)
- 25 - 28 St. Barths Bucket. [www.bucketregattas.com](http://www.bucketregattas.com)
- 26 - 28 International Rolex Regatta, St. Thomas, USVI. [www.rolexcupregatta.com](http://www.rolexcupregatta.com)
- 29 FULL MOON
- 29 - 4 April BVI Spring Regatta and Sailing Festival. [www.bvispringregatta.org](http://www.bvispringregatta.org)
- 30 Spiritual Baptist Liberation Day. Public holiday in Trinidad & Tobago
- 30 - 22 April Transcaribbean Rally, Guadeloupe to Cuba. [www.transcaribes.com](http://www.transcaribes.com)

### APRIL

- 1 Annual Compass Writers' Brunch, Bequia. [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com)
- 1 - 5 Round Guadeloupe Race. [www.friskellcup.com](http://www.friskellcup.com)
- 1 - 5 Bequia Easter Regatta. [www.begos.com/easterregatta](http://www.begos.com/easterregatta)
- 2 Good Friday. Public holiday in many places
- 5 Easter Monday. Public holiday in many places
- 5 Buccoo Goat, Donkey and Crab Races at Mt. Pleasant, Tobago
- 6 Buccoo Goat, Donkey and Crab Races at Buccoo, Tobago
- 6 - 11 Les Voiles de Saint Barthe. [www.lesvoilesdesaintbarthe.com](http://www.lesvoilesdesaintbarthe.com)
- 11 Around St. John Race, USVI. SJYC
- 15 - 20 Antigua Classic Yacht Regatta. See ad on page 10
- 22 International Earth Day
- 23 Guadeloupe to Antigua Race. [www.sailingweek.com](http://www.sailingweek.com)
- 23 - 25 Palmas Del Mar International Billfish Tournament, Puerto Rico
- 24 - 30 Antigua Sailing Week. [www.sailingweek.com](http://www.sailingweek.com)
- 24 - 7 May Fireball World Championships, Barbados. [www.fireball-worlds.com](http://www.fireball-worlds.com)
- 28 FULL MOON. National Heroes' Day; public holiday in Barbados
- 30 Queen's Day. Public holiday in Dutch Islands
- 30 - 2 May Carriacou Maroon and Regional String Band Music Festival (473) 440-2279

All information was correct to the best of our knowledge at the time this issue of Compass went to press — but plans change, so please contact event organizers directly for confirmation.  
If you would like a nautical or tourism event listed FREE in our monthly calendar, please send the name and date(s) of the event and the name and contact information of the organizing body to [sally@caribbeancompass.com](mailto:sally@caribbeancompass.com).

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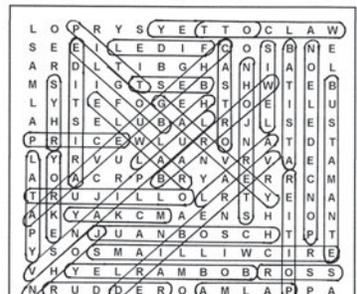
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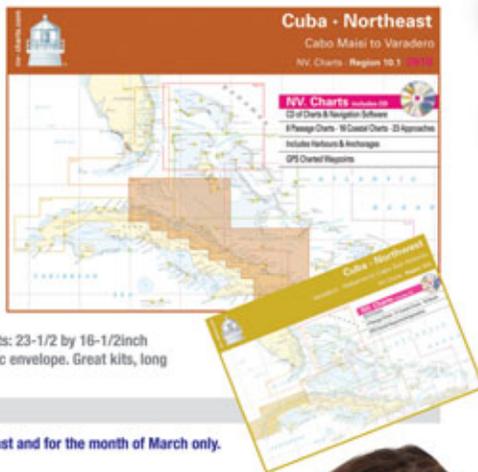
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