

C A R I B B E A N

On-line

C MPASS

MAY 2010 NO. 176

The Caribbean's Monthly Look at Sea & Shore

Record-Breaking Bequia Easter Regatta



WILFRED DEEDER

See story on page 18



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CARIBBEAN COMPASS

The Caribbean's Monthly Look at Sea & Shore

www.caribbeancompass.com

MAY 2010 • NUMBER 176

Razor-Sharp Regatta

Tightly coiled BVI Spring 17



MEMBER FAVORITE



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Cover photo: Wilfred Dederer The Southern Caribbean's biggest J/24 class races at Bequia Easter Regatta 2010



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.

"It is my pleasure and perhaps my obligation to let all our boating friends know how much we enjoy reading the *Compass* and how it enriches our experience cruising the Caribbean. We boaters can hardly wait till the next monthly edition is available so we can catch up on the real skinny on events and people."
— Tito Figueroa
Yacht *Alleluia*

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Info & Updates

St. Maarten Yacht Fees Examined

Robbie Ferron reports: While Sint Maarten has long been a favourite cruisers' stop, high fees have impacted recent years. Allow me to update *Compass* readers on where we stand with these fees:

The body responsible for collecting yacht fees has been reorganized and is making proposals to the government for a new fee structure. It would appear that fees will remain, but will be made more manageable for smaller boats. This organization, the Simpson Bay Lagoon Authority, has been partially re-staffed and has refocused itself substantially. An experienced yachting administrator, Jeff Boyd, has been appointed consultant to the organization. A new spirit of co-operation is very evident. A waiver was provided for bridge fees during the St. Maarten Heineken Regatta, and emergencies have been dealt with in a manner that reflects seamanlike understanding.

The setting of fees for the bridge and moorings is in the hands of the Executive Council (akin to the Cabinet of the island governments). They will hopefully at mid-year agree to a new set of conditions that will encourage yachtsmen to visit.

Meanwhile, yachts wishing to avoid the fee can still go to the French side and use the French side of the lagoon for anchoring in protected water. Yachts drawing more than six feet can enter the Dutch bridge and transit to the French side of the lagoon. There is an anchoring fee in Marigot Bay, but if you take a marina slip this is avoided.

The "double charging" of fees when yachts left the island for a quick foreign visit has now been definitely and officially discontinued.

Acrobatics on a Yacht!

Alex Provse reports: At Island Global Yachting's (IGY) Rodney Bay Marina in St. Lucia on March 19th, locals and marina guests were enchanted by a French couple travelling the Caribbean aboard their sailing yacht as they performed for a crowd in two stunning acrobatic performances. The first was a comedy act of clowning around, great for the whole family, an extremely funny and cleverly choreographed piece of circus entertainment using all of the yacht's rigging. Their second act was impressively beautiful as they used ribbons to dance up high and achieve the "impossible". The evening drew a huge crowd of spectators watching from the new



High wire act: French cruisers Delphine and Franck treated a crowd at Rodney Bay Marina to an onboard show of grace and skill

Boardwalk Bar on the marina.

Delphine Lechiffart and Franck Rabillier have been acrobatic artists for more than ten years. This combined with their love of sailing meant they could live their dream in a unique way. Six years ago they began doing shows aboard their yacht, *La Loupote*, as they sailed in France, Morocco, Canada and now the Caribbean.

The show is free, but if you're lucky enough to see it you'll be so amazed and entertained that you'll want to put your hand in your pocket when they come round with the tipping hat.

For more information visit www.vallerspectacle.com

Scuba Instructor Honored for Environmental Work

Marslyn Lewis reports: St. Vincent & the Grenadines' first local Scuba Diving Instructor was recently rewarded for his relentless efforts to preserve and protect the environment.

Glenroy Adams of Bequia, who acquired his scuba license in 1987 at Hall's Dive Centre in the Florida Keys, has dedicated the past 25 years of his life to protecting what is now his "bread and butter". His love for Nature and his seafaring passion was inspired by his late father, Eric Adams Sr., builder of the famous Bequia schooner *Friendship Rose*.

—Continued on next page

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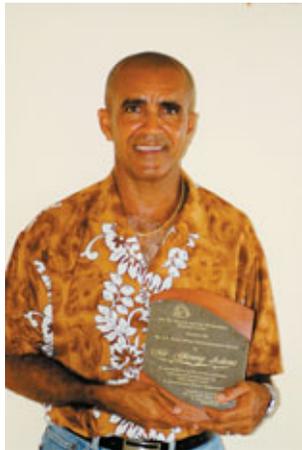
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—Continued from previous page

Years ago, Glenroy planted coconut trees along the beach in the Tobago Cays so that their roots would prevent beach erosion, and installed moorings that he made



from concrete blocks with his own funds to deter anchoring in an effort to protect the reefs. Glenroy said this kind of work provides the opportunity to educate others while protecting our natural environment.

After acquiring his diving instructor's license, Glenroy retrained conch and lobster fishermen in Bequia and Canouan in correct scuba diving techniques. This was motivated by the number of Grenadines fishermen falling victim to decompression sickness, commonly known as the bends.

Glenroy later started Grenadines Dive, based on Union Island, and has become one of the dominant figures in the diving world, boasting more than 5,000 dives to date. Glenroy says, "I love the marine environment, and this love drives me to protect it; hence when I take people on diving expeditions I do it with great joy, pride and confidence." He added that "professionalism is key in the tourism business, and when married with honesty is going to take anyone who adopts it a long way."

In 1990 the late Dr. Earle Kirby, then president of the SVG National Trust, wanted to publicly recognize Glenroy's environmental efforts at a national level, but this intention was thwarted by Dr. Kirby's death. However, Glenroy's wait was not in vain. The new executive of the SVG National Trust, headed by Louise Mitchell-Joseph, visited Union Island earlier this year and decided to re-introduce the award. Glenroy Adams was honoured at the St. Vincent & The Grenadines National Trust's annual dinner held at Government House on March 20th.

Yachtsmen & NGOs Join to Help Pets in Carriacou

Peggy Cattan reports: Veterinarian Tom Barkdull and his wife Cindy of *S/Y Havana Goodtime*, along with Dave and Carol Richardson of *S/Y OverStreet*, teamed up with the Grenada Society for the Prevention of Cruelty to Animals (GSPCA, grenadapca.org) and the KIDO Foundation (kido-projects.com) of Carriacou to lend a helping hand to dogs and cats in Carriacou. The purpose of this project was to spay/neuter, vaccinate and de-worm dogs and cats.

The Veterinary Team traveled to three villages, Hillsborough, Windward and Lauriston, in the GSPCA Mobile Veterinary Clinic and the KIDO Van from March 22nd through 24th. Hundreds of folks turned out with hundreds of dogs and cats to be treated. The team surgically spayed and neutered nearly a hundred dogs and 22 cats, and performed one ear surgery for a dog. Some 200 dogs were vaccinated.

The team also treated hundreds of dogs for mange, fleas and ticks.

Along with the yachtsmen, the team included Dr. Guy Nation, DVM, from Australia who is currently volunteering until June at the Grenada Animal Shelter and Dr. Laura Jamieson, DVM, from Canada who is a long-time volunteer for the GSPCA. GSPCA Outreach Coordinator for Carriacou, Kathy Lupke and Dr. Marina Fastigi of KIDO advertised and organized the clinic venues. Dario Sandrini of KIDO, Hans Lupke and Karen Russell assisted people with transport for their animals and added extra hands where needed.



This continuing project has spayed more than 400 dogs and cats and vaccinated more than 200 animals on a yearly basis. The GSPCA and volunteers will persist with the management

Cruisers Cindy and Dr. Tom Barkdull prepare to treat a pup

of the overpopulation problems of unwanted dogs and cats and will continue to help keep pets healthy. Managing the numbers of loose animals guarantees a cleaner, healthier environment for all animals, citizens and visitors alike.

For more information visit www.grenadapca.org or visit the shelter on Lowther's Lane, St. George's, Grenada.

Boat Restoration Skills Training in St. Lucia

Bruce McDonald reports: The restoration of an International 505 Class fiberglass racing dinghy is a small project with huge potential. The project, based at St. Lucia's IGY Rodney Bay Marina, is being undertaken by eight pupils, three from Form Four and five from Form Five, from the village of Gros Islet's Secondary School — under some professional supervision, of course!

"This is the first step in giving young people an insight into sailing and the skills required to succeed in the marine industry," said IGY's General Manager Adam Foster at the project's launch on March 29th. IGY is providing tools, supervision, timber, location and almost anything else that's needed for the project. Once the 505 is restored, which should take two to six months, the dinghy will be used as a training boat for St. Lucia Yacht Club's popular Junior Sailing Program.

St. Lucia's Minister for Human Resource Development and Youth and Sports, Lenard 'Spider' Montoute is also on board for the project. He said, "It's a wonderful opportunity to learn both sailing and boat maintenance. We have wonderful facilities and we need to service the growing yachting service market; this is a great opportunity for all involved."

—Continued on next page



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The 505, along with a Laser dinghy, were donated to SLYC by Nancy Marez, daughter of Rodney Bay Marina's founder, the late Arch Marez. The sponsorship project was four months in the planning and SLYC's Sailing Captain Edgar Roe said, "SLYC has more than 60 youngsters in the junior sailing program and it's more successful than ever; anyone's welcome... the more the merrier."



Back row, left to right: SLYC's Sailing Captain Edgar Roe; St. Lucia's Minister for Human Resource Development and Youth and Sports, Lenard 'Spider' Montoute; Rodney Bay Marina General Manager Adam Foster and Olympic sailor Mike Green
Front row: Two of the eight pupils of Gros Islet Secondary School involved in restoration of the 505 dinghy

So an extra couple of dinghies should come in handy for the Reduit Beach-based SLYC and, under the watchful eye of IGY's professionals, some budding tradesmen could emerge and that has to be good news. Delia Charles, headmistress of Gros Islet Secondary School, certainly thinks so. "I'm so pleased we're forming ties with IGY and the yachting industry," she said. "Our students can learn new skills both on and off the water; it's a brand new classroom and a whole different lesson."

"We're pleased to play a part in developing home-grown talent," said Adam. "Young people are the future tradesmen and the sooner they start training locally, the quicker they will become world class."

Cruisers' Site-sings

- Trinidad bound? Visit "Chaguaramas for Cruising Sailors" on Facebook.
- Edwin Frank reports: The Grenada Board of Tourism launched its new website on April 20th; visit www.grenadagrenadines.com
- St. Lucia TV recently aired an item about Cuthbert Didier's appointment to the new Yachting Desk of the St. Lucia Ministry of Tourism. See www.youtube.com/profile?user=Salaison#p/u/15/1wCwIZ6jyu4
- Patty Tomasik reports: Here's a great way to help artisans in Haiti — order a piece of metal art. I got a mermaid and it is beautiful, so detailed; I am thrilled! Visit www.haitimetalart.com

• Sean Fuller reports: Check out the guide for yachties visiting St. Lucia at www.sailingslucia.com — it's an independent resource with a directory of shore-based services.

• Commodore José Luis Díaz Escrich reports: To keep the international boating community abreast of information concerning nautical activities, facilities for the vessels that sail over our territorial waters, and the Hemingway International Yacht Club of Cuba, I will be writing a blog and answering any questions on a new website, www.CubaSeas.com — click on the "ask the commodore" tab!

Marie-Galante Music Festival this Month

The 11th edition of the Marie-Galante Music Festival will take place from May 21st to 24th, featuring live performances by Alka Omeka, Alfred de la Fe, Belo, En Vogue, Ismael Lo, Michel Mado, Morgan Heritage, Richard Smallwood, Soft and Victor O.

For more information visit www.terredeblues.com

Music and Cricket in St. Kitts

The 14th Annual St. Kitts Music Festival will take place June 24th to 26th at Warner Park. These dates immediately follow the Second Test Match between West Indies and South Africa, June 18th to 22nd, which will also be hosted at Warner Park.

Trinidad-Grenada Passage Tip

Anita Sutton reports: For those wishing to file a float plan with the coastguard for Grenada-to-Trinidad passages and vice versa, they'll need your boat name, number of persons on board, brief description (monohull/catamaran, colour, size), estimated departure date and time, and estimated arrival date and time.

Contact the coastguard on arrival. If you decide not to stop or have to turn back, please contact the coastguard as soon as possible to avoid unnecessary search operations.

Contact Trinidad Coastguard at (868) 634-1476 or ttcgops@gmail.com

Visit the Grenada Coastguard in Prickly Bay, or phone (473) 444-1931/2.

Got Stuff? Carriacou Auction Coming!

Melodye Pompa reports: Planning to raise your waterline? Got too much stuff on your boat? Think about this: any spare parts you don't need, any clean used clothing, any household goods — leave them at the Carriacou Yacht Club for the annual auction in July, to raise funds for the Carriacou Children's Education Fund. AND, think about this: come join us for the fun and the fundraising!

For more information contact boatmille@aol.com

A Safety Reminder

Planning new voyages in the Caribbean? Visit www.safetyandsecuritynet.com and check out the latest safety and security reports from your intended destinations.

Welcome Aboard!

In this issue of *Compass* we welcome new advertisers the Dominican Republic Cruising Guide, page 35; the International School of St. Lucia, page 34; and Kingfisher Marine Service in the Market Place section. Good to have you with us!

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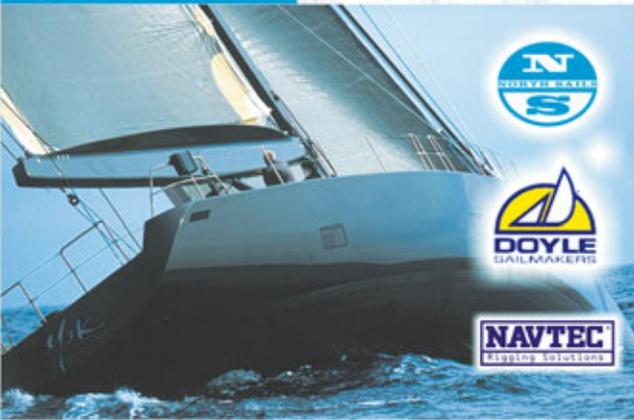


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BUSINESS BRIEFS

Woodstock of Antigua Refits Carriacou Sloop

Woodstock Boatbuilders re-launched the Carriacou Sloop *Summer Cloud* in early April, following an extensive refit. This included replacing all topside planking and a small portion of underwater planking, bulwarks, cap rail, 50 percent of top timbers (bul-



Sailing is now a National Sport in Antigua & Barbuda, and the renewed Summer Cloud will be available for sail training

work stanchions), knightheads, breasthook, transom, stern knees, fashion timbers, rudder box, covering boards, boom and gaff jaws, plus complete bronze refastening and caulking. Woodstock also overhauled the Yanmar engine and rebuilt the gearbox.

Summer Cloud will be available for use, amongst other boats, by the Antigua Yacht Club for the newly formed National Sailing Academy of Antigua (www.nationalsailingacademy.org), a non-profit charitable organization run with the government's stamp of approval. Sailing has been added to Antigua's National Sports and therefore is now available free in schools as part of their curriculum.

The 39-foot *Summer Cloud* was built in Carriacou in 1995 and is a previous trophy winner at Antigua Classic Regatta.

For more information on Woodstock Boat Builders see ad on page 10.

Summer Special: Toronto-Grenada Flights

Dopco advises that Titan Tours has commenced their flights to Toronto from Grenada with Air Transat from July 7th; flights will be on Wednesdays weekly until August 29th.

The fares start at ECS1636.40 return with a departure time of 2:40PM from Grenada and Toronto from 8:00AM.

For more information see ad on page 41.

DR Cruising Guide Now Available in Spanish

The fourth edition of the *Dominican Republic Cruising Guide* in Spanish has been released and is available FREE at www.dominicanrepubliccruisingguide.com

Like the fourth edition of the English version, this edition has many additional pages containing additional information on the Dominican Republic as well as additional harbors and anchorages.

For more information see ad on page 35.

Yacht Cradles Increasingly Popular

Established in the UK over ten years ago, The Yacht Leg and Cradle Company (YLCC) has won a reputation for its yacht cradles, which are now used in marinas and boatyards from Europe to the Caribbean. The company designs and manufactures three types of yacht cradle: Transportable, Stackable, and Extra Large. YLCC



No rock-a-bye for your baby in this type of cradle! YLCC cradles are increasingly popular in the Caribbean

has also produced specific designs for private boat owners and professional users.

All products have been approved by independent structural engineers and are recommended by insurance companies as a safe alternative to haphazard supports. Speaking to *Euromarina Review*, Robert Holbrook, Managing Director of Admiral Boat Insurance (see ad on page 37), said: "Following the devastation caused by Hurricane Ivan throughout the Caribbean in 2004, Admiral decided to become more proactive in helping to protect boats from damage caused by high winds and in co-operation with YLCC produced a guide to laying up ashore in the Caribbean.

—Continued on next page

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This recommended the use of a purpose-built cradle, made of fabricated steel and suitable for the size and weight of the boat.

"We have been pleasantly surprised by the rate at which boat cradles are now being adopted. This can, of course, result in extra income for the marina when they are rented to boat owners, but the extra cost to the client is offset by lower premiums or a higher excess limit on their insurance."

In confirmation of this trend, YLCC recently announced that several of its largest cradles have recently been shipped to Antigua. Bailey's Boatyard has taken delivery of Extra Large ten-arm cradles to support yachts up to 85 feet length overall in hurricane conditions. Jolly Harbour Marina, also in Antigua (see ad in Market Place section), has bought a range of Extra Large cradles for yachts from 55 to 75 feet LOA.

Heavy-weather lashing kits are supplied as an option where the cradle is positioned on an exposed site. Each ratchet strap is 8m x 50mm with brackets to fit under the bow and stern pads. This adds support to the yacht in the cradle when a gale is blowing.

For more info www.yachtlegs.co.uk

Windjammers Ahoy!

After Windjammer Barefoot Cruises went out of business in 2008, a group consisting largely of former passengers founded Island Windjammers to "continue the barefoot, tall-ship cruise opportunity". The new line will offer six-night cruises from Grenada through the Grenadines aboard the *Diamant*, a 101-foot brigantine schooner built in 1978.

According to a report in *Cruise Critic* (www.cruisecritic.com), "Although Island Windjammers is loosely modeled on Windjammer Barefoot Cruises, company president Liz Harvey emphatically asserts that the company has no official connection with the defunct cruise line. "We are taking the very best of the old Windjammer Barefoot Cruises and putting our own new spin on it," says Harvey. Many of the crewmembers are former Windjammer Barefoot Cruises crew, including the ship's captain, although the management team is completely different."

For more information visit www.islandwindjammers.com

Blakeslee New Dock Master at Fantasy Island

Fantasy Island Resort, Dive Center and Marina, located at Roatan, Honduras, has announced the appointment of Jerry Blakeslee as Dock Master/Manager of the Marina. Jerry has lived in the Caribbean since 1994, including 11 years on St.

Maarten where he served for four years as Commodore of the St. Maarten Yacht Club, three years on the Board of that island's Marine Trades Association, and, since 1995, as co-owner and Managing Director of Bay Island Yachts. Since 2004 he has been cruising the Caribbean aboard his NAB 38 sailboat, visiting most of the islands in the Eastern Caribbean as well as several countries in South and Central America.

The Marina is located at Fantasy Island Resort. Situated in a well-protected, reef-enclosed bay, the marina is a full service accommodation for yachts. The bay itself offers a number of free moorings courtesy of the Roatan Marine Parks Service. You can also anchor in good holding with typical 20-foot depths. Entrance to the bay is through an opening in the reef, located at 16°20.96'N/86°26.97'W. The opening is marked by buoys port and starboard, and the reef is plainly visible under good light conditions. Once in the bay, the Marina and Resort are apparent to the east. VHF channel 72 is used as the hailing channel; call "Dock Master" for assistance.

For more information visit www.privilegehotels.com/~fantasyisland—home

What's New at The Captain School, St. Thomas

Carol Bareuther reports: There's new ownership, new classes and new services at The Captain School, located at American Yacht Harbor, in St. Thomas, US Virgin Islands. Native Virgin Islander Capt. John Holmberg bought The Captain School from Capt.



John Holmberg and Patrick Casey. Holmberg is the new owner of The Captain School, St. Thomas, USVI

Patrick Casey as of January 1st. Casey, who opened the school in the 1990s and shifted his base of operations to Florida a few years ago, still serves as a visiting instructor. Holmberg brings a wealth of boating experience to the operation. Most recently employed as the business manager of OnDeck Ocean Racing's St. Thomas office, Holmberg has over 35 years of international sailing, diving, entertaining and chartering under his belt.

Holmberg, as well as Capt. Casey and Capt. Russ Charette, teach The Captain School's basic courses on a monthly basis year round. These include the Operator of Uninspected Passenger Vessels (OUPV) or "six pack" captain's license, and the three-day Master's course, which is an upgrade from the OUPV license to cover inspected vessels in the 25- to 100-ton range and operation in foreign as well as domestic waters.

Two additional four-hour courses include an Auxiliary Sail Endorsement, which is required to operate multi-passenger sailing vessels and the Commercial Assistance Towing Endorsement, which enables the holder to be paid for commercial towing services). All the preceding courses are also taught twice yearly in St. Croix, usually in June and December, in a compact seven-day format.

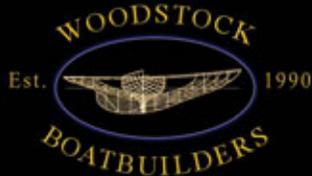
The Captain School also offers four STCW-95 (Standards of Training and Certification of Watchkeeping) courses taught six times annually. The STCW-Basic Safety Training Course certification is required of all personnel operating passenger vessels on international voyages.

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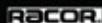
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Marine Mammal Stranding Response Workshop

by Caroline Rinaldi and Nathalie Ward

The optimum response to marine mammal strandings was the topic of a training workshop held from January 8th through 10th at Bouillante, Guadeloupe. Participants learned how to respond when whales or dolphins are found stranded and what type of information is critical to record.

The marine mammal stranding workshop was attended by 30 participants from five French-speaking Caribbean islands and territories: Guadeloupe, Haiti, French Guyana, Martinique and St. Martin. Participants included representatives of protected areas management organizations, government departments, and non-governmental organizations, representing both NGOs and government departments that would likely be involved in strandings. The participants also included a number of experts from the USA and France including representatives from the US National Oceanographic and Atmospheric Administration/National Marine Fisheries Service (NOAA/NMFS) Marine Mammal Stranding Program, the Smithsonian Institution, Woods Hole Oceanographic Institution, and Mote Marine Laboratory; the chairman of the US Marine Mammal Commission; and biologists from the French Stranding Network CRMM/University of La Rochelle as well as representatives of the Regional Activity Center (RAC) of the SPAW (Specially Protected Areas and Wildlife) Protocol of which France is a party.

The Guadeloupe-based Association Evasion Tropicale (AET) in cooperation with the Eastern Caribbean Cetacean Network (ECCN) organized the workshop, with financial support provided by US NOAA Fisheries International, the French Ministry of Environment (DIREN Guadeloupe) and the United Nations Environment Program's SPAW-RAC. This workshop was one of the priority activities coming out of the Marine Mammal Action Plan for the Wider Caribbean, recently adopted by the SPAW Protocol.

The objective of the workshop was to develop a harmonized stranding response protocol between the existing French and US stranding networks. It is important to establish a standardized mechanism for strandings to ensure that everyone is well prepared and knows what to do when a dolphin or whale strands on the beach. Even when the animal in question cannot be saved or has been dead for a while, the incident can still greatly benefit our understanding of marine mammals in our region and can provide clues to determine the cause of the stranding.

The US Marine Mammal Health and Stranding Response Program has responded to stranding events for more than 30 years. The program has developed various tools, regulations, and guidelines, analogous to oil spill emergency response plans. These regulations also assist to safeguard the health of both public and rescuers, since marine mammal diseases can be contagious to humans. In addition, criteria have been developed to enable quick decisions on the beach as to what is feasible or not when the animal is still alive. When one animal is stranded things are relatively



A mock stranding exercise led by ECCN Coordinator, Andrea Bogomolni

easy but when 20 or 50 dolphins strand simultaneously (as happened on St. Martin a few years back), or when a 50-foot long, 35-ton decomposing whale washes ashore on a public beach, quick and effective action is essential.

The participants were all positive about the workshop. They were very happy about the possibility of working with other Caribbean islands in the future and exchanging data. "With the increase of human impacts on the marine environment, strandings may occur more frequently in the Caribbean. Efficient responses to these strandings will help us assess causes and potentially reduce or prevent those related to man-made threats, such as ship strikes or entanglement in fishing gear," said one of the participants. Another participant commented on the usefulness of what he had learned: "It was very valuable to get information about what to do and what *not* to do, when a living animal beaches itself. It is so important for all the countries of the Caribbean to work together with the same protocols and compile the data in a regional database."

The workshop participants were committed to start a focused program to cooperate and exchange their findings. The discussion addressed the future establishment of regional cooperation programmes to increase scientific, technical, and educational exchange among relevant national, regional, and international organizations. Specifically, it was recommended that a regional stranding database be developed, which would be attainable by the different stranding networks of the region and which would include the expert contacts from all the territories and countries.

The attendees valued the opportunity to have a forum to address and discuss their shared challenges. As part of networking, it was agreed that a "strong effort should be made to transfer essential skills, resources and capacity building, within the French Caribbean, throughout the Lesser Antilles region and the Wider Caribbean." Building on the trainings already established in the French Antilles and French Guiana by the French National Stranding Network, further training will take place in the future and each island will regularly refresh the stranding response training.

ECCN has organized and conducted three United Nation Environment Program (UNEP/SPAW) Stranding Response Workshops for the English, Dutch and French-speaking Caribbean, respectively: Trinidad (2005), Curaçao (2009) and Guadeloupe (2010). As this issue of *Compass* goes to press, a fourth SPAW Workshop is scheduled to be held for the Spanish-speaking countries in Panama (April 23, 2010).

To access the Final Report of the French Stranding Workshop and associated ECCN Stranding Compendium visit www.eccnwhale.org/workshop_material.html

To learn more about whales and dolphins, see the following websites:

Association Evasion Tropicale (AET), www.evasiontropicale.org — Caroline Rinaldi lives in Guadeloupe and is the Director of AET.

Eastern Caribbean Cetacean Network (ECCN) www.eccnwhale.org — Dr. Nathalie Ward is the Director of the ECCN, based in Bequia, St. Vincent & the Grenadines.

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Sailing on *Hyperion* in the St. Bart's Bucket

by John Burnie

There are certain sailing events in the world that fire the imagination. These include the America's Cup and great classic offshore races such as the Fastnet and the Sydney-Hobart.

Albeit in another style, amongst these has to be the annual St. Bart's Bucket. This regatta has become one of the "must do" regattas in the world today. "Racing five-star hotels and antique furniture" springs to mind, but the sheer scale and elegance of the yachts that return regularly to participate in "the Bucket" regatta is breathtaking.

Although this is not a purist's racing regatta, it nonetheless continues to attract into the fray a multi-talented group of owners and sailors alike. Some participate in racing machines suited to the purpose and others join in trying to coax every ounce of speed from heavyweight luxury cruising yachts.

This year, yachts old and new, ranging from 76 to 186 feet, gathered in the historic Port of Gustavia from February 25th through 28th to do battle once again in the three traditional races that take place around the picturesque island of St. Barthelemy.

This event in its 15th year attracted 39 entries from all over the world — and what an entry list it was! The elegant 169-foot Royal Huisman-built schooner *Meteor* was back to defend her title, having won in 2009, and the much-anticipated Caribbean arrival of the 138-foot *Hanuman* (a copy of *Endeavour II* built for Jim Clarke) ensured there would a battle royal with the one-foot-shorter J Boat *Ranger*.

Rebecca, the 141-foot German Frers-designed, Pendennis-built ketch, was back again with a full crew of "Antigua Mafia" recruited by Captain "Sparky" Beardall, including Kenny Coombs, Stan Pearson (on the helm) and Julian Gildersleeve, Karen Portch, "Chippy" and Phil Hopton.

A rejuvenated 180-foot *Adela* was back (with Captain Greg Norwood Perkins now in charge) heralding a return of this elegant and famous schooner. It was interesting to see on board with Greg a number of *Leopard 2* crew including *Leopard* skipper Chris Sherlock, navigator Hugh Agnew, and "Shag" from FKG rigging on the helm. Great also to see on board some "oldies" from my generation: Terry Gould (from the legendary *Battlecry*), welcome back!

The elegant 122-foot Luca Brenta-designed sloop *Ghost* out of Vitters Shipyard was participating under Captain "Hutch", continuing her regular regatta tussles with the 112-foot, German Frers-designed, Royal Huisman-built *Unfurl*. These two vessels were heading a modern set of yachts including *Hamilton II* (a 117-foot Philippe Briand-designed sloop), *P2* (a 125-foot Perini Navi), *Visione* (the 148-foot Baltic that won this year's Superyacht Cup Antigua), *Saudade* (a 148-foot Wally), *Sojana* (a 115-foot Farr ketch), *Liara* (a hundred-footer from Performance Yachts) and a host of big Swans/Frers yachts. The Perinis were also out in force, including the 154-footers *Antara* and *Andromeda La Dea*, and the stunning *Barracuda* (164 feet) and *Salute* (184 feet).

Watching (very!) large racing machines and "comfort-

able" cruising boats lining up together on a racing start line is a stunning sight to behold. This regatta divides the fleet into two classes — the self-explanatory Gazelles and Grande Dames. A start time is calculated and the yachts mingle in a staggered start, even though they may be on a different course. Big boats tearing into a start line only seconds apart is not for the faint-hearted — the tacticians and the safety officers on each crew (communicating with other boats) were kept pretty focused!

Bucket organizers Jim Teeters and Hank Halsted have over time evolved the Bucket Rating and Racing System, one that is being increasingly utilized in superyacht regattas throughout the world. Organizing pursuit racing for such a large and varied fleet requires careful thought; several changes have been introduced for 2010 regarding the sailing rules used in the Bucket System, most notably the requirement of a safety offi-

Left: Big boats need big crews. At 156 feet, *Hyperion* raced with the equivalent of six basketball teams aboard

Below: Captain Mark Stevens and sailing legend Harold Cudmore

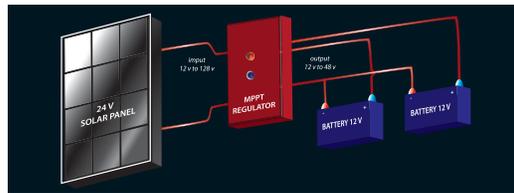


cer in the rearguard. Safety in this event is obviously paramount and new rules introducing exclusion zones at starts, marks and the finish line have been included to help ensure everyone has a "trouble free" regatta. A 40-metre "boat separation rule" has also been introduced — although 40 metres is not actually very much when you realize that more than half the boats in the fleet are over 40 metres in length!

The setting in St Bart's is picture perfect for such a stunningly visual regatta.

—Continued on next page

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—Continued from previous page

The event is based in an elegant and historical Caribbean trading port, albeit an often-awkward anchorage for large yachts (requiring some of the participants to anchor in the bay). The departure of the yachts from the dock each day is handled with military precision by the Port Authorities, as it often involves much anchor unwinding!

There are three traditional races in the regatta: Around the Island, The Wiggly Course (which has been transformed into the Not So Wiggly Course), and Around the Island (the Other Way). The wind this year was a perfect ten to 15 knots, if somewhat slightly light at times for the heavier yachts. The sails on the bigger vessels are so huge and the forces so great, light winds are sometimes more acceptable to the professional crews running the yachts as the likelihood of damage is lessened, particularly on any cruisers that race infrequently.

This year my partner Ann Louise and I were both honoured to be invited to join the crew on *Hyperion*, a 156-foot Royal Huisman sloop designed by German Frers and Pieter Beeldsnijder. To put things in perspective, this yacht when she was built (1998) was the largest sloop in the world, but at this 2010 regatta we were not even in the top ten in length! Captain Mark Stevens, a veteran participant and a past winner of superyacht events, had again recruited internationally famous racing sailor Harold Cudmore as Race Captain as well as several illustrious sailing names including Ed Danby, double Olympic Gold medallist Sara (Webb) Gosling, Etchells World Champion Adam Gosling and several top professionals including Guy Stanbridge of North Sails and Mike Koppstein of the Huisman Yard.

This regatta continues apace to attract many of the big names in sailing. Also seen on boats at the regatta were Andy Beadsworth (helming Alloy Yachts' 159-foot *Georgia*) Shannon Falcone (fresh back from the America's Cup on *BMW Oracle*) Mo Grey, Chris Mason, Steve Brannagh, Jens Christiansen, Peter Holmberg, Lionel Pean and Ray Davies, to name but a few.

Being one of the oldest crew members (!) on *Hyperion* favoured my appointment as the safety officer — a marvellous job albeit a rather responsible task! VHF radio watch required and good communication with all the other participating boats being mandatory.

In the first race *Hyperion* got off to a galloping start, powering up to 12 knots at our appointed start time, and we cruised around the island in wonderful conditions. The idea of pursuit racing is to overtake everyone who has started in front of you and we charged around the course, eventually finishing in eighth place.

The shoreside events are a major part of this regatta and during the first evening after racing there is the traditional "Yacht Hop". Participating crews are invited to visit the other yachts anchored stern-to at the dock and join the owners and racing crew for refreshment and a viewing of the yacht. This alone is a highlight of the event — it enables "mere mortals" like me to visit the hallowed areas of some of the most famous yachts in the world. Highlights of the show to me this year were *Meteor*, *Barracuda* and the stunning new 147-foot Dubois/Fitzroy *Salperton IV* (owner Barry Houghton, take a bow for design input). Captain Jonno Johnson threw the best party on *Antara* and drinks on board

Rebecca with the "Antigua Mafia" and with Captain Alistair Tait of *Ranger* were, as usual, memorable.

The second race (Wiggly Course) was at the end eventful — for us and numerous other yachts. We sailed a very good race and should have easily finished a good fifth or sixth to keep us up in the rankings. The spinnaker run through the islands was spectacular, with *Hanuman* and all the later starters looking supremely colourful behind us. However, at the finish line there was a sensational "header" which caused a real problem for several of the leading yachts. *Rebecca* "was robbed" of her first place win (*Ranger* stole through) and because of the dramatic wind shift, Captain Adam Bateman and his crew lost out badly on their well-placed *Unfurled*.

Large yachts like *Hyperion* do not tack easily in light air and we and other boats eventually transgressed in a part of the new sailing protocols, so we were (correctly) heavily penalized for our mistake. The

Bucket Racing Rules are a unique mix of International Collision Regulations and Bucket Sailing Instructions; ISAF Rules do not apply in any circumstance. It was therefore amusing to note that "transgressors" in this race were in fact top ISAF racing professionals — all with an inbred will to win! The ethos of the regatta however is to promote good sportsmanship and safe sailing above all — and very sound is that aim — there can be no compromise in the risks while racing these hugely expensive and unwieldy vessels.

The Saturday evening entertainment on the second night at the regatta involved the usual Bucket Crew Bash and this year the band appointed was no less than "Itchy Feet" from Antigua. The group (well known performers at the various Antigua events) gave a superb set and alerted the Northern Caribbean to their up-and-coming status as a premium Caribbean band. The food provided was sumptuous and, as always, in keeping with the status of such a high-end regatta.

The third race (Around the Other Way) was again a great spectacle, but our previous day's penalty on *Hyperion* put us well down the rankings. The beat upwind was significant and *Ranger* stole the show heading inside the islands to steal a march on the newer *Hanuman*. Crossing tacks with all the other vessels through the islands was challenging, and choosing the right course was critical in the odd rain clouds that passed through the fleet at the back of the main island. The 96-foot *Symmetry*, with Mani and German Frers on board, hoisted too early and nearly lost their spinnaker. Unhappily for *Hanuman*, a brand-new spinnaker was completely destroyed in a gust.

Our finish with the 134-foot Alloy Yachts/Dubois sloop *Destination Fox Harbour* was sensational, with

Hyperion passing the line just one second ahead — our crew Jonathan Zwaans hanging over the bow as a figurehead was disallowed as being part of the boat (the rule states: "normal equipment in its normal place")! Howard Palmer of Barbados on board *Destination*, as well as new St. Bart's resident (formerly of Grenada) Dave Cullen were not that pleased to see our victory salutes but took it in good spirit and still drank with us at the bar.

So, another great regatta has been held and the St. Bart's Bucket goes from strength to strength. *Ranger* prevailed in the racing *Gazelle* Class and was deservedly declared the Overall Winner of the 2010 Bucket — much credit to Captain Alistair Tait and his hard-working crew. Running a large yacht in an event like this is supremely arduous for both the captains and the crews alike. Recognition must be made for their dedication and hard work, so here's a toast to all the permanent guys and gals who continue to keep their



Close finish in the Bucket's last race, as *Hyperion* finishes one second ahead of *Destination Fox Harbour*

"show on the road". That having been said, let us not forget the dedicated owners (some of whom may seem quite a small person until you see them stand on their wallet!) who allow all this to happen in the first place. A big thanks to all these extremely generous people whose enthusiasm for the sport enables "ordinary Joes" like Ann Louise and me to participate in the rarefied atmosphere of superyacht racing.

The next Bucket event takes place in Newport in September — and I suspect the usual suspects will all be there again!

For full results visit www.bucketregattas.com.

John Burnie and his partner Ann Louise have been cruising the Eastern Caribbean for six years on their yacht, *Indaba*. They have regularly participated in the rich and varied sailing events held throughout the Caribbean every year.

Yacht at Rest, Mind at Ease

Photos by Omne van der Wal

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THE first annual British Virgin Islands Kite Jam, held March 1st through 5th, opened with an opulent gathering on Necker Island, the unique private resort owned by Sir Richard Branson (and his main residence). Remarks were made by the organizers and partners of this lifestyle-oriented event, and blessings were given by BVI Premier and Minister of Tourism, the Honorable Ralph T. O'Neal.

Sir Richard opened the ceremony with a self-effacing air, although he was instrumental in the development and execution of this phenomenal fête of world-class kiteboarding talent. Along with Charlie Smith and Scotty Wilson (these guys being the very personification of kite boarding) several other partners worked with many sponsors to pull off a successful multi-discipline festival of wind and water.

During the ceremony, Abby O'Neal (Communications Director of Kite Jam and daughter of the Premier) and another partner, Joanna Morris, presented US\$5,000 donations to both VISAR (Virgin Islands Search and Rescue) and KATS (Kids and the Sea, BVI).

VISAR is a non-profit, volunteer organization dedicated to responding to emergencies in BVI waters 24/7. KATS has been introducing kids to watersports for 20 years; its volunteers teach basic sea skills, swimming, sailing, diving and wind

Phenomenal Fête! Inaugural BVI Kite Jam

by Kevin Hughes



Day Two: All the "wind dancing" at the end of Day One didn't conjure enough to race the kites to Anegada Island, so we settled for a sailboat race on the flotilla boats, which was quite fun. Upon reaching Anegada, Kite Jammers were shuttled to Cow Wreck Bay where lunch was served. The day finished with a party on Setting Point.

Day Three: "NOTICE: Results of 'wind dancing' require a full 24 to 36 hours for development." The breeze built throughout the night, and Kite Jammers awoke to 18 to 20 knots of wind. Woo-hoo!

The Down-Winder Race run just south of Pomato Point was a blast for all participants, and the jam session off the point before and after the race was the best anyone had hoped for. High-speed runs and decent air were available for pros and novices alike. Madison Van Heurck, age 20, of St. Thomas, enjoyed the sunset on his board; then there were a couple of fellows

out after dusk. A dinner gathering at Potter's By The Sea led into socializing and partying.

Day Four: A nice sail back to Virgin Gorda aboard the flotilla boats was enjoyed by everyone, despite winds too light for kiteboarding. The lack of wind did not damage this "lifestyle event" as much as one would think. The social aspects of the camaraderie, exchange of ideas in the clinics, and the great exposure of the sport through different media avenues offered here in the BVI created excitement for all on the beach, in the water, and on the boats.

Lunch and dinner gatherings at the Bitter End Yacht Club were superb. The night's party was held at The Pub and included a slideshow display of a few dozen of the greatest moments during the 2010 BVI Kite Jam.

Day Five: The light "summer" winds persisted, so on the last day Kite Jammers continued to meet each other as pros and novices alike enjoyed the socializing and kiteboarding discussions. A last-minute change allowed everyone to enjoy lunch on a fantastic beach at yet another one of Nature's little secrets, Eustacia Island, just off Virgin Gorda and Prickly Pear Island.

Dinner, the awards ceremonies (for full results visit www.bvikitejam.com) and one last blow-out party were held on Mosquito Island.

After spending these days with kiteboarding professionals and enthusiasts, it became apparent to me that the sport may incorporate features and demand skills from several older sports. Nonetheless, the heart of the sport lies very close to that of sailing, inasmuch as the spirit of camaraderie and welcome are offered to newcomers and outsiders right from the get-go. Mentoring and teaching are more inherent in kiteboarding and sailing than, say, in surfing or other individual sports such as cycling. This will serve the sport well in allowing it to grow and be enjoyed by everyone who wishes to feel the freedom of flying across the water using their own abilities and the power of the wind.



Left to right: Sir Richard Branson, Charlie Smith, Governor David Pearey, Abby O'Neal and Scottie Wilson

Below right: Madison Van Heurck kiting at sunset

surfing. With a wink and a nudge, BVI Kite Jam hopes that the KATS program will include kiteboarding in the future! These gifts display the cooperative nature of life on and around the sea and how symbiotic relationships enhance the lives of everyone in the community.

On hand was kiteboarding promoter and expert Aaron Sales of *Kiteboarding* magazine. Aaron explained the world-circuit arrangement of kiteboarding events (similar to the surfing circuit) where competitors gather points to determine champions for the year. The difference in the BVI Kite Jam is that it includes a sailing flotilla of Sunsail catamarans that support competitors at various locations during the event, and the captains of these boats engage in their own "race" when moving from place to place.

The variations do not end with sailboats: There were so many stand-up paddleboards on hand that one would think these athletes could walk on water. A volleyball game on Necker Island was just for fun, but players included Kristina Long, a member of the Canadian National Team. (The author proved he is not as mobile as he once was, but still dishes out a decent serve.)

Day One: A Round Necker Race was scheduled, but light winds plagued the race course. However, this didn't put a damper on spirits at the luncheon on Necker or the dinner and party back at the flotilla anchorage on Prickly Pear. The cancelled racing allowed extra time for a skills clinic led by the world's top kiteboarders.



Young people to watch in kiteboarding:

Jeremy Lund, 23, of Jupiter, Florida, is not only an accomplished kiteboarder, but runs a kiteboard school and constantly expands his influence and horizons to encompass all facets of the sport. I see he is on his way to becoming a major force in the sport of kiteboarding. Visit www.NewWaveKiteboarding.com

Although Gretta Kruesi, 26, of South Carolina, isn't among the very youngest participants, she has the passion of a newcomer as she has only been involved in kiteboarding for three years. Her creative, fresh ideas and drive to improve her talents will certainly impact the sport in coming years. Visit www.kiteworldmag.com/riders/gretta-kruesi/ and, coming soon, www.GrettaKruesi.com



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Winners Lead the Pack at Puerto Rico Regatta

by Carol Bareuther



ALL PHOTOS: DEAN BARNES

The name of the game was getting out in front and staying there at the Puerto Rico Heineken International Regatta, sailed out of the new yacht club and marina at Palmas del Mar, on Puerto Rico's southeast coast, March 19th through 21st. In the six classes competing, each of the winners took the lead on Day One and followed it through to the podium in spite of winds that blew from less than ten to near 20 knots.

Nowhere was this more evident than in Spinnaker A, where Robert Armstrong's St. Croix, USVI-based J/100, *Bad Girl*, ended with a string of first place finishes, only conceding that position a few times to second place finisher, St. Maarten's Frits Bus on his Meigs 24, *Coors Light*, and third place, *Soca*, a Henderson 30 skippered by Puerto Rico's Luis Juarbe.

"We didn't sail the last race today; it wouldn't have affected our standing," says Mike Petevich, crew aboard *Bad Girl*. "Still, we learned a lot in the light-air sailing the second day. St. Croix doesn't get too much light air this time of year."

A friendly rivalry made competition keen in Spinnaker B. However, St. Thomas' John Foster, aboard his Kirby 25, *The Good, The Bad & The Ugly*, stayed at the top throughout the regatta, racking up nothing but bullets on the first and last day. While many sailors found the waters off Palmas del Mar new to them, Foster had competed here many years ago when the regatta started and was called the Copa Velasco, so there was a little local knowledge at play.

Foster's biggest competitor was the fellow St. Thomian to whom he sold his old boat, a J/27 named *Magnificent 7*. Paul Davis has been at the helm for the past five years and his team, which includes Anson Mulder from the North Sail loft in Ft. Lauderdale, keeps getting better and better.

"This is probably the last year for the boat," says Davis, who underscores it's not his or his crew's last year of racing, "and we've been more focused than ever."

Puerto Rico's Carlos Camacho, on his J/105, *Abracadabra*, finished in first with nothing lower than a first place in the Performance Cruising Class.

"Light winds are tough, but the last day we saw gusts to 18 knots. The race committee ran us on windward-leeward courses that day, which is what we like," says Camacho.

Similarly, in Jib & Main, Puerto Rico's Edwin Cruz, on his Hunter Legend 43, *Nemesis*, handily won with all first place finishes, as did the BVT's Colin Rathbun in the one-design IC-24 Class aboard *Lime*.

Finally, Puerto Rico's Efrain 'Fraitto' Lugo won the one-design J/24 Class aboard *Orion*. But it wasn't all bullets. The Dominican Republic's Eduardo Ortiz took second in class aboard *Colibri*. Two J/24s from the Dominican Republic competed in this regatta as practice for the Central American and Caribbean Games, which will be

sailed this summer out of Mayaguez, Puerto Rico.

"It was great to have the two Dominican teams sail with us," says *Orion's* Lugo.

The Puerto Rico International Dinghy Regatta ran concurrently with the big boat event. Puerto Rico's Eric Torres won the Advanced Optimist Class, Kyle Fink placed first in Optimist Green, Ramon Gonzalez led Laser Radial, Rogelio Fernandez won Laser 4.7 and four-time Olympian, Enrique Figueroa, won the Hobie 16 class.

Kiteboarding was a new addition to this year's event. Alex Soto and Robinson Hilario, two professional freestyle riders from Cabarete, Dominican Republic, joined the near 30-competitor fleet from Puerto Rico. The kiteboarders put on an exhibition in front of the host Palmas del Mar Yacht Club on the final day of competition that whetted everyone's appetite to see more of this sport. The International Sailing Federation (ISAF) officially recognized kiteboarding as a sailing sport in November 2008, when it approved the International Kiteboarding Association.

The Puerto Rico Heineken International Regatta is the second leg of the Cape Air CORT Series, which started with the St. Croix Yacht Club Hospice Regatta in February and finished at the BVI Spring Regatta & Sailing Festival in April.

For complete results visit <http://result.vg>

Above left: The J/24s in tight competition, practicing for the CAC Games this summer
Above right: Mark madness in the J/24s. Behind are the mountains of southeast Puerto Rico. The regatta was held this year out of Palmas del Mar in Humacao
Right: Puerto Rico's Edwin Cruz, on his Hunter Legend 43, *Nemesis*, handily won Jib & Main with all first-place finishes



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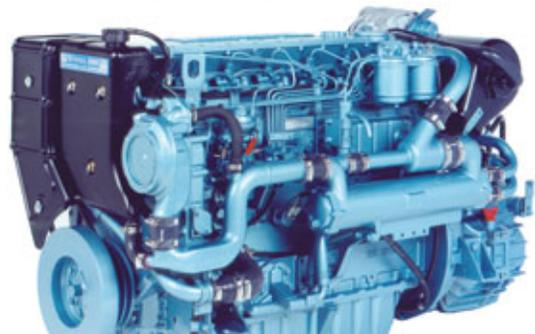
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Perfect Racing Weather for 29th International Rolex Regatta

by Carol Bareuther

Sailboats ranging from a Hobie 16 to a custom 72-footer set sail in the 29th International Rolex Regatta, held out of the St. Thomas Yacht Club from March 26th to 28th. The 69-boat fleet enjoyed ideal sailing conditions — sunny skies, winds blowing ten to 18 knots, and a moderate chop on the seas — as they raced a combination of round-the-buoy and round-the-island courses that included a sightseers' race into Charlotte Amalie Harbor.

There was close competition in many classes.

For example, in the eight-boat IRC handicap fleet, New York's Austin and Gwen Fragomen were in the lead aboard their TP52, *Interlodge*, until the last day. An inter-island course on the last day through Pillsbury Sound, where there's lots of tricky current to navigate, enabled fellow competitor, Canada's Richard Oland on his Southern Cross 52, *Vela Veloce*, to bullet the first race and ultimately win the class by two points.

Interlodge underwent an extensive IRC conversion last year and was re-launched in October. The International Rolex Regatta is one of the few events in the Caribbean that offers a class for IRC handicap boats and does not require them to get a CSA rating certificate as well.

Another close race occurred in Spinnaker Racing 2. It wasn't until the last race, and the scores were posted online, that St. Croix's Stanton brothers, who sail their Melges 24, *Devil 3*, knew they had won.

"They're a lot faster than us," says Chris Stanton, who raced with his two brothers, Peter and Scott, against the BVI's Dave West, aboard his Melges 32, *Jurakan*. "The handicap is six and a half minutes every hour, so on a three-hour race that's nearly 20 minutes."

West says, "I can't point to any one thing that lost us that last race. We didn't have any big mistakes, but I think they worked the current better than us in Pillsbury Sound, and that was a major factor."

One point separated St. Thomas' John Holmberg, on his Hobie 16, *Time Out*, from fellow Hobie 16 and St. Croix sailor, Chris Schreiber, in the Beach Cat Class. Holmberg won, and did so sailing with his 11-year-old son, Kai.

"Beach Cats is such a fun class and it was something I could do with my son," says Holmberg, who is a Prindle 19 national champion. "I remember when we had 26 beach cats lined up here on the beach. Classes go in cycles and I think if we organized more fun events the class would grow again."

The action was hot, but Puerto Rico's Fraitó Lugo, on his *Orion*, in the IC-24 class, dominated the competition.

"We just tried to sail consistently," says Lugo, who will represent Puerto Rico in the J/24 class in the Central American and Caribbean Games this summer. "Changing from one boat to the other isn't a big deal. But the IC-24 fleet is more

competitive here, that's why we sailed this boat in Rolex."

Antigua's James Dobbs, on his J/122, *Lost Horizon II*, finished first six out of eight races in the Racer-Cruiser Class. But, that didn't mean the competition was anything but fierce. "We're serious sailors," says Dobbs, who has been sailing since the age of six.

No one took any bullets away from St. Croix's Tony Sanpere, on his J/36, *Cayennita Grande*, in the Non-Spinnaker Class.

"I've grown tired of all the up-and-down windward-leeward racing," says Sanpere, who has long been competitive in whatever boat he sails. "That's why I like the Non-Spinnaker Class. I like to race around the islands."

For full results visit www.yachtscoring.com or www.rolexcupregatta.com



Above: Perennial favorite, *Lost Horizon* from Antigua, wins its class

Left: The highly competitive IC-24 class

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Quantity was down, but quality was certainly up at the 39th Annual BVI Spring Regatta, raced out of Nanny Cay Marina in Tortola, April 2nd through 4th. Although the event attracted more than 120 boats last year and in the past has surpassed the 150 mark, the 101 entries this year included more hot racers such as Tom Hill's new Reichel/Pugh 75, *Titan* 15, the BVI's Kevin Rowlette who sailed his Olson 30, *Rushin Rowlette*, to a first place finish in Racing D, and even America's Cup talent in the persona of Geordie Shaver sailing on the Swan 53, *Boonatsa*, in the Jib & Main Class.

Close Competition at BVI Spring Regatta

by Carol Bareuther



What was really striking was the number of classes in which competition came down to the last race to decide the winner.

Nowhere was this more apparent than in the nine-boat IC-24 class. In fact, it came down to the final rounding of the leeward mark in the last of 21 races for Puerto Rico's Fraitó Lugo, driving his *Orion*, to win. "I saw the door open and I took it," says Lugo, about the tactic that put three boats between him and closest competitor, *Team Lime*.

Team Lime, sailed by the BVI's Colin Rathbun, had a three-point lead going into the last race. "We had a horrible rounding and then a big shift," says Rathbun, who finished second by one point. "But it was exciting and a lot of fun."

There was more razor-sharp racing in Racing C. *Bad Girl*, St. Croix's Rob Armstrong's J/100, sparred with the BVI's Dave West's Melges 32, *Jurakan*, all weekend. "In the first race today," says *Bad Girl* trimmer, Carlos Skov, we definitely let *Jurakan* back in the game. Just one point separated us. The second race, we put our heads down, sailed and ended up beating the two Melges 24s in the last five minutes. It was like that all weekend. The level of competition has really come up and we think it's because we all push each other."

In Bareboat A, "Who's on first?" was the name of the game. Over the three days of racing, each of the top four boats in the nine-boat class swapped the lead. It came down to the last race on the final day of racing to decide that the winner was *Re-Joyce*, the UK's Tony Mack's Beneteau Cyclades 54/Moorings 545. "We were tied for second on points going into the last race," says Mack, who has raced with friends and family in the BVI Spring Regatta for many years. "In the last race, we finished second and *BVI Yacht Charters* got a third. So, we beat them by scoring higher."

Mack and his crew have sailed off with the winner's trophy in the past. But this year, he says, "There's no question we had to work hard for it."

Finally, this year marked the debut of the International Yacht Club Challenge and this competition too was keen. Three teams, one representing the Royal BVI Yacht Club, one from Puerto Rico and one from Boston took the challenge and each raced new Jeanneau 42s. The Puerto Rican club sailing on *Pelican Pat* not only won the Challenge, but also won the Bareboat B Class in which the yacht club boats raced with 11 other boats.

"It was great to be able to have a chance to win our class and win the Challenge," says Puerto Rico skipper, Gustavo Pinto.

The Puerto Rican team traded first place standings in the class with the Boston

Yacht Club sailors throughout the weekend and was one point behind the northeast US team going into the last day's racing.

"We knew there was only one race that day and we had to beat them, so we just stayed focused," says Pinto.

He adds, "We'll be back to defend our title next year. This is definitely the start of something good and has really raised the standard of the bareboat class."

The Cape Air CORT Series, which included the St. Croix Yacht Club Hospice Regatta in February and the Puerto Rico Heineken International Regatta in March, concluded with the BVI Spring Regatta. See CORT results in this issue's Regatta News.

Stay tuned: the BVI Spring Regatta celebrates its 40th anniversary in 2011!

For full results visit www.bvispringregatta.org



ALL PHOTOS: DEAN BARNES

Above left: Spinnakers racing down the Sir Francis Drake Channel

Above: The hottest boat out there — Spinnaker A winner, Tom Hill's *Titan* 15

Below: Puerto Rico's Fraitó Lugo wins the IC-24 class



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BEQUIA EASTER REGATTA 2010



The 29th annual Bequia Easter Regatta, held April 1st through 5th, boasted a record-breaking fleet of 53 yachts attracted from the neighboring islands of Antigua, Martinique, St. Lucia, Barbados, St. Vincent, Carriacou, Grenada and Trinidad, as well as from the USA, Canada and the UK. Contributing to the second bumper year in a row for this popular event organized by the all-volunteer Bequia Sailing Club was a J/24 Class of 16 boats — the biggest gathering ever of this class in the Southern Caribbean. The J/24s had come not only to compete for Easter Regatta prizes for the sixth year, but this time also to vie for the crown of J/24 Southern Caribbean Champion 2010, an initiative of the newly formed J/24 Southern Caribbean Council. The winner of the J/24 Class in Bequia 2010 would become the first holder of this championship title.

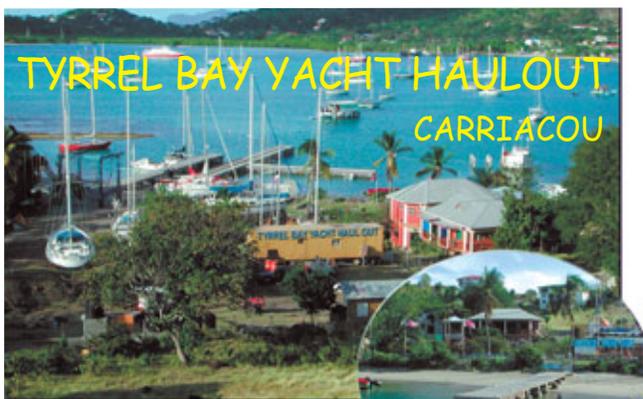
In a weekend of light to moderate winds, yachts competed in three CSA classes — one racing and two cruising — plus two one-design classes: Surprise (a 25-foot Joubert-Nivelt design) and J/24. The yachts were joined on the water by another record-setting fleet — 33 of the locally built double-ended open sloops (see report in next month's *Compass*).

The CSA classes and the Surprises sailed three non-traditional courses over the weekend: Admiralty Bay to Friendship Bay and back on the Friday, around the island on the Saturday, and a harbor triangle on Easter Monday. The J/24 Class, introduced in 2005, has had its own specially designed courses since 2006. Sixteen skippers accepted the challenge of the Heineken Single-Handed Round the Island Race on Easter Sunday, which is not scored as part of the regatta series. The winners were Donald Radcliffe from the USA aboard his Beneteau 456, *Klondike*, in Non-CSA Class (for the third time!), and Nicolas Poix from Martinique aboard the Surprise *Clippers Ship* in CSA Class. Veteran Principal Race Officer James Benoit from Grenada and the dedicated volunteers of the Bequia Sailing Club did an admirable job of running all the races.

With only two other boats to tussle with, overall class winner Richard Szyjan said he wished there'd been more participation in the spinnaker Racing Class, but he did like the weather. "The light airs let us sail within touching distance of the rocks before we had to tack. We don't mind light airs for a change; in January's Grenada Sailing Festival we raced one day in 30 knots!" Richard's Grenada-based Hobie 33, *Category 5*, took second in class in Bequia last year.

In Cruising I, another 2009 second place overall winner, Trinidadian racing legend Rawle Barrow's Beneteau 38, *Petit Careme*, advanced to first place this year, dominating the class with three bullets. Rawle knows Bequia's waters well, stating, "I've been coming here before the regatta started."

—Continued on next page



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—Continued from previous page

At the end of the big J/24 Class's six-race series, the Barbados team aboard *Hawkeye*, skippered by Robert Povey, were crowned Southern Caribbean J/24 Champions. Kudos to the J/24 Southern Caribbean Council and the Bequia Sailing Club for working together to make the inauguration of this new sailing award a reality.

Close racing found the race committee resolving ties on points for second overall in Cruising II and the J/24s, and first overall in the Surprises. In the Surprise Class, going into the third and last race, *WIND* had a first and a second, *Digitlife* had a first and a third, and *Clippers Ship* a second and a third. But the gusty airs of the last day's harbor triangle saw an upset: *WIND* sank to a fifth place, while *Clippers Ship* pulled off a first and *Digitlife* a second — tying the latter two with six points each. *Clippers Ship* was adjudged the victor.

Aside from good racing, what makes this small-island regatta perennially popular? As one racer put it, "We don't feel like the regatta is just something happening over on the side and the rest of the island is going about its business as usual. In Bequia, it seems like everybody is in party mode and has the regatta spirit."

As CSA regatta organizers' conferences have noted, the orchestration of a successful regatta in the Caribbean requires countless man-hours, many volunteers, and successful partnerships with organizations ranging from the host's country's Immigration and Customs departments to street vendors. Congratulations go to the Bequia Sailing Club and to main sponsors St. Vincent & the Grenadines Ministry of Tourism, Heineken (St. Vincent Brewery), Mount Gay and Pepsi (Bottlers Ltd.), Mountain Top Water, Tradewinds Cruise Club, the Frangipani Hotel, Bequia Beach Hotel, De Reef, Windward Island Plantation, and CK Greaves for another great Bequia Easter Regatta.

For full results and a slideshow visit <http://www.begos.com/easterregatta/>. Thanks to Nicola Redway of the Bequia Sailing Club for information used in this report. We'll have a full report on the Bequia Easter Regatta 2010 double-ender races in next month's Compass.

Bequia Easter Regatta 2010 Winners



The Hawkeye crew, J/24 Class winners and new Southern Caribbean champions, with iconic Bequia Regatta prize of a handcrafted model boat

Cruising Class I (8 boats)

- 1) *Petit Careme*, Beneteau 38, Rawle Barrow, Trinidad (3)
- 2) *Bloody Mary*, Hughes 38, Jerry Stewart, Grenada (7)
- 3) *Nirvana*, San Juan 34, Lloyd De Roche, Trinidad (8)

Cruising Class II (17 boats)

- 1) *Trinity*, Concordia Custom 46, Doug Pinciaro, USA (3)
- 2) *Breezing Up*, J/46, Brad Willauer, USA (10)
- 3) *Dionysus*, Hallberg Rassy 39, Jack Burns, USA (10)

Racing Class (3 boats)

- 1) *Category 5*, Hobie 33, Richard Szyjan, Grenada (4)
- 2) *Fiser*, Melges 24, Jean-Michel Figueres, France (5)
- 3) *Ven Dan Vuell*, JOD 35, Claude Monsoro, France (9)

Surprise Class (6 boats)

- 1) *Clippers Ship*, Nicolas Poix, France (6)
- 2) *Digitlife*, Vianney Saintenoy, France (6)
- 3) *WIND*, Theo Cordonnier, France (8)

J/24 Class (16 boats)

- 1) *Hawkeye*, Robert Povey, Barbados (13)
- 2) *JCB*, Michael Green, St. Lucia (24)
- 3) *Jabal*, Nick Forsberg, St. Lucia (24)

Quitting While You're Way Ahead

Life-long racing sailor Rawle Barrow states that Bequia Easter Regatta 2010 was his last regatta — as a competitor anyway. "I've been thinking of retiring for the past three years," he says. "There are firsts and lasts in life, and after 63 years I feel I have made my contribution to racing. I'll always sail as sailing is a way of life for me, and if another boat comes alongside... well?"

Born in Trinidad in 1934, Rawle says, "At 12 or 13 years old I was fascinated with a neighborhood boatbuilding project. Although I couldn't really swim, the owner took me out sailing and we capsized — I said 'Never again!' But now at 75 I'm still sailing."

He soon became a successful racer in Snipes, Rebels, and Flying Dutchman dinghies. He and John Bennett won the Bronze Medal at the 1959 Pan American Games held in the USA, and three years later he and his brother Cordell took Gold at the Central American and Caribbean Games in Jamaica. In 1963 they placed fourth at the Pan American Games in Brazil. Rawle and Cordell, with Bob Levorsen as their coach, competed in the 1964 Summer Olympics in Japan, placing 20th. In 1966 Rawle and Cordell won a gold medal in the Central American and Caribbean Games in Puerto Rico. They also went to the Pan American Games in Winnipeg in 1967.

In the early 1960s, Rawle and his sailing coach Bob got the idea to have a race for Trinidadian racing yachts heading to an annual regatta in Grenada. Still in existence, the first Girl Pat Race was run in 1963 and was named after the Levorsen's 26-foot wooden sloop.

Rawle, along with Linton Rigg and Sidney Knox, was also instrumental in organizing the Carriacou Regatta in early August for the fishing boats of the region in the late Sixties.

His first cruiser/racer, *Sweet Luv*, owned in partnership with Junior Evans, was successfully campaigned from 1971 to 1984. Rawle and Bob Levorsen purchased *Petit Careme*, a Beneteau 38S, in 1984.

Rawle was among a group of Trinidadian racers who had the idea of staging a major regatta in the Southern Caribbean. After conferring with regional yacht clubs, the Tobago Regatta was born in 1982. Rawle was victorious there for three consecutive years (1992, '93 and '94), a hat trick, and now is the owner of the Angostura Trophy. Most recently in 2009 and 2010 he won in his class.

It's accurate to say that space does not permit listing all of his racing accomplishments with *Petit Careme*, which includes an all-bullets class win in this year's Bequia event. His well-worn path to the podium is probably unique on the Caribbean circuit: "I have never used the F word while racing, and the only protest I was involved in was in 1957."

Why stop now? Rawle says, "I also have a responsibility to my crew. I've never had any crew injured. Because of an enlarged heart and low pulse, I've had a pacemaker installed within the past year. It's made a big difference, but I don't want to overdo it."

Rawle is, however, looking forward to more cruising with his wife, Merilee, who has been his crew for 40 years. "We've cruised as far north as Antigua and as far west as the ABCs, and lived aboard for six months at a stretch and thoroughly enjoyed it. We'll go to regattas now as spectators, and go to the Grenadines and fish."

On the day after his last official yacht race, Rawle says, "Today reminds me of when I retired from work 15 years ago. Whatever success I may have had is due to the excellent crew, and support of my family over the years."

Rawle says, "I have a philosophy: In life it is not important where you start, and it's not too important where you finish, it is what you do between the start and the finish."



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Les Dames des Voiles de Saint Barth

by Merab Michal Favorite



There is always an air of competition in a regatta but when there is an all-women's crew calling the shots it seems the competition is greater and the will to win is even bigger.

Why did it seem that this crew was more serious than others I had raced with? It was because they had something to prove. Faraday Rosenberg, 28, captained the 76-foot W-Class sloop *White Wings* that would not only be the only all-women's boat among 23 entries in the first Les Voiles de Saint Barth Regatta, held April 6th through 11th, but would also take second in Classic Class — a victory for both her and the women racing.

Rosenberg put together a team of women of 15 women, some very experienced in the sailing industry. Her placement of their positions proved to be prizewinning. There was Laurel Gaudet on mast, Alden Alexander on bow, Marlies Sanders on main, Emma Crieghton on traveler/main, sisters Kelsey Van Beever and Kristi Cheshier on runners, Kim Petritz and Nathalie Jade Ray trimming jib, Jessica Lee, Heath Evans, Tania Therenaz and Ariane Graf as grinders, and Sara O'Neil as downwind helmsperson.

There are two W-76's, *White Wings* and *Wild Horses*, that are identical and owned by the same man, Donald Tofias. They have had a standing rivalry for a decade. There was only one day of practice before the event, which involved both the *White Wings* girls' team and *Wild Horses'* regular crew going out on *Wild Horses*. Both teams worked together and went over basic maneuvers and technical operations.

On the first day, owing to a minor hold up, the girls got a late start. Rosenberg didn't let that stop her; in an attempt to save time she port tacked the entire

Main photo: White Wings attempting to gain to windward of sister ship, Wild Horses
Inset: 'It seemed that this crew was more serious than others I had raced with'

fleet. It was a ballsy move but it gained some time and saved Rosenberg from getting too far behind *Wild Horses*. All day we tried to catch *Wild Horses*, with owner Tofias at the helm. We came very close a couple of times but we never caught up to them and they came in first for the day.

On the second day Rosenberg had a few tricks up her sleeve. She had run most of the water out of the tanks and had run the generator all night to get rid of some fuel. We had also removed the anchor from the forward anchor locker in order to get the bow up. We had a perfect start. We were over the line just as the horn blew. We started ahead of *Wild Horses* and held off Tofias until a downwind leg on the far side of the island. We were trapped between the cliffs and *Puffly*, a Swan 45. *Puffly* wouldn't let us come up and Tofias passed us as we battled *Puffly's* bad air. We caught Tofias a second time but he again passed us on the downwind leg and finished first.

Day Three was another great start. *Wild Horses* was close behind as we rounded the first mark, but no matter how they tried they were unable to catch us. Tofias took a chance on the second-to-last leg of the race: instead of heading downwind he sought out a hot angle, while we continued on downwind straight for the mark. We beat them and were greeted on the finish line with cheers and claps and three bottles of champagne! Everyone was hugging and thrilled with the win.

Day Four was the last day of the Les Voiles Regatta. Whoever won this race in our Classic Class would take first place. We had a good start and somehow got in front of Tofias by hugging the shore and shortening our course. One of our grinders, Julie, dislocated her knee in the fray. Hugh of Hugh's Marine in Saint Barth's offered to get her off the boat but she refused, opting to endure the pain rather than cost us our lead. She stayed in the pilot berth nursing her injury with a bag of ice. *Wild Horses* caught us again on the downwind leg but not without us trying to mimic everything they were doing in order to understand why they kept passing us. Rosenberg and the rest of the crew were determined to catch him; at one point she even made a photographer leave her post and get on the deckhouse to center all the weight. We engaged all four grinders and ground and hiked our hearts out on the last leg and ended up catching up to them and tacking inside near the committee boat, losing the race by only four seconds. It was so close! We couldn't believe we had gained about five-and-a-half boat lengths on them in about eight miles. What a race, what a challenge!

In the end we considered ourselves winners because Faraday's all-star crew had come together in just five days, and in one race beat Tofias, who had employed the same captain on *Wild Horses* for eight years and been helmsman himself for ten.

For full results visit
www.lesvoilesdesaintbarth.com

LES VOILES DE SAINT BARTH 2010 WINNERS

Super Yacht Class (4 boats)

- 1) *Rambler*, Maxi, George David, USA (5 points)
- 2) *Sojana*, Farr 115, Marc Fitzgerald, Great Britain (8 points)
- 3) *Money Penny*, Swan 601, James Swartz, USA (11 points)

Racing/Cruising Class (9 boats)

- 1) *L'Esperance*, First 45 F5, Robert Velasquez, Netherlands Antilles (4 points)
- 2) *Speedy Nemo*, Dufour 34, Raymond Magras, Saint Barthelemy (8 points)
- 3) *Pocket Rocket*, J/109, David Cullen, Ireland (12 points)

Racing Class (5 boats)

- 1) *Lost Horizon*, J/122, James Dobbs, Antigua (4 points)
- 2) *Puffly*, Swan 45, Patrick de Marchelier, Saint Barthelemy (8 points)
- 3) *Black Hole*, First 40.7, Jeroen Hin, Great Britain (15 points)

Multihull Class (1 boat)

- 1) *Escapade*, Catana 50, Greg Dorland, USA (5 points)

Classic Class (4 boats)

- 1) *Wild Horses*, W-76, Donald Tofias, USA (5 points)
- 2) *White Wings*, W-76, Faraday Rosenberg, USA (7 points)
- 3) *Duende*, Herreshoff 43, Randy West, Saint Barthelemy (14 points)



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REGATTA NEWS

Round St. Lucia Race Revived

Sean Fuller reports: The St. Lucia Independence weekend of February 20th through 21st saw the Round St. Lucia Race sailed for the first time since 2003. The race, sailed clockwise over a distance of about 60 miles, consisted of two legs, one leg raced each day. Race One started at Rodney Bay to finish at Vieux Fort, and Race Two sailed back to Rodney Bay.

Eleven boats lined up for the 0930 start with light northeast winds. First across the start was local yacht *Breeze Away*, Bernie Johnson's Morgan 50. Predictably, the boats bunched up in the lee of Pigeon Island then launched into a beat towards the northern tip of the island. *Argentaria*, a sleek 14-metre alloy yacht, powered into the lead and headed well into the channel between St. Lucia and Martinique before tacking onto port. Rich Washington's C&C 38, *Hot Chocolate*, and my Sovereign 40, *Kaiso*, tacked close into Pointe du Cap and gained some advantage, but not enough as *Argentaria* rounded the north tip first, followed by *Breeze Away*. The boats eased onto a beam reach down the east coast, with a five- to seven-foot swell running. The first boat across the finish line on the west side of Moule-a-Chique point was *Argentaria* at 1435, followed by *Breeze Away* and *Scippione* of Marigot Bay. The boats anchored in one corner of Vieux Fort Bay and crews were taken ashore thanks to water taxi/fisherman *Ishlar*. That evening an excellent Creole-style buffet was laid on by the Old Plantation Yard restaurant in Vieux Fort.

Participants woke to a light easterly breeze. The local yacht *M/V Sequel* acted as pin end of the start line. After the gun, the boats headed off on the downwind run to the Pitons. Most boats headed close inshore on the shortest course while some winged out jibs or flew spinnakers. *Argentaria* again took the lead followed closely by *Red Fox*, a Ranger 31. The yachts closest to the Pitons slowed while those outside gained some advantage. The leg towards Pigeon Point was a close fetch in calm seas, with a finish line between the St. Lucia Yacht Club and a pin 300 yards off the beach. *Argentaria* crossed the line first followed by the impressively sailed *Red Fox*, which won on handicap. Third went to *Breeze Away*, with *Guiding Light*, a 73-year-old wooden boat of 36 feet in length coming in fourth on handicap, and whose owner had recently crossed the Atlantic singlehanded. The final two places went to *Nomad*, a 32-foot ketch also singlehanded across the Atlantic and *Sephina*, a 35-foot ketch that arrived with the ARC 2009.

Prizegiving was held at the St. Lucia Yacht Club on the Independence Monday, with overall first prize going to *Argentaria*, second to *Breeze Away* and third to *Red Fox*. It is hoped to repeat the event next February. For more information visit www.stluciayachtclub.com

First 'Around St. Maarten-St. Martin MultiHull Regatta'

The inaugural Around St. Maarten-St. Martin MultiHull Regatta, organized by West Indies Events on February 27th, attracted 15 beach cats, trimarans and catamarans, proving that multihull sailors were looking for an opportunity to participate in an event like this. Security precautions for beach cats included several chase

boats, a doctor on a speedboat, and private sea rescue boats following the fleet.

The clockwise circumnavigation took place in light east-southeast winds, and Race Director Mirian Ebbers (former St. Maarten Heineken Regatta organizing director) divided boats into Racing and Cruising Classes. Paul Stoutenbeek's Corsair 36 trimaran *Lagoonies Triumph* won Racing Class and Kathryn Garlick's *Cool Cat* catamaran won the Cruising Class.

Beach Cat Class numbers were boosted by entries from St. Barths. Jeff Ledee from St. Barths won Beach Cats 2 on his Nacra F18, while St. Martin's Bernard Sillem won Beach Cats 1 on a Prindle 19. It was a pleasing win for Sillem, who had been given the Prindle after its former owner Thierry Linares abandoned it one day on the beach in a fit of frustration. Linares himself finished third in Beach Cats 2 on a Cirrus F18.

Ledee's Nacra F18 was fastest beach cat around the island in an elapsed time of 2:55:17 hours. Fastest Multihull was trimaran *Karibuni* (finishing second in Racing Class on corrected time) with an elapsed time of 3:34:26 hours.

Organizer Paul Stoutenbeek is confident the regatta has the potential to grow. Participants liked the courses and presented the on-shore activities. Timing of the regatta offers a longer stay for multihull sailors who can do this and the St. Maarten Heineken Regatta the following weekend.

For full results visit www.MultiHullRegatta.com

Young BVI Sailors and the Queen's Baton

Alison Knight-Brambles reports: The Queen's Baton's journey symbolizes the unity and shared ideals of the



Part of a long, long journey: BVI youth sailors were part of the Queen's Baton Relay 2010. Here, three Squib dinghies are escorted by the BVI Customs' Midnight Express

Commonwealth of Nations, and enables communities beyond the Host City to share the Commonwealth Games celebrations. It also serves a functional purpose in carrying Her Majesty Queen Elizabeth II's 'message to the athletes' from Buckingham Palace to the opening ceremony of the Games.

The Queen's Baton Relay 2010 Delhi commenced from London on October 29th, 2009. The baton will travel through all other 70 Commonwealth nations, including this year's Games host, India. By the end of its journey, the baton will have traversed more than

190,000 kilometres in 340 days, and travelled across land, air and sea. The relay will conclude after the final baton-bearer enters the Jawaharlal Nehru Stadium during the Opening Ceremony of the XIX Commonwealth Games on October 3rd, where Her Majesty's message will be removed from the baton and read aloud, officially opening the Games.

On March 23rd, a sea leg of the Relay started from the BVI Watersports Centre's headquarters at Sea Cows Bay through to Road Town, Tortola, completed by 18 junior and youth sailors. With extremely strong winds and high seas, the sailing fleet was reduced to the three keelboats *Faith*, *Hope* and *Charity*, supported by safety boats including Nanny Cay's RIB and Carina Brundenell-Bruce's *Chicane*.

The Baton was carried by *Pink Panther*, the BVIWSC flagship, driven by 15-year-old Jaye Noel, crewed by Jahmoi Albert and Baton Bearer Joseph Wells, and escorted by vessels from marine Government Departments as she drove around the exposed edge of Havers and Road Reef: the Shipping Registry's emergency response craft *Vigilant II*, together with the Marine Police Launch *St. Ursula*, BVI Customs' *Midnight Express* and the crew of VISAR formed a close formation around the pink RIB.

Three Squibs had pounded their way around the same piece of water earlier that morning, and waited at the mouth of Road Harbour, reaching up and down as the young sailors showed off their heavy-weather skills. As helms Eben Meyers, DonTae Hodge and Delroy Gordon saw the flotilla approaching, they began the last part of their sail towards the ferry docks and the watching crowd. Once safely moored, the Baton was passed to Mark Chapman and continued

its land-based course. *Youth Instructor*, a traditional Tortola Sloop, arrived just in time to see *Vigilant II* and her crew display impressive fire-fighting ability as she sprayed gallons of high pressure water from her bow. Some of the junior sailors took the opportunity to sail under the moving waterfall!

Thanks to Captain Chris from *White Squall*, one cannon was fired at Manuel Reef as the Baton departed and then at the ferry dock as it was passed back ashore.

For more information visit www.cwgdelhi2010.org/batonrelay2010/ and click on 'Follow the Baton'.

46 for BVI Sailing Festival 2010

The BVI Spring Regatta & Sailing Festival celebrated its 39th anniversary this year. In this year's BVI Sailing Festival, the three-day low-pressure precursor to the BVI Spring Regatta, 46 boats registered with a record 19 in the Racing Class.

The first day's racing, March 30th, was for the Bitter End Cup, sailing from Nanny Cay Marina in Tortola to the North Sound on Virgin Gorda in 11 to 16 knots of wind and very little chop. *Vela Veloce*, Richard Oland's brand-new Southern Cross 52, took first place in Racing Class. After three hours of racing, *Cayennita Grande*, Tony Sanpere's J/36, and Jack Desmond's Swan 48, *Affinity*, tied for first place in the Cruising Class. Justin Barton, sailing with Caribbean sailing legend Presley King on *Justice*, a deep-keel Beneteau Oceanis 473, took home the biggest prize in the Bareboat Class. *Sundowner*, a Leopard 4700 skippered by Ron Boehm, placed first in the Multihull fleet.

On April 1st, the Festival fleet competed in shifty winds from North Sound back to Tortola, for the Nanny Cay Cup. Taking the top spot in the Racing Class was *Zen*, a Santa Cruz 37 chartered from OnDeck Sailing by John Bainbridge.

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February 2010, and it is time for *Bonanza* to begin the trek out of the Eastern Caribbean for points west. How far west is anyone's guess. Our boat, a 40-foot Island Packet, is all tuned up and the provisions for the crew fill every spare locker and cubbyhole. Our starting point is Marina Puerto del Rey in Fajardo, Puerto Rico, and the short-term goal is to travel the length of the south coast of Puerto Rico.

Like many cruisers, we rushed across Puerto Rico the first time through. Now, much more chilled out after a few years down island, we are anticipating a more leisurely voyage. Our cruising guides consist of Bruce Van Sant's *Passages South* and the usual electronic charts of the south coast. For weather information we listen to Chris Parker at 0700 hours on the HF radio and the NOAA forecasts on local WX VHF channels. For land travel we have an Avis car rental map of the entire island and the invaluable *Puerto Rico Travel Planner - Explore Beyond the Shore*. This is one of the best tourist guides I have come across. You can also check their website at GoToPuertoRico.com.

Green Beach, Vieques — 15 miles

Our goal is to make short hops along the coast of about 15 to 25 miles per day. Since we've been cooped up in the marina for a while, on Day One we are interested in an anchorage where we can swim and enjoy a quiet evening on the hook once again. Green Beach on the northwest end of Vieques fits the bill. We motor out of the marina channel directly into an approaching rainsquall. Oh yeah, we're right back into the cruising life where weather is the boss! Tomorrow we'll have to restart the morning ritual of listening to Chris Parker's forecast with the coffee.

Green Beach is 15 miles from Marina Puerto del Rey, which makes it about a three-hour jaunt. We continue to motor into a slight southwest chop with little wind after the rain passed by. Heading south, we follow Van Sant's advice to avoid the Escollo de Arenas that lies to the north-northwest of the island of Vieques. Escollo = Trouble! Arriving from the west at Green Beach, we pass the three moorings and drop anchor just south of the old dock. Take bug spray if you go ashore — the no-see-ums here are voracious. The water is clear and green and perfect for swimming.

Puerto Patillas — 27 miles

Next morning we are ready to move on to Puerto Patillas, which lies about 27 miles to the west. We can see small whitecaps as we cut the engine and pull out the jib. Winds are east-southeast, just behind the beam. Sweet.

We are on our way west with the wind behind us and the seas following, right? Following seas. I conjure up images of a friendly dog trotting behind his owner, or maybe a nice, smooth, rolling swell, lazily nudging the boat up and down. Well, today starts out with a well-behaved four- to five-foot wind chop on the beam that gradually builds up to unruly seven-footers that begin lumbering up from behind us. We can feel the sheer weight and power of that water as the following seas shove the stern of *Bonanza* out of their way.

At least we are being pushed towards the anchorage at Patillas. We've just gone through a set of waves that were getting into the ten- to 12-foot range. No longer do they approach the boat at about eye level. Some of the largest ones loom higher than the arch as we dip into the troughs between them.

With eight miles left to go, we turn on the engine to give us more power and speed and less time out in the waves. Soon the swell seems to be calming down and I find the reason for this in Van Sant's book. We have just rounded Tuna Point and have found the six-mile long, one-half-mile wide trench between Point Tuna and Patillas. It makes a big difference in sea state once inside this trench. My world just got a whole lot happier.

Now we can see a couple of sailboats at anchor behind the sprawling Guayama Reef that extends out from Punta Viento. In increasingly calming seas we approach the edge of the reef and turn into Puerto Patillas. Buoys mark the reefs as you enter the bay. Van Sant's book indicates an "A-frame house" to aim for, but we don't see this. Instead we carefully nudge our way towards the three-storey pink cement lookout tower well outside of the marked swimming area. Feel your way in to a spot as close to shore as your depth allows, otherwise you will roll energetically all night long.

Believe the signs indicating manatees. We saw one bobbing along close to the reef. Take a dinghy ride along the shoreline towards the reef. You'll find a "river" of deep water beside the shore that will lead you out to the point for some fantastic sunset bird watching.

Not much going on in town, but a short walk from the dinghy dock is a corner store with an impressive inventory of food and home supplies. Several small bars and restaurants line the road, but are only open on the weekends. Our mid-week stop was very quiet.



Above: At Gilligan's Island we found plenty of room to anchor in the beautiful bay

Below: The giant cement cross at Ponce — possibly the oddest tourist attraction in Puerto Rico

Cayos de Barca — 15 miles

Overnight, the roar of the ocean waves breaking on the reef has eased to a dull hiss. Thank goodness.

Our friends aboard the sailboat *Voyageur C* have arrived and we are both ready to get underway along the south coast. Again the winds are very light from the east-south-east. The waves have all but disappeared which is fine with me. Today is going to be a motor trip and we will arrive at the anchorage with plenty of time to explore.

We chart a course to Boca de Inferno. This is the passage between Cayos Caribes and Cayos de Barca, allowing you access to the channel that runs behind these mangrove islands. The cut is well marked with a red buoy to starboard and a white mark to port. It's wide and easy to pass through.

Once inside we turn to the left and follow Van Sant's sketch chart to the first anchorage indicated. Wide open with plenty of room, this is a super calm spot to stop. No swell and, with the mangroves acting as a windbreak, this is a kayaker's dream. There are endless inlets and mangrove islands to explore.

—Continued on next page



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—Continued from previous page

The occasional wake from a passing barge or freighter reminds you that civilization is just across the bay.

Isla Caja de Muertos — 22 miles

Again the winds are from the east-southeast. This is only February, but we haven't had winds with any north in them since Christmas! Another motorsail along the coast. We had dreamed of this downwind passage for months, but the weather boss isn't about to make it easy for us. Such a party pooper!

Continuing along behind the mangrove islands, we head past the Salinas harbour entrance. This is a good spot to stop, with easy access to the shore at the marina.



Left: The circa-1882 lighthouse at Caja de Muertos

You can rent a car here and there is a small marine store and a few restaurants. Keeping the Media Luna Reef to port, we turn and head outside the reefs towards Caja de Muertos. With the jib out and the motor pushing us along, we have three- to four-foot waves behind the beam. Perfect fishing weather in what we now know is King Mackerel Alley.

Leona on *Voyageur C* pulled in the first one, a ten-pounder. Then Roy battled a rod-bending specimen for almost an hour. The error of our drag-and-drown method of landing The Big Ones was revealed only a few feet off the stern of *Bonanza*. We could see the king mackerel on our line wasn't alone. The brown smudge behind him turned out to be a shark with an appetite. Bit our fish clean in two just minutes before we could get it on board. Good thing or we'd still be eating our king mackerel in Boqueron.

We have the island to ourselves, and our pick of anchoring spots. Watch out for the mooring balls. They tend to be tethered in shallow waters — probably best suited for powerboats. We went ashore at a cement dock that marks the beginning of the trail to the Spanish lighthouse completed in 1882. There's a good road that runs along the coastline. You can walk in the shade while checking out towering cactus patches and the beaches along the way. We kept well away from the ferry docking area. Apparently on weekends the island gets very busy, but on this Friday it is pretty much deserted.

Punta Jacinto and Gilligan's Island — 22 miles

Overnight the winds switch to the north, bringing a bouncy fetch into the anchorage, but still not enough wind to sail.

As we continue along the coast, we notice the giant cement cross at Ponce — the Cruceta del Vigia. This is possibly the oddest tourist attraction in Puerto Rico: good luck if you decide to visit it. If you plan to go in here, plan on a marina stop. The anchorage is tight quarters with only marginal holding. If you are here on a weekend expect lots of ferry wake and loud, loud music well into the morning hours. We had stopped in Ponce before and give it a pass this time.

Bonanza is pressing on for a rendezvous with what could be the premise for an epic retro-TV-show mash-up. Imagine, the crew of *Bonanza* arrive on Gilligan's Island!

Will Adam Cartwright meet the girl of his dreams in Mary Ann? Can Hop Sing and Gilligan cook up a way to finally get off the island?

We round Punta Ballena and follow the chartlet in Van Sant's book leading into the anchorage behind the islands. The only boats here are three powerboats that are rafted up deep in the bay, so there is plenty of room. The ferries that shuttle beachgoers to the island from Punta Jacinto are small and leave hardly a wake at all. It's Saturday and the area is alive with kayaks, windsurfers, snorkelers and small craft enjoying this beautiful bay.

We decide on a dinner ashore at the swanky resort: the Copamarina Beach Resort. The food is great, but try not to drink anything. One Medalla beer will set you back six bucks! No way the Skipper and Hoss would hang out here.

Boqueron — 28 miles

Smooth seas and no wind for this final leg along Puerto Rico's south coast. We pass out of the ships' channel at Guanica and set a course keeping clear of Margarita Reef for Boqueron. If something white and stationary way up in the western sky catches your eye, don't spend the next hour wondering if you should report a UFO sighting like I did. It's just the radar blimp that the military uses to watch over this part of their domain, but it is definitely something you don't see every day.

Another cool sight along the way is the Cabo Rojo lighthouse. Pay attention to the depths here; it gets shallow just off shore. Once you make the turn to the marker at the entrance to Boqueron Bay you may as well get a cool drink and relax. This is

Below: Roy and his prize half-a-fish



going to take awhile. The anchorage is a heck of a long way in and it seems to take forever to arrive at a good spot not too far from the dinghy dock.

So there you have it — our trip along the south coast of Puerto Rico in six stops covering just less than 130 miles. The weather wasn't quite what we expected with the winds so light and out of the east-southeast most of the time. While the pace may be slow for some, we found this itinerary suited us just fine. We had lots of time to discover and explore some of Puerto Rico's coastal hideaways that we had ignored on our way down island.

Now, as we wait for the weather boss to decide when we'll head to Mona Island, we'll enjoy the crazy long weekend party in the streets of Boqueron. Medalla, anyone?

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SEEING THE WORLD BEFORE IT'S TOO LATE

by Norman Faria

While visiting Carlisle Bay beach just outside the Bajan capital, Bridgetown, Jens and Dorthe Kjeldsen invited me to go on board their traditional Danish wooden boat. It had brought them to the island and it lay anchored out in the bay.

They were from Greenland, a Danish autonomous country that is the largest island (2,166,088 square kilometres or 836,109 square miles) in the world, located off Canada's east coast.

As we talked in the cozy boat cabin filled with mementos of their travels so far (and also wooden carvings reflecting Jen's occupation as one of Greenland's foremost sculptors) I learned more about the rich and varied history of their fascinating homeland. But more importantly, I learnt about their long, loving relationship and their decision to see some more of the world in their historic vessel.

Greenland is one of the least populated countries in the world. In 2009, there were only 57,000 people there, of whom 88 percent are of the indigenous native peoples (the Inuit, or so-called "Eskimos"). The economy is based mainly on fishing for halibut. Since most of the island (81 percent) is covered in ice, most of the population lives on narrow strips along the coasts. It is officially part of the Kingdom of Denmark. The Europeans first came to the island in the year 986 AD. The Viking "Eric the Red", who traveled from Iceland, another Danish island to the east, is most associated with this period.

As Jens explained, in 1987 the couple bought the boat, which is named *Sila*. It is 10.93 metres long and weighs 18 gross tonnes. It was based on a traditional Danish fishing boat design, heavily built out of two-inch oak planks on oak frames and fastened with iron nails. Since it was built in 1948 in Denmark it always had an engine. The 135-horsepower Ford is the fourth it has had since launching. The small sails are used mostly downwind.

But the *Sila* was never used for fishing. Jens: "It was owned by the government to take doctors visiting the outlying islands. It was first named for one of those doctors, C.N. Rudolph."

Jens and Dorthe left Greenland in 2008 on their voyage. For the previous 15 years Jens worked as a judge in the criminal as well as in the civil court in Greenland. They travelled east to Iceland, Denmark and other European countries before heading west to the Caribbean. They motor-sailed most of the way. They took 15 days coming across the Atlantic from the Cape Verde islands off Africa. Since they have no automatic self-steering device, they have to alternate watches at the steering

wheel, three hours on and three hours off.

Clearly relaxing and enjoying the cool breeze rolling across the bay into the cabin over our cups of tea, Jens and Dorthe said they don't think too much about their inter-racial union: Dorthe, a former primary school teacher, is Inuit, and Jens is Caucasian. There are several such unions in Greenland. They are the proud parents of three children (two daughters and a son) and four grandchildren, pointing to their photos stuck on a cabin wall. They showed me their photo album with a selection of shots of the many sculptures Jens has made and which occupy town squares and office properties in Greenland and other countries.

And, oh yes, about the dog on board. His name is Seqqugaq. He is a "genuine Greenland husky" says Jens and "probably the only one in the Caribbean". Huskies are the types that pull sleds on the snow. In accordance with European Union (EU) regulations, Seqqugaq has his own "pet passport" (in Danish, "pas til selskabsdyr").

The one last question I asked them: How did they meet? Jens: "At the time, over 30 years ago now I think, I was studying music in Denmark and she was studying history at the same institution — and I guess we made all the right choices."

From Barbados, the Kjelsens planned to visit some of the Caribbean Basin countries including Venezuela and Cuba.

As they assist me in leaving, I marvel at their resourcefulness and laid-back style in using such a historic vessel to take them safely (and cheaply) on probably their once-in-a-lifetime visits to other countries and cultures.



NORMAN FARIA (2)

Above left: The Kjelsens with their dog on the deck of *Sila*



Left: The good ship *Sila* riding at anchor in Barbados's Carlisle Bay

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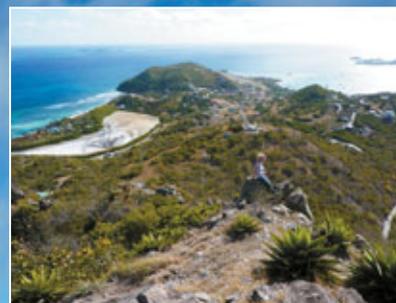
Scary But Worth It:

THE PINNACLE, UNION ISLAND

Union Island offers some challenging climbs for us sea-level people; I described hiking to Big Hill and Mount Tabol in the February issue of *Compass*. But for a short, exciting and rewarding hike you cannot beat climbing the island's Pinnacle. It is the steepest mountain in the Grenadines, its dramatic outline making a conspicuous landmark as you sail in. The hike takes about three hours dock to dock. Most of it is an easy regular walk, but the final climb, when you get to the Pinnacle, is tough. It involves non-technical rock scrambling, avoiding prickly plants and negotiating very steep, slippery terrain. For much of the time you are on, or close to, steep or precipitous slopes, so real care must be taken. You will spend time on your knees and your backside as you clamber your way up and down. At the very top you sit on a rock with a 360-degree, straight-down view.

I recommend wearing long trousers and a long-sleeved shirt against pricklers, plus sturdy shoes with a good grip, and carrying a small cutlass (available in the local hardware store for about EC\$20). You can, of course, tackle it without a cutlass, wearing a T-shirt, shorts and flip-flops. I did so in my youth, but that was nuts. If at any time you feel this climb is too much for you, turn back. Afternoon is the best light for photography.

The closest dock is the one by the West Indies Restaurant. Walk to the main road and turn left. At the top of the hill there are two roads that branch off to the right, one a little further up than the other. You can take either (go by one, come back by the other). They join up again on the other side of the hill, where you will find yourself overlooking a small hill on which are perched a couple of big radio antennas.



Above: In this panoramic scene, the anchorage at Clifton is visible at upper right

Main photo: My hiking buddies Ben and Grace at the summit

Below: View toward Mayreau and Canouan



A road with some houses leads up to the antennas. Walk up this road and when you get to the antenna compound turn right onto the grass. At the moment a fairly well established path leads you down close to the Pinnacle.

As you go, take a good look at the Pinnacle. At its northern end is a rock formation that looks a bit like a giant iguana climbing up onto the final slope. This rock comes much of the way down the Pinnacle, and the path, such as it is, closely follows the southern (left hand) edge of this rock.

As you approach the Pinnacle, you might see a small watering hole, often dry. A path leads to the left of this, through the bush to the base of the Pinnacle. If you don't find it, find the best way you can to the foot of the mountain. You want to end up right under that iguana rock. The first part is prickly and grassy; there is no proper path but there are probably several ways you could get through. We found our way going slightly to the north then coming back under the rock. The path becomes more apparent when you reach the foot of the rock and, from here, it is harder to lose your way. The path is very narrow, tough in places, and a real scramble. Someone helpfully tied some heavy webbing to help in one of the worst rock climbs. Test it before you rely on it; it is fine as of this writing but who knows how it will be later.

The cutlass is not for heavy work, but the route is seldom used and you may need to prune a few century plant spikes that have grown into the path. Watch out also for "brazil" (a bush or small tree with a small holly-like leaf), which is to be avoided; contact with the leaves or sap can cause severe itching and blisters.

You emerge on the bottom end of the ridge, under the southern end of the iguana rock. From here the path is straight up the ridge, often only a few feet wide, sometimes with big rocks to be navigated, and always a precipitous drop on both sides. I have had people with a fear of heights balk at this point; take it easy!

The cutlass will prove helpful again along the ridge for minor pruning of prickly things that have grown over the way: prickly pear cactus in particular, also a few devil nettles (like brazil, to be avoided) have taken root.

When you get near the top you scale the final summit by scrambling over some rocks. The summit itself is a big rock on which you can sit and gaze straight down in every direction. Union Island is laid out before you and beyond Union, all the Grenadines and on a clear day St. Vincent and Grenada. You look back at the way you have come and wonder how you managed to make it up the steep slope, and whether you will ever see home again. Fear not, it actually seems a little easier going back down.

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Best climate of the Caribbean

We had both been looking forward to Dominica. The three weeks I'd spent on Anton's boat so far, jumping down the island chain from St. Maarten, had been too fast for my tastes. Sailors may travel the world but they don't tend to be travelers. They drop hook in a new port, go to shore to dump trash, buy groceries and do their internet, perhaps have a beer, then retire to their private floating island.

I am a sailor. I rebuilt and single-handed a Mariner 32 ketch rig for ten years. But before I bought her, at age 21, I was a traveler. And now that I no longer have the burden of my own boat, I'm sailing around the world on other people's boats, back to my traveling ways.

In mid-February we pulled into Roseau, the main port of Dominica. We turned down the assistance of the first boat boy who zoomed up. Desmond, the second guy who approached us in a blue and orange, pointy-nosed skiff, was smart. When we told him, "No, we don't want a mooring, we'll just anchor." He said, "Okay, I chill out, if you change your mind, I be here." We circled around too near to shore to feel comfortable with the swell, but still in 60 feet of water. It didn't take us long: "Okay, we'll take a mooring."

We made it to the bountiful farmers' market in the morning then returned to the boat and to problems. The mooring we had rented was very close to the next one and the catamaran that had come in after us was dancing around the mooring ball like ring around the rosy. Then the mooring we were moved to wasn't moored. One thing after another, it was a long day. Desmond showed up again, having just gotten in to work. We were so glad to see his smiling face. He got us safely situated and was so genuine about wanting to make sure we were happy that the captain tipped him good and I felt like I had made a friend.

We went to shore that evening because we were both going stir crazy. Anton, who is an older English gentleman and likes things to be civilized, found scampering up the rubber tire tied to the eight-foot cement dock, while the dinghy rose and fell in the surge, to be a real bugger. Me, I was just starting to have fun. A little excitement was just what I needed.

The next morning, after spending too much time with the captain, I was desperate for my space. Cruising with someone ends up feeling like a pseudo-marriage, and I am definitely a single girl. Anton and I made a plan to meet later and I struck out to explore some of this breathtaking tropical island. I figured I'd go by bus.

I get by on a budget that most people wouldn't believe; it doesn't include taxis, tours, or meals out. The front desk woman at the Anchorage Hotel set me straight on my plans. It was Carnival, and the bus thing wasn't going to happen. But I learned a new word: "So you like to jump up?" she asked. "Oh yes, I was born to jump up!"

Traveling is all about going with the flow and I walked away happy to have had such a nice conversation and curious about how the day would evolve. Strolling down the street, I could hear voices below the house where Desmond had said he hangs out while

Born to Jump Up!

A SEA-TRAVELER AT DOMINICA CARNIVAL

by Davina Menduno

Carnival in Dominica — joining the fun and going with the flow



working. I peeked around the side calling out "Hello," and slowly descended the steps towards the waterfront. A shirtless guy greeted me.

"I'm looking for Desmond," I said, which provoked some whistles from the other guys hanging out. The house was built on a slope that created an outdoor area underneath that they called "The Council." There were a table and some rickety chairs, an overturned bucket, a few half-broken lounge chairs, and a rough wooden bench that created the bar, with an open bottle of rum and some cut-up grapefruits. Desmond smiled sheepishly and talked with me, but gave way to a more eager conversationalist. I explained my desire to see some natural beauty of the island. The dude I was talking to offered to join me, but I turned him down.

Letting go of my original plan I half asked, half invited myself to a drink. Desmond got busy organizing a clean plastic cup for me and someone else gave up his seat. After a while of hanging out I started to get restless. Desmond took me aside and asked me in an intimate voice if I wanted his company for the day, assuring me he meant spending time together for free, not as a tour guide. "I'm already the one welcoming you," he pointed out.

After a wonderful day together hiking up a river through overgrown rainforest to a waterfall, I agreed to Desmond's company for the night. J'ouvert, the official start of the three-day Carnival celebrations, started at 5:00AM (or was it 4:00?) and I figured staying out all night would be easier than getting up early.

We started off at the Crazy Coconuts, south of the anchorage. After a while we headed downtown to see what was going on there, about a half-hour walk. On the way we came across a bottleneck, a house bumping with music, young people lining the front porch and spilling out into the street in clumps. I was feeling a bit shy being the only white girl with all the attention I was getting directed at Desmond. He asked me to wait there, so I got nearer to the music beside the steps and let my hips take over. I love to jump up. A middle-aged lady with short twisted dreads saw me and threw her head back in a huge, heartfelt laugh and came to shake her booty with me. "You want a drink, girl?" She yelled over the music and then led me up the steps. My shyness was swept away sans my male chaperon, and I shook and bumped my way through the crowd, meeting everyone's stares with an exaggerated surprised look. Inside, the old ladies and little kids were sitting around the TV in the front room and the middle-aged crowd was near the kitchen, along with a tableful of alcohol and mixers. Lana went in to get me a glass, sharing roaring laughter with everyone who thought me a funny catch. On our way out, she stopped us in the living room to show off how I could dance, and try as I might, I couldn't get the little girls, who seemed so interested, to join in. Turns out Lana was Desmond's aunt, and throughout the night, his cousins and uncles and aunts were everywhere.

Continuing into town we were against the tide of people streaming back the other way.

—Continued on next page

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—Continued from previous page

We could hear the music leaking out onto the wide modern street along the waterfront where the cruise ships come in. It got louder. We moved past the car blockades into a grid of shabby three-story buildings. The street was lined with stalls of bars and food vendors, and trash covered the ground like confetti. I could tell the open establishments, not by signs and big storefront windows, but by the blaring beat like echo soundings leading us to them.

Like water sloshing from the city of Roseau south to where the hotels and bars that cater to the sailors were, everyone seemed to be doing what we were doing: traveling back and forth looking for the party. We had drinks here and there, found a bench with a view to sit and chill, and danced every chance we got. Finally the wee morning hours crept closer and we made our final pilgrimage into the center of town.

For a foreign girl during an all-night street party, having Desmond as my escort was a relief. A guy to fend off other guys and to lead the way made it easy to relax. Someone had my back — it turns out, quite literally.

While the morning light was still just an idea behind the mountains, people flooded into the city streets and filled them like canals. There were a few double-decker buses that moved, each with its own crowd of dancers, forming a massive barge that seemingly chugged along by people power. The music, so loud it drowned out thought, was a simple two-beat Caribbean dub that still echoes in my head. "Don't hit yo brada." In a militant pounding beat. "Yes fada. Take it easy fada." And in a joyous singing chant, "duh duh duh duh duh JOU-VAY!" Most women had a man hitched on back like a caboose; everyone's sweaty, pulsing bodies stepped one-two in unison, along with the bus.

Desmond wanted to steam along at a higher rpm. He was latched on behind me like a hot outboard, his arms circling me and creating a bow fender to thrust us through the crowd, often going against the tide. I let myself be buffeted along, enjoying the physical closeness of all these people co-creating this churning tub of fun. Every once in a while, when we came to an

empty spot along the sidewalk, often straddling the deep gutter that was filled with trash, I'd lash out. My hips would get shaking and winding to the music, my arms thrown to the side, my chest pulsing, my short skirt whipped into a parrot-green frenzy.

There were comfortable couples stepping along with the buses, butt to belly, on their yearly big night out;

knew it. They would pull up alongside me and cock a pose like "damn, girl!" while they watched with approval this white girl who could move like a black one.

The sun came up and it got hot within the seething mass. Shirts were stripped off and the collective energy simmered down, and stayed on a low boil till 9 or 10 in the morning. When people started dispersing to eat and sleep, Desmond and I found our way to a private pool in a river behind a rock to cool off and chill out. JOU-VAY!

Then knowing that the captain would be waiting and I would have to plead my case as if I was a teenager pleading with a disapproving father, I initiated the walk back. In a zombie shuffle, "take it easy fada" still pulsing in our heads, the glare of the sun oppressive with no sunglasses, we headed south across the botanical gardens and towards the water one last time. In his skiff alongside the boat we said our goodbyes; he silently mouthed, "Should I say bye to the captain?" I shook my head no.

Anton was waiting for my return so that he could pull up anchor. He wanted to leave at that moment. I hadn't argued the night before because it might have jeopardized my carnival plans. But now the time had come and I chose my words carefully. I negotiated two more nights until carnival was done. I told him I would take him out to see the festivities that night and I would set up a tour of the east side of the island for the next day — all that along with an official commitment to stay on as crew till Panama. It was really an offer he couldn't refuse. And, as it turns out, one that he would even thank me for.



Above: 'People flooded into the city streets and filled them like canals'

Right: The anchorage at Dominica's capital, Roseau — moorings are available!

old ladies accompanied backside by grown daughters, chugging along; middle-aged single guys, bleary-eyed with too much drink and smoke; grandmas holding babies on the sidelines for young mothers relishing the rare partying opportunity; packs of skinny young guys roving around in sagging pants and oversized shirts; groups of girls in sexy, store-bought policewoman or baseball player outfits. But the ones I got the most attention from were the clusters of cool, funky get-down, bad-ass girls who obviously were hot stuff and



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—Continued from page 21
Cayennita Grande topped the Cruising Class.
Perelandra, an Oceanis 361 sailed by the Rob Swain



YACHT SPORTS BILL

Hannett Hill's Marten 49, Defiance, looking good in Racing Class in the Nanny Cay Cup race

Sailing School, was first in Bareboat Class. None of the three multihulls finished this race.
 The BVI Sailing Festival was followed by the BVI Spring Regatta; see report on page 17.
 For full Festival results visit www.bvispringregatta.org

Close Competition for Winners at 2010 CORT Finale
 Carol Bareuther reports: Perfect conditions set the scene for the final leg of the 2010 Cape Air Caribbean Ocean Racing Triangle (CORT) Series, the BVI Spring Regatta & Sailing Festival, raced out of Nanny Cay Marina, Tortola, March 29th to April 4th.
 In Spinnaker Racing A, the crew on St. Croix's Robert Armstrong's *J/100, Bad Girl*, stretched their lead and handily won this Cape Air CORT Series class by a comfortable five points. "We just tried to sail consistently," says *Bad Girl* tactician, Carlos Skov. Meanwhile, Puerto Rico's Luis Juarbe's *Henderson 30, Soca*, held on to second place, while the BVI's Kevin Rowlette, aboard his *Olsen 30, Rushin Rowlette*, finished third.
 Only two points separated the competition in Spinnaker Racing B going into the BVI Spring Regatta, and St. Thomas' John Foster aboard his *Kirby 25, The Good, The Bad & The Ugly*, ultimately won. "We went from being totally out of the running to winning," says Foster, who explained that his boat's mast was stolen two weeks before the first leg of the series at the St. Croix Yacht Club Hospice Regatta and he heroically

worked with his son to source another in the US and transport it to St. Thomas. St. Thomas' Paul Davis driving his *J/27, Magnificent 7*, finished second, showing some awesome sailing talent from him and his crew throughout the series.
Cayennita Grande, a *J/36* helmed by St. Croix's Tony Sanpere, won the series' Performance Cruiser Class by a comfortable five points. "I think it's important to support the CORT and do all three races," says Sanpere.



DEAN BARNERS

The crew of Pipe Dream accept their first place Cape Air CORT series prize in Racer-Cruiser Class from Katya Ruiz, regional marketing manager for Cape Air

"It's not easy. But I was fortunate to have good crew. They flew in from all over to race with me — Miami, Baltimore." Meanwhile, Puerto Rico's Bernardo Gonzalez, aboard his *Beneteau 35s5, Bonne Chance*, finished second. She didn't sail in the second leg of the series. Sailors are required to sail two out of three legs of the series and they take penalty points for those legs they don't race.
 It took a tiebreaker to determine the winner in the Racer-Cruiser Class. BVI's Peter Haycraft's *Sirena 38, Pipe Dream*, and New Hampshire's Thomas Mullen, aboard his *J/95, Shamrock VII*, finished with five points apiece. *Pipe Dream* beat *Shamrock* in the last race of the regatta to win the series.
 St. John's Steve Schmidt's *Santa Cruz 70, Hotel*

California, broke the tie that existed between him and St. Thomas' Howard Silverman's *Jeanneau 54, Mary Ellen*, going into the event, and won the series' Jib & Main class by one point. *Mary Ellen* finished second. Finally, the BVI's Colin Rathbun, driving his *IC-24, Lime*, won the series' IC-24 class.

The big attraction of the series was the opportunity to win round-trip tickets for two to any Cape Air destination in the Caribbean in a drawing for entrants held at the conclusion of each leg of the series. In addition, two round-trip tickets on Cape Air were awarded to the first place finisher in each of the series' classes. First place boats also received foul weather gear and second and third place boats received US\$75 and \$50 gift certificates, respectively, from West Marine.
 The 2010 Cape Air CORT Series began with the St. Croix Yacht Club Hospice Regatta in February, continued through the second leg at the Puerto Rico Heineken International Regatta in March and concluded at the BVI Spring Regatta & Sailing Festival in April.
 For full results visit www.sailcort.com

Rocket Scientists to Race Around Martinique

The 31st edition of the Ariane's Cup will take place from May 17th through 25th as a race around Martinique in six legs. All Ariane's Cup participants are involved with Europe's Ariane Space Agency. The event is being held in the Caribbean for the fourth time. In 1996, the race sailed out of Pointe-à-Pitre, Guadeloupe. In 1999, a monster fleet of 92 catamarans chartered from companies in Martinique sailed for the Ariane's Cup in the waters of St. Vincent & the Grenadines. The 2005 event was held in Martinique. The latter two events were among the largest live-aboard catamaran races ever held.
 Frenchman Jean-Claude Bourgeon has been organizing the Ariane's Cup since its inception in 1979 when, during a break in intense negotiations with contractors on the Ariane launching program, many found that they had an outside-of-work interest in common — sailing, of course. Bourgeon says, "Our goal is simply that men and women working on the same project meet each other and have fun together."
 —Continued on page 45

Port Louis Marina – another great reason to visit Grenada



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

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CONTINUING ED FOR CRUISERS

by Constance Elson

Did you set out on the cruising life wishing that you had had the time and opportunity to learn about engines? Have you ever felt inadequate because you had never seen a head gasket? Do you, the green cruiser, deal with the beating iron heart that propels your boat when the sails do not, charges the batteries, heats the hot water and cools the refrigerator (on some boats) by crossing your fingers, hoping that if the beast is propitiated with clean diesel and regular oil changes, it will work forever?

Maybe this strategy of respectful ignorance will even succeed for a season or two if you start with an initially healthy diesel engine. But reality will eventually bite. Moreover the other engine central to your cruising life, the dinghy outboard, allows no such delusions. Outboards are temperamental prima donnas; they randomly decide not to start, sometimes they go on strike far from shore, and often it pleases them to induce worry by making hiccups or other irregular sounds.

A solution to cruiser ignorance and frustration exists! You can learn all about marine engines while enjoying the cruising life in tropical waters. The Caribbean Fisheries Training and Development Institute (CFTDI) in Chaguaramas, Trinidad offers courses in Outboard Engine Repair and Small Diesel Engine Repair. Each course lasts one week and costs less than US\$250. The engine repair courses are part of a larger curriculum intended to qualify young Trinidadians for responsible positions in the maritime industries that flourish in and around Trinidad. The courses range from introductory seamanship and safety training to advanced training in oil/gas/chemical tanker management, coastal navigation and a 500 GRT master's license.



Reassembled and no extra parts lying around. Will it run?

The Caribbean Fisheries Institute is allied with the Ministry of Agriculture, Land and Marine Resources. The Japan International Cooperation Agency donated the Marine Engineering Building and there are a variety of Yamaha outboard engines of various sizes available for student training, together with the specialized tools needed for complete repairs. The mechanical shop at CFTDI also fabricates parts and equipment as needed.

A course announcement made on the Chaguaramas Cruisers' Net (VHF 68, 0800 daily) as an outreach effort by Captain Ronald Wild of CFTDI inspired the author to enroll in and complete "Outboard Motor Maintenance and Repairs". The course began with a little theory (component systems of engines, two- versus four-stroke engines) and many nuggets of boat-wisdom and troubleshooting tricks (how to salvage a completely submerged engine, what to check first when the engine won't start, why it is useful to check electrical continuity at night, etcetera). It quickly progressed to hands-on disassembly and re-assembly of a complete outboard engine. There were five of us in the course: two cruisers and three young Trinidadians involved with the local marine industry. Our instructor was Rooplal Dowlat, a master mechanic with 30 years of experience and a wicked grin when he would spot a problem and wait for one of us to recognize it.

On Day Three, we began disassembling a 40-horsepower Yamaha. We used a puller to remove the flywheel (impossible to do without one) and removed all component systems one by one, with side excursions to disassemble the fuel pump, the carburetor and the thermal sensor. The head gasket made its appearance and the crankshaft and pistons were carefully lifted out of the block. We disassembled the connecting rods, removing all 28 needle bearings and then — *mirabile!* — learned the trick to replacing all the bearings and bushings. The end of Day Three saw the entire engine laid out in carefully separated pieces.

The next day we reassembled the whole thing (reconnecting the fuel and air lines around the carburetor was a particular challenge) and by the end of Day Four we had one engine on the stand with no extra pieces lying around. This was a hopeful sign. However we had to wait until Day Five, when we had disassembled and reassembled the entire lower unit (water pump and transmission), before we could lower the engine into the water tank. I was completely keyed up. Unlike any exam I had ever taken before, this was a one-question exam and there would be no partial credit: would the engine start? It did!

A small but significant fringe benefit of the course was that the tuition included lunch at the nearby Caribbean Fisheries Institute dining hall, ably run by Supervisor and Head Chef Daphne Phillip. The setting was cheerful and pleasant and the local food was dynamite!

If you will be spending a big part of hurricane season in Trinidad or will just be putting a boat back in the water after seasonal storage, consider extending your stay and signing up for one of these courses. I can attest that you will receive focused and very effective training in how a marine engine works. The non-mechanical might be interested in the short courses in fish marinades and fish salads offered by the institute. The outboard engine course is offered several times per year and the diesel course is offered when there is demand.

If you are considering taking one of these courses, contact the Training Division at cftdi@tstt.net.tt indicating your interest and your general available time. CFTDI will be responsive to your requests since its primary focus is education and training for the marine sector.



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MERIDIAN PASSAGE OF THE MOON



MAY - JUNE 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-Iolaire charts, which shows the time of the meridian passage (or zenith) of the moon for this AND next month, will help you calculate the tides.

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

May DATE	TIME	21	1846	10	1004
1	0209	22	1935	11	1101
2	0304	23	2024	12	1201 (new)
3	0357	24	2115	13	1302
4	0446	25	2207	14	1402
5	0553	26	2301	15	1459
6	0617	27	2357	16	1553
7	0658	28	0000 (full)	17	1644
8	0739	29	0052	18	1733
9	0820	30	0146	19	1822
10	0901	31	0238	20	1911
11	0945	June		21	2002
12	1032	June DATE	TIME	22	2055
13	1133	1	0326	23	0149
14	1217 (new)	2	0411	24	0244
15	1315	3	0453	25	0338
16	1414	4	0534	26	0000 (full)
17	1513	5	0615	27	0030
18	1611	6	0656	28	0119
19	1705	7	0738	29	0206
20	1757	8	0823	30	0249
		9	0911		



MAY 2010

♈ **ARIES (21 Mar - 20 Apr)**
 Got handholds? If your love life hits rough seas at this time, you will be pushed to and fro emotionally, so hang on tight!

♉ **TAURUS (21 Apr - 21 May)**
 Finish any creative boat projects you started last month. Do this before the 21st when the Sun sails into Gemini and takes inspiration with it.

♊ **GEMINI (22 May - 21 Jun)**
 As the Sun cruises into Gemini, complete any onboard jobs you'd like to finish by using this energizing aspect to full advantage.

♋ **CANCER (22 Jun - 23 Jul)**
 Minor irritations might distract you from the usual calm and serenity of the master cabin. Don't let them get to you; they're not important.

♌ **LEO (24 Jul - 23 Aug)**
 The very aspect that means headwinds for Aries and Cancer will blow romance into your sphere. Enjoy it!

♍ **VIRGO (24 Aug - 23 Sep)**
 Business, which has been languishing at anchor, will get new winds in its sails after the 17th.

♎ **LIBRA (24 Sep - 23 Oct)**
 Your love life will be in irons this month and no matter which tack you try you will meet with confused seas. Take a short solo sail until romantic aspects improve.

♏ **SCORPIO (24 Oct - 22 Nov)**
 You will find it difficult to proceed in any creative projects you attempt and crewmembers will be argumentative, which will not help your mood. Just ease your mainsheet and the way you have on will carry you through.

♐ **SAGITTARIUS (23 Nov - 21 Dec)**
 Hey, Archers — don't waste the arrows in your quiver this May; they will all be off the mark. This aspect will blow away.

♑ **CAPRICORN (22 Dec - 20 Jan)**
 Concentrate on any creative cruising leanings you feel and leave romance tied up at the dock for now.

♒ **AQUARIUS (21 Jan - 19 Feb)**
 Take time off. Leave boat projects on the hook and enjoy yourself.

♓ **PISCES (20 Feb - 20 Mar)**
 Boat business aspects are negative, so go ashore for a while and spend time with friends to get your mind off your worries.



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Crossword Solution

ACROSS	30) ROOM	14) PINT
1) HALF	32) FLAG	18) SAILS
4) ASS	33) BARROWS	19) QUARTER
6) BREAD	34) PINS	20) BOOT
7) YARD		21) HEAD
9) SAILOR		23) STAFF
10) KNIFE	DOWN	24) TREES
15) BRIM	1) HARD	25) SHORE
16) JACK	2) FROST	28) BOAT
17) UNION	3) DECK	29) BOX
20) BRITISH	5) SCREW	31) MAN
22) SQUARE	6) BIRD	
25) STAYS	8) BLOCK	
26) TAR	11) IRON	
27) ABOVE	12) CROSS	
28) BAR	13) BARREL	

BEQUIA EASTER REGATTA

Island Poets

Regatta now is over till Easter time next year.
 The weekend all in Bequia can really get in gear.
 Music playing loudly and parties every night,
 And sailing hard on every day, they've really got it right.

The winds were pretty light this time,
 But no-one could just sit and lime.
 We're trimming sails to get best speed
 To see if we can take the lead.

Local knowledge helps the best
 Their boats surge forth on every crest.
 Rawle Barrow says this is his last,
 He will be missed from next year's cast.

The organizers work so hard,
 But there was one who really starred.
 Nicola's voice was heard by all,
 To last five days was quite a call.

The fishing boats stand out quite clear,
 To Bequia men they're held so dear.
 The competition is real keen,
 No rules for them have e'er been seen!

The crews have come from far away:
 Barbados and Trinidad they say,
 From Martinique and Grenada too,
 And a fleet has sailed from Carriacou.

I will not call a list of winners,
 But I will say no rank beginners,
 Win in Bequia, they cannot,
 The competition is too hot.

We will return for more next year,
 Our crews will feast on rum and beer.
 We'll pray for rain, that's what you need,
 And Bequia? — will always take the lead.

— John Lytle

Farewell?

Barrow, Rawle Barrow, straight as an arrow
 Straight to the finishing line!
 Sixty years he has raced, with style and with grace,
 Winning most of his races each time.

Blue water calls him, "Come back, Rawle, and roam,"
 And although he has trophies in plenty,
 He answers the call of the waves and the foam,
 And never comes back with hold empty!

How many regattas? For Rawle they all mattered,
 He sailed them and he set the pace.
 He'd get a 'bad drive' from a less gracious guy,
 But he never protested a race!

Pan Am Games and Olympics he sailed in his youth,
 And then when the big yachts came in,
 He worked to build *Sweet Luv*; to tell you the truth,
 He felt a new era begin.

Then as time passed, *Sweet Luv* was outclassed,
 And Rawle got his *Petit Careme*;
 He continued his sailing, with knees that were failing,
 But he started winning again.

His heart started stumbling, a thing very humbling,
 Rawle thought that his racing was finished.
 And Rawle is no faker, but now with pacemaker,
 He's back with his skill undiminished!

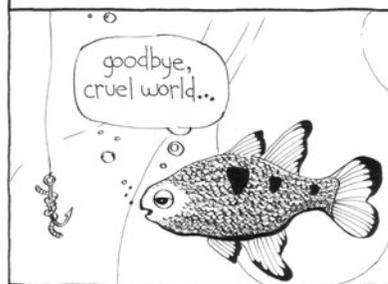
Now Barrow says, "Done! I am cruising for fun,
 "I am giving up racing for good."
 But friends seem to know there is still more to go,
 For racing is deep in his blood.

So is this farewell, Rawle? It's so hard to tell, Rawle;
 We wonder if you really mean it.
 In Bequia next year, will we see you here?
 We hope when the race starts, you'll be in it!

— Nan Hatch

FACT-OIDS

Fish have more complex brains
 than previously thought. It
 turns out that most take the bait
 out of sheer depression.

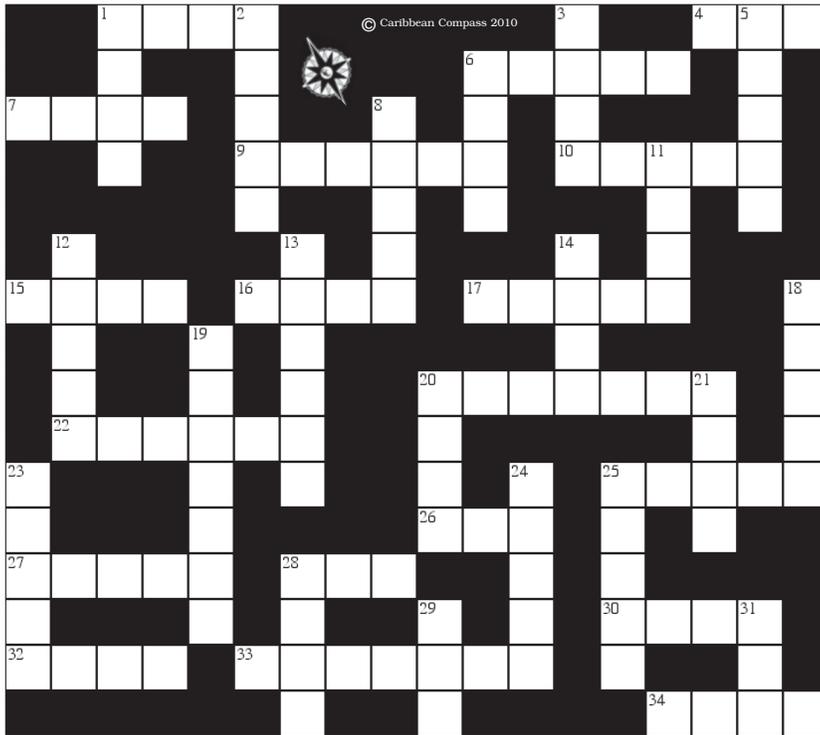


jerry-toon



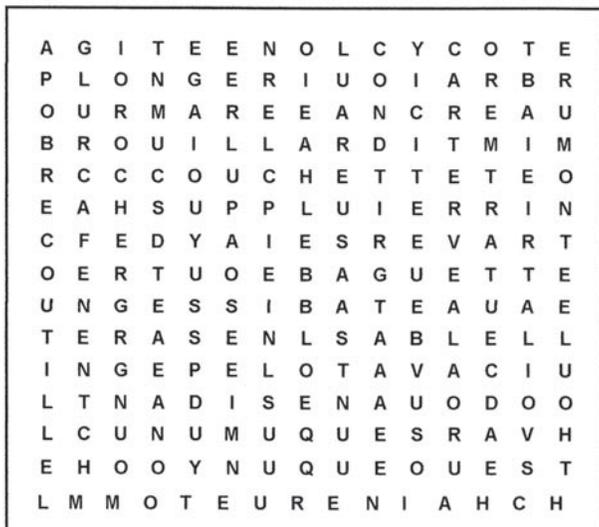
"I was going to ask you how the bug situation out there was, but I think I think I know the answer."

Compass Cruising Crossword



Ile à Vache, St. Martin, St. Barth, Guadeloupe, Les Saintes, Martinique... so many wonderful Caribbean cruising destinations speak French! Test your vocabulary with this word search puzzle by Pauline Dolinski.

FRENCH FOR CRUISERS



- | | | |
|------------|-----------|----------|
| AGITEE | DOUANES | NON |
| ANCRE | EAU | NORD |
| BAGUETTE | ECOUTILLE | NUAGE |
| BAIE | EQUIPAGE | OUEST |
| BANQUE | ESSENCE | OUI |
| BATEAU | EST | PLONGER |
| BEAUCOUP | GAS-OIL | PLUIE |
| BROUILLARD | HOULE | RAME |
| | ICI | ROCHER |
| CA VA | | RUE |
| CAFÉ | MAREE | SABLE |
| CARTE | MER | SOLEIL |
| CHAINE | MONDE | SUD |
| COTE | MONTEE | TOUT |
| COUCHETTE | MOTEUR | TRAVERSE |
| CYCLONE | MOUILLAGE | VOILA |

Word Search Puzzle solution on page 37

'JACK'

ACROSS

- 1) ____ 16 Across: song by the Dresden Dolls
- 4) 16 Across ____: fool, or canvas bag used to stop leaks
- 6) 16 Across ____: baked loaf with Monterrey cheese
- 7) 16 Across ____: club for a topsail
- 9) 'What do you do with a drunken ____?'
- 10) 16 Across ____: folding cutting tool
- 15) Full to the ____: not quite overflowing
- 16) Subject of this puzzle
- 17) ____ 16 Across: 20 Across flag
- 20) The ____ Isles are England and Ireland
- 22) A ____ sail is often actually a trapezoid
- 25) 16 Across ____: lines between two points from which something else is supported
- 26) 16 Across ____: 20 Across sailor
- 27) A topsail is ____ a mainsail
- 28) Drink 16 Across 11 Down here
- 30) Go offshore to get sea ____
- 32) Banner or burgee, for example
- 33) Single-wheeled conveyances, or Rawle and Merilee
- 34) Marks at ends of yacht race starting lines

DOWN

- 1) You might use 16 Across stands on the ____
- 2) 16 Across ____: winter window decorator
- 3) 'All hands on ____'
- 5) 16 Across ____: mechanical device for lifting or leveling heavy loads
- 6) A Whiskey 16 Across is a type of ____ also known as a Gray Jay
- 8) Chock-a-____: when two sheaves of a tackle come together
- 11) 16 Across ____: Carriacou's favorite rum
- 12) ____ 16 Across: the lowest yard on a mizzenmast
- 13) Cask
- 14) Common measure of beer or ale
- 18) 16 Across Sparrow ____ the *Black Pearl*
- 19) ____ 3 Down: space between gangway and mizzenmast
- 20) 16 Across ____: SS footwear
- 21) Marine toilet
- 23) 16 Across ____: short flagpole at vessel's stem
- 24) Trestle ____: short fore-and-aft timbers supporting cross-trees of mast
- 25) Land adjacent to body of water
- 28) A skip 16 Across is a Chesapeake Bay sail ____
- 29) 16 Across-in-the-____: pop-up toy
- 31) Every ____ 16 Across: everybody

Crossword Solution on page 30

Trevor And Ernie Escape The Blow Hole

Part 2

by Lee Kessell

In last month's Compass, we read about how two mischievous young Caribbean boys stole off to ride their bikes up the Barbados coast and sneak into the famous "Animal Flower Cave". When a sudden storm threatens, the sea cave's guide quickly herds the tourists outside and locks the door behind her. But she doesn't know about Trevor and Ernie, hiding behind in the cave...

Trevor felt just a little shudder of panic at the thought of being locked in when darkness fell. Suddenly there came the sound of a giant express train! It turned out to be a great billowing mass of white water that flooded the cave and snatched at the terrified boys. Trevor grabbed Ernie by the arm and hauled him up, higher and higher into the darkness above them. Trevor had felt before that he was cheating death, but this was the worst thing that had ever happened to him.

A great billowing mass
of white water flooded the cave
and snatched at the terrified boys...

No matter how fast he pulled Ernie up above the hungry jaws of the sea, the monster followed, biting and trying to drag them down. Spears of lightning struck the sea close by, giving the raging sea monster a demon luminescence while the thunder roared from its glaring mouth, trying to blast Trevor and Ernie to a churning sea death.

Trevor, almost out of his wits from fear, managed to hang on and the flashes of light showed him that a rocky tunnel led upwards. He heaved and hauled himself and an almost comatose Ernie ever upward and at last he realized that the sea was no longer chasing him. He pulled Ernie into a nook of rocks and they lay together, choking for air.

Trevor didn't know how long he gasped out his fright in the wormhole of the tunnel, but it couldn't have been too long because he became aware that it was an afternoon light and not the sea that gloomed down from above. He shook Ernie hard and gasped, "We're saved, Ernie. Just a bit more pushing and we'll be on top of the cliff — that's daylight up there!" He was too tired to feel any sense of triumph.

The boys struggled up, clutching at jagged rocks until Trevor broke through a tangle of thorny bushes and matted grass. When he looked about, he saw with relief that their bikes were not too far away. But getting there with sharp stones under their bare feet made them wince. They put on their flip-flops, pushed the bikes to the road and rode off.

Somehow the two boys managed to pedal their way home. The road seemed twice as long and the afternoon shadows were lengthening, but they made it just before dark. As they came through the gate, Rusty the dog barked happily, the goats in the yard sneered and Matilda the pony whinnied. Ernie's little sister, Nyna, poked her tongue out when Ernie and Trevor dragged themselves into the kitchen but Aunt Josephina just sighed, told them to go and wash, and set about getting supper.

The cousins fell into bed right after dinner that night but Ernie was so upset that he refused even to say goodnight. Trevor didn't care, he chuckled and whispered hoarsely: "That was really something Ernie, but we made it home. Boy, will I have a story to tell my friends at school!"

THE END

While this story is complete make-believe, the Animal Flower Cave is a real, popular — and quite safe — attraction in Barbados. This cave, located under the cliffs at the northern tip of Barbados, opens directly into the Atlantic Ocean and is famous for its yellow sea anemones called "animal flowers". The "flower" consists of tentacles that, in the larger variety of species, can sting and paralyze a passing fish.

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

DOLLY'S DEEP SECRETS

by Elaine Ollivierre

Coral reefs are home to lots of brightly coloured fish. Here are pictures of two of them. Colour the first one in yellow with a white belly. Colour the second one with a bright blue head, two vertical black stripes with white between, and a yellowish-green body and tail. What kind of fish are these? They are small and cigar-shaped and do not usually grow longer than 25 centimetres (10 inches).

1.



2.



Believe it or not, these are the same kind of fish! The yellow one is the young (juvenile) form of a fish which, as it grows older, changes colour and may even change sex! It's the **bluehead wrasse**, part of the *labridae* family. Labridae means 'lips' and the name refers to the wrasse's thick lips, sometimes folded inside, which cover one row of conical teeth that stick outwards at the front of the jaw. Wrasse are carnivorous and eat animal plankton and small organisms like shrimps and worms. They will also eat the eggs of other fish.

Blueheads are found on shallow reefs and travel in schools of many hundreds during the day. They hide in the reef at night. They use their pectoral fins for swimming, not their tails. The pale yellow colour of the juveniles provides some camouflage against the sandy sea floor but juveniles also hide in the tentacles of sea anemones for protection against predators. This is dangerous though, because, if the anemone stings the fish, it will die.

The wrasse with the blue head and black stripes (as in the second picture) is older and always male. A single male often lives with a group of females. If the male dies, the most senior female changes into a male to take his place in the group. This is called **protogynous hermaphroditism**.

The bluehead wrasse is a 'cleaner' fish. Larger fish congregate at locations that act as 'cleaning stations'. There, the wrasse swim into the mouths of the bigger fish and clean them by removing parasites and algae. The big fish seem to realize that the benefits obtained from the wrasse's cleaning outweigh the benefits of eating the wrasse!

If the world's coral reefs are destroyed, this tiny fish will lose its home. Make sure to conserve the marine environment.

THE SKY IN MAY

by Scott Welty

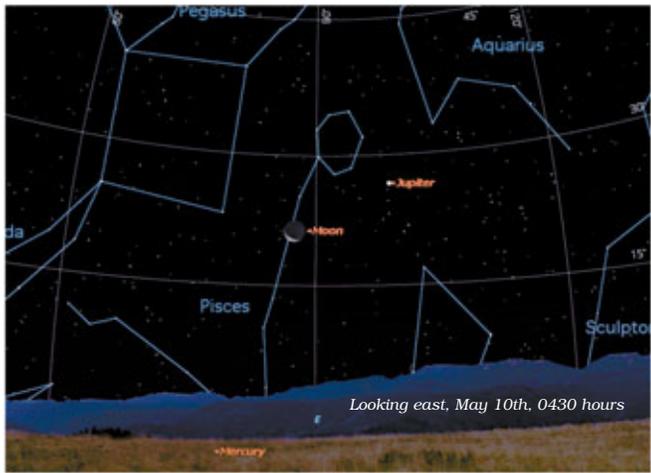
The Planets in May

- MERCURY - Up in the morning all month
- VENUS - Back as an evening "star" setting between 2000 and 2030 hours
- EARTH - In the shop for its 50,000,000,000,000,000,000,000,000,000-mile checkup
- MARS - Riding high in Cancer and setting around midnight
- JUPITER - Rising in the wee hours. Jupiter is very bright as it heads for maximum brightness in September
- SATURN - Just about straight up at first dark and setting around 0130 hours

Sky Events This Month

- 10th - Moon and Jupiter rise together ~0430 hours (see Figure 1)
- 12th - Moon and Mercury rise together (see Figure 2)
- 13th - New Moon
- 16th - Special treat! (see Figure 3)

Looking west after sunset you'll see the pretty crescent moon with brightly shining Venus right underneath it. But wait there's more! With clear sky you should be able



Looking east, May 10th, 0430 hours

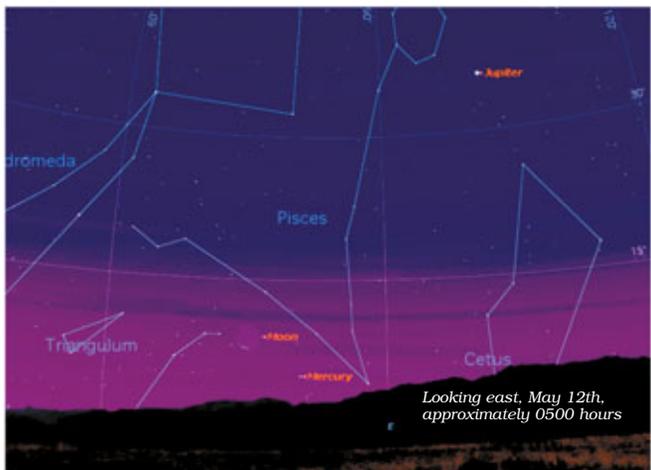
to spot a passing satellite as well! Satellite J-3 2 (zy 2B) (can you tell that the job of naming these things has been left to the scientists?) will be passing south to north (left to right) and will be just above the moon at 7:16 and 34 seconds (only that exact for Grenada but close around the Caribbean). It will be fairly bright at magnitude 2 at that time. This satellite is in a polar orbit as many are. It will rise in the south around 1911 hours and set in the north around 1920 hours. Its motion should be obvious during that time. Polar orbits are popular for weather and mapping purposes because as the satellite orbits, the earth spins underneath it allowing it to scan the entire surface of the earth over the course of several orbits.

25th - Mercury at maximum elongation (biggest angle from the sun) for the month.

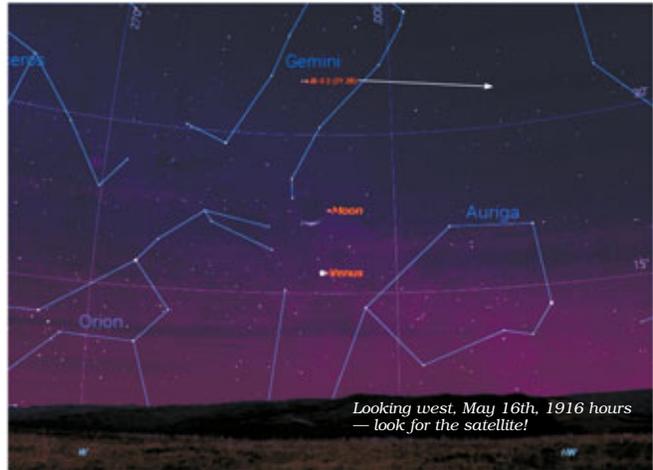
27th - Full Moon

May's Featured Star - Polaris

This is the star that nearly everyone can find (see Figure 4). As most sailors know, Polaris, or the North Star, happens to be straight above the Earth's north pole so as the earth spins the North Star stays fixed in the sky making it an easy reference for finding north. This star has several other interesting features though.



Looking east, May 12th, approximately 0500 hours



Looking west, May 16th, 1916 hours — look for the satellite!

It is only in this epoch that Polaris sits above the pole. Actually it is about 0.7° away from the pole so it only points TRUE north twice a day (May 15, 23:11:42 for one example). As the earth spins it also 'wobbles' making the axis point in a variety of directions over the course of a 25,000-year cycle. Enjoy it while you can!

A measure of the altitude of Polaris (degrees above the horizon) is a rough measure of your latitude with slight corrections for that 0.7°. For example, in Grenada Polaris appears about 12° above the horizon and Grenada is about 12° north latitude.

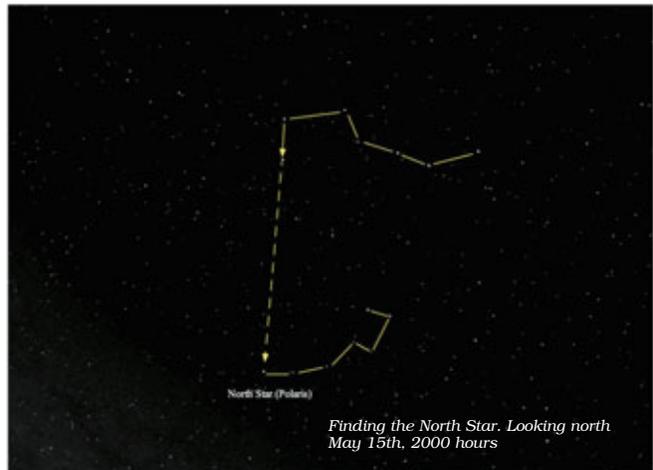
Polaris is a tertiary system. There are actually three stars orbiting each other there. The main one is the one you see while the smaller companions can only be seen with a telescope.

Polaris is also a Cepheid variable star and is much studied for that reason. Cepheid variables' brightness varies at a steady, measurable rate. This class of stars has the additional feature that the frequency of the variation is related to the ACTUAL average brightness. Stars look relatively bright or dim depending on how bright they really are combined with how far away they are. So, if you can find one of these stars, even if it's in another galaxy, and measure the frequency of variation, that will lead you to the actual brightness. Since you can fairly easily know its apparent brightness, you can then know how far away it is. This is one way we know crazy big distances like out to other galaxies.

To Contemplate While Having a Glass of Wine on Deck

Around 150 BC Aristotle built a system that "explained" the motions of the planets with a stationary earth at the center surrounded by crystalline spheres carrying the various celestial bodies that obviously revolve around us — Mercury, Venus, then the Sun, followed by Mars, Jupiter, and Saturn. Ptolemy added his own bells and whistles to this system around 300AD and then it was taught as gospel for the next 1200 years or so. Copernicus published his work showing that a Sun-centered system was much simpler and made more sense. That was in about 1540. Now here we are in 2010. A survey by Prof. Jon Miller at Northwestern University reveals that one in five Americans think the Sun revolves around the Earth. I guess that means that we're 80 percent of the way out of the Dark Ages, so that's good... assuming that the number who believe that the Earth revolves around the Sun is getting bigger and not smaller!

Scott Welty is the author of The Why Book of Sailing, Burford Books, © 2007. Visit him at www.sailing-science.com



Finding the North Star. Looking north May 15th, 2000 hours

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BY ROSS MAVIS

DARK CHOCOLATE IS BEST

It's now official. Dark chocolate is being touted as a necessary addition for any healthy diet. Isn't that a heartache! Who doesn't love chocolate? Apparently a billion people ate chocolate yesterday and today, and plan to eat it tomorrow as well. This really isn't earth-shattering news, as our Mesoamerican ancestors knew well the benefits of chocolate and consumed it in great quantities.

The amazing cacao bean was being used more than 3,000 years ago and was considered a gift from the gods by several cultures including the Mayans and Aztecs. Through the centuries, cacao has gone from its unrefined dark qualities to a cooked process called dutching invented by Dutch chemist Coenraad Van Houten. After dutching, alkaline salts were added and the result was the basis for the chocolate eaten today. Sugar and flavouring helped improve the bitter cooked flavour.

According to an 18th century religious gourmand, Madame d'Arrestrel, Mother Superior of the Convent of the Visitation at Belley, France, chocolate's flavour and consistency was improved by letting it rest overnight. A variation on this theme was followed by Aztec King Montezuma. He thought it best to consume copious quantities of chocolate before spending the night with his concubines.

Cacao trees (*Theobroma cacao*) grow throughout the Caribbean, and it's a treat for hikers to find a tree with a ripe pod to open and suck the sweetish pulp off the beans. About 80 percent of the world's finest chocolate is grown in the Caribbean islands and in nearby Latin American countries. In some islands, such as Grenada, you can still see the beans being dried in the sun, and people "dancing the cocoa" — polishing the beans with their feet!



Today we find milk chocolate being used in many confections, but the original dark chocolate is still the best for the body. A patented process of cold pressing cacao and the resulting dark chocolate gives the highest source of flavonoids, which are powerful antioxidants. These are associated with reduction in the risk of heart attacks and cancer. They also help maintain strong bones, teeth and healthy skin. The percentage of cocoa solids is critical in providing the benefits of chocolate to health. High antioxidants are now said to be one of the most important additions to our body to help fight free radicals that cause cell damage.

Regardless of the health benefits of chocolate, there are few of us who don't look to chocolate as a special treat. You never are too old to enjoy the delicious and healthy benefits from dark chocolate. It is not easily kept in warm climates and should be kept cool and out of direct sunlight. Let's face it though, seldom is it kept long because of the sensuous delight in letting chocolate melt slowly in your mouth.

The key information you should look for on any package of chocolate you wish to consume is the amount of processed sugar, corn syrup, wax and other fillers that are included. Too often consumers do themselves more harm than good in eating poor quality chocolate that is high in calories with little health benefits.

I encourage you to check out the health benefits of Xocai Healthy Chocolate. It is produced in the United States and distributed in many parts of the world by independent distributors through network marketing. The full information on this healthy dark and delicious chocolate can be found by going to my website www.chocolate-wellness.ca

All this talk about dark chocolate surely has us all salivating and wanting to eat something dark and delicious. Here is a recipe that will get you on course to healthy living by using dark chocolate.

Seafarers' Chocolate Treats
 1 1/2 Cups (375 ml) dark chocolate pieces
 1 Cup (250 ml) whole almonds, walnuts or pecans
 1 teaspoon (5 ml) coarse-ground sea salt
 Light sprinkle of cayenne pepper
 Line a baking sheet or pan with waxed paper. Melt chocolate pieces in a small glass bowl over a pan of simmering water. Carefully spoon the melted chocolate into circles roughly silver-dollar size. Place a single nut in the center of each circle and press lightly in place. Lightly grind sea salt on top of each piece and sprinkle lightly with cayenne pepper. Let harden in a cool place overnight. Enjoy this snack with coffee or tea break, or on that lonely night watch.

Marjoram is a tasty herb that enlivens many dishes. It is easy enough to grow that it will be at home in a pot in the cockpit, galley, or home garden.

Marjoram is oregano's sweet sister. Both are members of the mint family. Although these two herbs are almost interchangeable, oregano (*origanum vulgare*) has a zesty lemon-peppery flavor, while sweet marjoram (*origanum majorana*) is more delicate and fragrant. They look almost identical except fresh marjoram is usually a bright green and oregano a duller green. Wild marjoram is better known as oregano, so think of marjoram as "tame oregano".



Marjoram is native to the Mediterranean area, and was known to the Greeks and Romans, who looked on it as a symbol of happiness. It was said that if marjoram grew on a grave, the deceased would enjoy eternal bliss. Egyptians used marjoram, along with other fragrant spices, in their embalming process. To the ancient Greeks, marjoram was the herb of a happy marriage. Thought to be a favorite of the goddess of love, it was woven into wreaths that brides and grooms wore on their heads. Also according to ancient folklore, sleeping with marjoram under your pillow was supposed to promote dreams of true love.

Today, it's often used to season meats, poultry and fish. It is especially good along with other herbs in beef stew. It's a natural for cooked or raw vegetables, too. Marjoram is good on fresh tomato sandwiches, and it pairs well with eggs or cheese. A light sprinkling adds flavor to cream-based sauces or soups, especially potato soup. It works best when it's added near the end of the cooking period.

As with most herbs, fresh is best, but dried, this herb holds its lovely fragrance and flavor much better than many other dried herbs. One Tablespoon fresh equals one teaspoon dried.

Oregano and marjoram have high amounts of antioxidants, especially if used fresh. A tea brewed from marjoram leaves may help with indigestion, headache or stress. Externally, dried leaves and flowers may be applied as poultices to reduce the pain of rheumatism.

The tops and leaves of this herb are distilled to produce an essential oil. It has many components, one of which is camphor. Another component is flavonoids, which relieve insomnia, tension headaches and migraines. Marjoram is considered the most fragrant among all herbs for oils used in aromatherapy. It is also a warming and soothing massage oil for muscle aches. It fights asthma and soothes digestion. Marjoram is also used in body care products, including skin creams, lotion, body wash, and shaving gels.

Marjoram – The Herb of Happiness

When growing this herb, use the fresh flowers to make herbal vinegar.

Quick and Yummy Marjoram Pasta

- 1/4 pound of your favorite pasta
 - 2 cloves garlic, quartered
 - 3 Cups fresh broccoli, chopped small
 - 4 ounces cream cheese, softened
 - 1/2 teaspoon salt
 - 1/2 teaspoon freshly ground black pepper
 - 1 Tablespoon fresh marjoram leaves, chopped small (or one teaspoon dried)
 - 1/4 Cup grated Parmesan cheese
 - 1 firm large tomato, chopped small
- Bring a large pot of water to boil over medium heat. Add garlic and pasta. Just before the pasta is fully cooked, add the broccoli. Remove from heat and drain, keeping the pasta and broccoli in the pot. Add the cream cheese, salt, pepper and marjoram. Stir to combine all the ingredients. Top with grated cheese and chopped fresh tomato.

Easy 'Homemade' Tomato Sauce

- 1 pound leanest minced beef (or minced chicken or lamb)
- 2 cloves garlic, minced
- 1 large onion, chopped small
- 2 eight-ounce cans tomato sauce
- 1/2 Tablespoon fresh marjoram (or 1/2 teaspoon dried)
- 1 teaspoon dried oregano
- 1 teaspoon dried basil

- 1 teaspoon sugar
- Salt to taste

In a large skillet on medium heat, brown and crumble the meat. As the meat begins to produce a liquid add the garlic and onion. When the meat is fully cooked and crumbled, drain off excess liquid. Add remaining ingredients. If you are using fresh herbs, chop them just before adding. Return to heat. Bring to a boil and then simmer stirring for ten minutes. Serve over pasta or rice.

Lemon-Marjoram Roast Chicken

- 1 whole roasting chicken
 - 1 lemon, halved
 - 1 Tablespoon fresh marjoram
 - 1 teaspoon black pepper
 - 1 teaspoon salt
- Wash chicken and rub inside thoroughly with salt and pepper. Gently squeeze the juice of the halves of the lemon into the chicken's cavity. Put the lemon halves inside and add the marjoram. Put the chicken in a baking or roasting dish and cover loosely with foil. Roast at 350°F degrees for one hour. Uncover and continue to cook for 15 more minutes.

Tomato-Marjoram Chicken

- One chicken, cut into pieces
 - 3 large tomatoes, chopped (about 4 cups)
 - 1/4 Cup oil (prefer olive or canola)
 - 4 cloves of garlic, minced
 - 1/2 hot pepper, seeded and minced
 - 2 Tablespoons fresh marjoram, chopped small
 - 1 teaspoon salt
- Combine the tomatoes with the oil, garlic, minced pepper, salt, and one Tablespoon marjoram in large bowl. Place chicken in rimmed baking dish. Pour tomato mixture over chicken. Cover and bake at 450°F for 40 minutes. Uncover and continue to bake for 15 more minutes. Sprinkle with remaining Tablespoon marjoram just before serving.

For the Gardeners

Marjoram is easy to grow from seed. This herb prefers slightly moist, well-drained soil with full sun and room to spread. Its flowers run pink to purple. This herb will grow to about a foot tall and needs to be spaced about 18 inches apart from other plants in your herb garden. This plant's flavor usually peaks just before the flower buds form; then to harvest, cut the whole plant back by two-thirds its size. It can be used fresh, or dried by spreading in a cool, well-ventilated place.

Marjoram is a perennial, but to keep it from becoming woody, replant some every year. Or you can cut it back and let it re-grow.

Oregano is also a perennial that keeps growing with reasonable trimming. One way to appreciate the difference between oregano and marjoram is to have a plant of each and take a leaf and crush marjoram in your right hand while doing the same with oregano in your left. Oregano's aroma is a sharp pine smell like a commercial air freshener. Marjoram is more like a refined perfume with a clean, sprightly flavor.

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BOOK REVIEW
BY NICOLA CORNWELL

An Ordinary Family Goes from Dreamers to Doers

The Missing Centimetre by Leon Schulz, ©2010, Outworn Creed publishers, Hardback, 272 pages, 70 colour photographs, maps and boat diagrams. ISBN 978-0-9562762-0-9. £25.00

Leon Schulz is an ordinary guy. His family, wife Karolina and children, Jessica and Jonathan, are an ordinary Swedish family. In 2005 they took a year off and away from their ordinary lives and sailed across the Atlantic, round the Caribbean and back across the Atlantic again. They broke no speed records, encountered no major disasters, and did nothing of any note to challenge anything that has been done by the many boats that have beaten a similar watery path before. But for Leon, a self-confessed 'dreamer', the very fact that he and his family went from dreaming to planning then actually fulfilling the dream was in itself a most remarkable achievement, and one which opened his eyes to the importance of doing such an action in our busy contemporary lives where there always seem to be too many reasons not to deviate from the norm of an ordinary life.

Leon saw his life as a metaphoric tape measure, with each centimetre representing one year. "...I looked at our life/tape (and) saw we had reached almost 40cm. And we thought: what if we stole one year right there in the middle somewhere? We fetched the scissors and cut the tape.... We glued the two parts together. You could hardly tell the difference! It still looked pretty long to us.... The missing centimetre was lying on the table. It looked minuscule, yet it could be filled with as much experience as some whole lifetimes. If we dared!" This 'missing centimetre' becomes Leon's pragmatic justification for him and Karolina quitting their business, packing things up and taking their family on an adventure for a year.

This book chronicles that year in *Regina*, their 40-foot Hallberg Rassy, accompanied by Leon's photos from the journey and practical tips for the new cruising yachting at the end of each chapter.

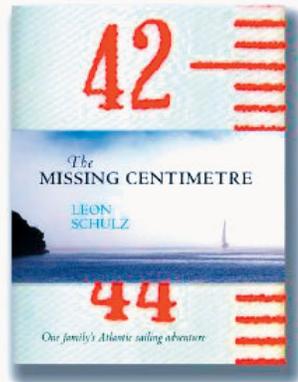
In the early part of the book Leon takes you through what they had to do practically and emotionally in order to get ready for their big trip and tries to explain why they kept it as low key as possible. "We hadn't disclosed our departure date to anyone, not even to ourselves. The reason was very simple: we just didn't know! We wanted to leave when we felt ready, neither to force ourselves nor to feel any pressure regarding a set date." Then, finally, on a rainy day in June, with no big fanfare, they dropped their mooring lines and just left, heading north.

In the beginning, Leon and Karolina had no concrete idea of where they were going to go on their cruise other than they wanted to take about a year out, live aboard their boat and have a sailing adventure with their children. In their minds they concluded that if they announced a specific destination, then too easily

it could all be interpreted as a 'fiasco' if they returned earlier than planned or took a route shorter than proclaimed. So they took it in stages, and at each stage discussed with the whole family what to do next. There was a family rule that all four had to agree on the big decisions. Stage 1 then was north to the fjords.

Stage 2 was crossing the North Sea to Scotland and then down to Ireland, and Leon's nervousness about their first big passage is palpable. "We wondered whether we were being too bold to consider crossing the North Sea at all? ...At the same time, we knew we had to do something or our trip would end here." But not long after they set off and looked apprehensively at the disappearing shoreline, some dolphins came and swam with them, and it seemed like a good omen.

By the time it came to their next big stage, crossing the notoriously fickle and potentially punishing Bay of Biscay, the family Schulz had definitely settled into life aboard and the confidence that comes with being comfortable with the environment you are in is evident. Despite the fact that they were sailing in the biggest



waves they had ever seen, the children were eating and laughing, and night watches were about stars they could see and ships they couldn't if not for the radar. A VHF conversation with another boat that had been at sea for five years left Leon with a new sense of fellowship. "The skipper of *Stella Maris* talked to me as if I were a true blue water sailor and no longer the dreamer I had been before, walking the dock-sides of our home port with a wistful smile."

In La Coruña, Spain, the family started to bond with like-minded others. They met families aboard *Sarah Grace* and *Tamarisk*. After their children had overcome their shyness and awkwardness with limited English, they played happily together while the adults shared their experiences about anything from home schooling to fixing watermakers and the like. Leon realized that discussing issues, asking questions and helping each other were an important and valuable part of cruising. "A colourful alliance binds the yachting community in a great symbiotic network." It was at this time that the notion of crossing the Atlantic started to take shape. "The longer we spent in La Coruña, the more an Atlantic crossing looked like a logical option for us." With that in mind, they continued south down the coast of Portugal and on to Madeira, even braving a brush with the tail end of Hurricane Vincent before arriving in the Canary Islands.

While some of their new friends had places booked

on the ARC, true to form, Leon and Karolina didn't want the pressure of a specific start date to make their big crossing. After getting the boat prepared and stocking up according to Karolina's many exhaustive lists in Tenerife, they decided to make their last stop before the crossing in La Gomera. After a few tense days trying to comprehend the implication of some unusual weather patterns happening and prompting from various weather experts, they plucked up their courage and headed off south.

It was a nervous start; Leon got seasick and an undiagnosed problem developed with the engine. But after a week or so, he reached a sort of Zen-like calm. "With the boat being our world and the ocean resembling an infinite universe, it sometimes felt as if we were travelling through space. Looking up into the night sky we could identify planets, like Venus, and stars, in their now easily recognisable constellations. They felt closer to us than the islands of the Caribbean. In our small universe, we couldn't see any other souls on the ocean. But thanks to the radio, we at least knew our friends were also travelling alone like small, isolated planets in the same giant universe. We may have been alone but we were not lonely." The kids (as kids generally do) easily settled into the constant sailing, and the family took great delight in fishing and making sushi. All the concerns about making such a trip turned into everyday routines involving cooking, sleeping, navigating and managing the boat. Near the end of the crossing they even started to regret the fact that they would see land soon! It proves how adaptable people are to their surroundings, however foreign initially.

Their Caribbean arrival was a combination of discovery of the charm of the islands coupled with emotional reunions with friends they had met in La Coruña. A little posse of regular family cruisers developed including their Canadian friends on *Koshlong* as they meandered their way down then up the Caribbean chain. Home schooling on the boat was regularly interspersed with snorkeling trips, island visits and regular gatherings on somebody's boat. Leon and his family by now were totally immersed in the cruising life and loving it. But as the hurricane season approached, thoughts inevitably turned to returning home. In a family meeting for the first time there was no consensus. Jonathan and Jessica wanted to stay cruising but Leon and Karolina felt an obligation to their schooling that meant they should return to Sweden — something Leon eventually ponders was maybe not the right decision.

After an emotional farewell with their friends in the British Virgin Islands they set sail for Bermuda and the trip home. This time they wanted to do the Atlantic crossing with another pair of hands. So while in Bermuda they asked Karolina's friend Tom to join them, and this time they also used the services of the legendary Herb Hilgenberg to help navigate the best track back across the Atlantic. Thanks to them and the magical close encounter with a sperm whale that swam with them for a while, the 13 days from Bermuda to the Azores was, in Leon's opinion, their most enjoyable ocean passage.

From there it was northeast to Ireland, this time up the wilder west coast, and then back to Sweden.

There is a certain childlike wonder and naiveté to Leon's writing which I can't decide is owing to English being not his first language or if that is the way he really is. As such, just occasionally, during my reading of the book, I hankered for a touch of cynicism, sarcasm and black humour that I usually find so endearing in most of my fellow sailors.

But clearly the trip has had a profound effect on him and Leon desperately wants to inspire others to make the same leap of faith as he has. To let go.

—Continued on page 45

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Dear Compass,

Regarding the item in February's "Info & Updates" about one of St. Vincent's well-known yacht burglars, Kenroy Grant, being caught, convicted for burglary and given a paltry three months in jail: Why work at an honest job for a living when you can make more money burgling from yachts with little chance of getting caught? Even if you are caught and convicted you will not receive a stiff jail sentence, but rather a rap on the knuckles.

I'd also like to comment on the letter from John Duffy of the Antigua & Barbuda Marine Trades Association: First, regarding the problem encountered by some cruisers arriving in Antigua with a dog aboard, when will he take the specific case to the department concerned and obtain an official statement of the rules so that cruisers with dogs would know exactly where they stand?

Second, I take issue with his statement regarding who in the yachting industry is after recreational drugs. The use, unfortunately, is straight across the board, from the top owners and charterers of mega-yachts right down to the poor foolish young sailor who spends his money on recreational drugs rather than on food and gear for his boat.

Third, I disagree with Mr. Duffy's "fundamental rule" that one should never put up any resistance if accosted by robbers. Agreed, if you are middle aged or older, but if young and tough — nuts! Teach the thief a lesson. Once a friend of mine was accosted by a Venezuelan with a knife, who demanded money. My friend is a former Canadian special forces man with two tours in Viet Nam. The hold-up man was given not the wallet and watch he expected, but a broken arm and two broken collarbones. My friend then hopped a taxi and commented, "It will be a long time before he tries to rob anyone again."

Finally, regarding the skipper who was killed while chasing a purse snatcher after leaving a bar/restaurant in Antigua last year: the bar concerned has been so infamous since the early 1980s as a source to buy and use recreational drugs that it has been said by some, "No need to buy grass to smoke, just go to the bar, sit there and get high!" Why did it take 25 years for the Antigua Police Department to close the bar down?

Name Withheld by Request

Dear Compass,

Much as one has to respect Don Street for his many sailing achievements and lucidity and energy in continuing to write about them, I must take issue with his indiscriminate comments about the west coast of St. Vincent.

Specifically, in a letter published in the March issue, he said that for the past 30 years he has avoided St. Vincent's west coast because it's a "trouble spot".

The trouble with such blanket criticism is that it is deeply unfair to certain places such as beautiful Cumberland Bay. Also, by being encouraged to avoid it, many cruisers who sail past will miss something rather special.

We have been taking guests aboard *Mirounga* to Cumberland Bay at least twice each season for the past nine years without any trouble or nervousness at all. It is breathtakingly beautiful, it's the springboard for the exciting hike up the Soufriere volcano, the locals are delightful and there are now two excellent restaurants.

Sure, there was a nasty attack in the 1970s, but that was more than 40 years ago for heaven's sake. More recently, I believe that a boat was robbed last October, but that was alone and out of season and my strong feeling is that *during the season* the locals in Cumberland Bay are deeply protective of their heritage and the bay is safe and self-policing. They know that their livelihood depends on preventing crime and work hard to keep it that way.

I am more in agreement with Don's criticism of the police. They are quite staggeringly ineffectual. To give

a specific example: how can it be that in the 21st century a country attempts to detect and deter crime without anything as basic as the ability to use fingerprints? Thieves coming to boats and houses leave prints, so why don't the SVG police get serious and take the trouble to get to grips with such a basic detection tool?

Richard Roxburgh
Mirounga Leonina

Cruisers,

In the March edition of *Compass* there were an article and a letter on cruiser safety while transiting the islands. Both of them made a general reference to "evasive maneuvers" in the event of an attack by pirates. Due to the speed and maneuverability of pirogues, it's likely that simple evasive maneuvers would get you shot. As the piracy problem ("red zone") seems to be spreading from Venezuela to the Trinidad-to-Grenada passage, cruisers that haul out or spend the hurricane season down in Trinidad will have to face it.

Having made the passage numerous times, I've thought about how to deal with it. To start, I would travel at night with only my running lights showing forward and few if any cabin lights on. En route, I would pay a considerable amount of attention to the radar screen, adjusting range, gain, and sensitivity up and down to pick up any small boats out there. I'd mainly be looking for intermittent blips that seemed to be headed in my direction and would be especially interested in those coming from the west.

On finding a possible threat, I'd turn off all lights until the threatening blip moved away. If it continued to close on me, I would furl my jib, start up my engines, and turn east. In the event it changed course to follow me, I'd attempt to contact North Coast Radio with my position and report that I was being chased. Then I would trail some 150 feet of old line aft, attached to a winch at one end and an empty one-gallon oil container at the other. As the threatening vessel closed on me, I would maneuver to keep it from coming alongside. Once the pirogue fouled its prop on my line, I would wait at the winch until it broached before cutting or releasing the line. Then I would turn and continue sailing toward my destination.

If I looked back, it would be out of concern for a mother ship, which would likely be a flat-roofed Venezuelan trawler. In a nocturnal confrontation with one of those, I would either try to set it on fire with a 25-mm flare gun or scare it off by attempting to ram its flimsy plywood hull. As the traditional penalty for piracy is death, I would not be particularly concerned about any bodies I left floating in my wake.

Without radar, I would make a daylight passage preferably in 20-knot winds and eight-foot seas. The conditions would be dangerous for even the larger pirogues, limiting their speed and maneuverability. I would trail the "pirogue-trolling line" throughout the passage to avoid being seen deploying it. As old hal-yards might be too visible in daylight, I'd purchase some 200 feet of black nylon braid at least a half-inch in diameter and trail it. If threatened on passage, I would start my engines and continue on course, pretending to be fat, dumb, and happy until the pirogue came close enough to become ensnared in the trailing line. Then I would maneuver back and forth in front of them until their prop fouled on the line.

Once caught, there are numerous possibilities. For example, the line could be cut loose as soon as the pirogue swapped ends and I began towing it; the engine could be ripped off the transom; or the pirogue might swamp and force me to cut the line before their transom failed.

While this may be too much for most of you, it's something to consider if you have to travel through a red zone. As Melodye of the Safety and Security Net would caution — stay safe out there.

Karl on Cochi

Dear Compass,

[Further to the article by Phil Chapman in the April issue] the Golfo de Cariaco in Venezuela is a very beautiful, quiet and still-safe place to go sailing or spend the hurricane season.

We left our boat here for three months (September to November 2009) in the anchorage in front of Medregal Village. Jean Marc, at the boatyard, was very helpful and we had a good time. The climate is very dry (no mold inside the boat), the place is very well protected and the bottom is very good holding.

But it's very quiet — cruisers are scared to go to Venezuela because of security reasons, and business owners are struggling to survive. We don't know about the nearby city of Cumaná, but inside the Golfo there are no known problems.

Beside Medregal Village, cruisers' contacts are Ewa and Sven at CocoBongo (once weekly stone-oven pizzas), and Phil and Yvonne aboard *Chaser 2*, who can be contacted via the cruisers' net, VHF channel 71. Ewa and Sven offer laundry service, and Phil and Yvonne provide WiFi in the adjacent anchorage. All of them can give advice on trips to the market, and how to get fuel or fill dive tanks.

—Continued on next page

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Read in Next Month's Compass:

Trinidad: Cruisers' 'Home from Home'
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Don't Bypass Brilliant Barbados

... and more!

—Continued from previous page

The whole Golfo offers plenty of anchorages: Laguna Chica, Laguna Grande, Medregal, Guacarapo, Muelle de Cariaco and others. From Muelle, it's easy to get to the big market in Cariaco, to Caripe and the Guacharo Cave (a must-do, closed on Mondays) with local transport. It is easy to get to Margarita from there; there is a ferry service from Carupano directly to Porlamar, and the whole trip takes only about three hours.

Clearing in and out of Venezuela is very easy in Porlamar, Isla Margarita. You can do it yourself, as everything is in one building, but it can take very long. Juan Baro from Juan Marina can also do it for you; just bring the papers.

We can just recommend going to the Golfo de Cariaco. We will be back in July or August to leave the boat there and fly home for a visit.

Christine and Hannes
S/Y Pukuri

Dear Compass,

[Further to the article "Books Brought by Boats" in the April issue] in February, through the efforts of many folks, a box of books was delivered to an indigenous school located in an area called Buena Esperanza (Hopewell), Bocas del Toro, Panama. I found out that this school, and the Peace Corps volunteer, Michelle, had started a library, so they seemed the most appropriate recipients of this box of books.

I hope I have this sequence correct, but it appears that:

1) These books were collected and donated by [www. Big-Books.org](http://www.Big-Books.org) and Ann-Wallis White Yacht Charters in Annapolis, Maryland.

2) Then, Captain Mark Drewelow's organization, Yacht Aid, facilitated the delivery, among other things.

3) Phil Wade, owner and captain of the beautiful sailing vessel *Timoneer*, along with his wonderful crew (with special thanks to Penny), agreed to transport these books and other supplies to be distributed along their travels.

4) Ultimately, at least one book ended up in the hands of each and every student at this school.

Great job everyone; your efforts were truly appreciated by both the children and the teachers. Michelle, the Peace Corps volunteer, has recently started some reading programs and teaching English to the children, so the books could not have come at a better time or to a better place.

Please keep this area in mind as recipients of school supplies of any kind! There are at least four other indigenous schools in and among these outer islands, away from the main town of Bocas on Isla Colon, and they are all in need and do appreciate anything they receive!

With sincere thanks,
Janis Buchanan

Dear Compass,

For many years, we viewed the sight of a local boat approaching, just after anchoring, with sinking shoulders. Oh no, we are going to be pushed into feeling guilty about not buying a carved turtle, T-shirt, fish, or whatever. Not to mention having to dig buried fenders out of the locker to preserve the topsides from roughly nailed-on gunwales.

Over the last two years, we've noticed quite a change. For the most part, the boat boys seem more attuned to the fact that their boats make uneasy bedfellows with yacht topsides and make a try at providing some fendering. But more than that, they seem more professional in their approach to selling their wares. Sure, you get the sales pitch, but if engaged a little in conversation, even though the final answer is "no thanks", they usually accept it in a good-natured spirit and all is well.

Some boats still come crashing into yours (ours still bears the scars), and then the vendors seem surprised that you are less than eager to see them and won't buy from them. Fortunately these happenings seem to be getting less frequent.

However, some will even go above and beyond to help. Let me give you an example.

We were on the beach at the Tobago Cays in January and I dinged back alone to *Itza Purla*, which we had left anchored in 30 feet of water, well clear of other boats. A charter boat, which had been upwind of us, was now right on our stern, leaving barely room between us to fit the dinghy. The two couples on board were looking nonplussed; their anchor chain had jumped off the gypsy and they were now hanging off the bitter end, unable to haul it in as the wind was blowing 20 knots and they couldn't motor forward as my yacht was now in the way.

I went on board their boat, got the chain back on the gypsy for them, then asked which side of us had they dragged down. "Starboard side," they said. "Fine, I'll motor off to port a bit as you pick up your anchor," I told them.

This started okay, until I could feel our chain rasping on theirs as they pulled ahead. Now they were upwind of us, pulling on both anchors, so I hopped back in the dinghy to see if I could help untangle us. The chains weren't just crossed, theirs had done a 360 around ours; I guess they didn't know port from starboard. I was scratching my head when I looked up and noticed we were now halfway across the bay, scooting

towards Petit Bateau island.

At this point, a boat boy arrived in *Free Willy*, and yelled to tie a line to their chain and give it to him, which I did. Back to *Itza Purla*, I had barely got aboard when there was a crash from forward — their stern had hit our pulpit. Casting off the snubber, I let out more chain to separate the boats a bit. By the time I had done that, *Willy* had towed both boats into shallower water so we were anchored again, and then proceeded to untangle the mess.

I inspected our pulpit and couldn't see any damage, and soon after the charter boat was freed and they shot off in the direction of Union Island, with not an apology or inquiry about possible damage to be heard. Then *Willy* came drifting by, steam coming out of his ears as he sounded off about the incompetent charter crew. I asked if they had paid him well. "No man, not even a beer!" I suggested he go after them and claim a reasonable payment for his help, which he did.

I didn't see him again that visit as we had to leave soon after, but we were back two weeks later with guests. *Willy* came by and I hailed him. Over a beer he told me he caught up with the boat and they did give him EC\$50, so that was something. Then he asked if we wanted any T-shirts, but knowing we had just arrived, offered to come back the next day. Our guests were told that he was the man to buy the shirts from, which they duly did.

So, the moral of this story is that there are times when a boat boy can be your best friend!

Charles Lamb
S/Y Itza Purla

Dear Compass,

On March 7th in Prince Rupert Bay, Dominica, the winds were out of the west at about 15 knots, gusting to 20, which created an uncomfortable swell and some difficult conditions in the anchorage. Within a short time span I observed three situations that could easily have resulted in damaged boats were it not for the quick assistance of a couple boat boys and some other cruisers.

Situation 1: The anchor of an American sailboat broke free from the bottom and the boat was rapidly approaching a Danish boat behind it. There were radio calls alerting the American boat. The American skipper managed to get his engine started and pull forward about three feet before a collision occurred. One of the boat boys had heard the radio calls and showed up as the American boat was pulling forward and offered to help them to a nearby mooring, which was accepted. Mooring fees were gladly paid.

Situation 2: An unoccupied Swedish boat was either dragging anchor or swinging dangerously close to an American boat behind it and a radio call went out for help. Two men from other yachts boarded the Swedish boat and with the assistance of a boat boy got the boat moved safely to a mooring nearby. When the Swedish skipper returned to his boat he was angry that his boat had been moved and did not offer to tip the boat boy or pay for the mooring.

Situation 3: A fairly large American sailboat approached the anchorage under a partial main. Its crew tried without success to start their engine and by the time they got to the edge of the anchorage and got the main mostly down they were being pushed downwind a bit fast. Assistance was offered by a boat boy and accepted by the American skipper. Two cruisers in dinghies also came to help. In the attempt to slow and turn the heavy sailboat, the boat boy's boat received a bit of structural damage and he lost his handheld VHF radio and his cell phone while the sailboat received a small gouge in the hull. The sailboat was successfully routed to a mooring. After the sailboat was safely moored, the skipper told the boat boy that he was upset about the scratch to his hull and would not pay for the mooring and did not offer a tip for the assistance given.

In situations where help is offered and accepted, especially when serious trouble and expensive boat repairs are avoided, some kind of appreciation should be forthcoming. The boat boys involved in the last two situations must be wondering, why get involved at all if it isn't appreciated? But the ones I know will do it anyway because they genuinely want to help.

The names of the guilty have been omitted in an attempt to keep this as civil as possible, so this is offered as food for thought.

Gary Upham
S/V Kokopelli

Dear Compass,

Just a short note to let you know that the security situation in Dominica (Portsmouth harbor) has greatly improved in the last few years. I was last here five years ago. This time around I found the area around Big Papa's restaurant to be quite safe. There are nightly patrols (about three times a night) with the new security dinghy, which would discourage any would-be thieves. There are also cheap (\$10/night) moorings, which visitors can use. Dominica is the Caribbean's "Nature Isle" and it would be a shame if outdated anecdotes of poor security discouraged sailors from visiting this jewel of an island.

Yousaf Butt
S/V Bibi Gul

—Continued on next page

—Continued from previous page

Hi, Compass Readers,

Anyone visiting St. Lucia on a sailboat must be familiar with Gregory The Fruits Man. His flag-bedecked craft is a perennial sight around Rodney



Bay, and he is one of those characters once met, ne'er forgotten. He is also one of the most photographed individuals on the island, and his photo regularly appears in sailing publications and blogs relating to Caribbean cruising. I recently came across a photo of Gregory I took in 1993 near the Pitons, and it reminded me that he originally plied his trade in Jalousie Bay near his home (he resides in Morne La Croix, that most picturesque of villages between the Pitons).

I wonder if any other sailors have early photos of this most resilient of tradesmen which they might also like to share?

Matthew Watters
S/Y Satori

Dear Compass,

In February 2010 we were spending the day on one of the spectacular deserted beaches in Saint Vincent & the Grenadines with our friends. The two men were surf casting (fishing) from the shore and we two ladies



were reading and chatting in the shade. Suddenly my husband shouted, "Come quick and help!"

What had happened? He had tripped over an extremely long fishing line stretched along underwater, had posed his rod and returned to investigate with mask and tuba. At first he thought an enormous fish had been caught, but when he tried to pull it in to shore found himself pulled out instead. H E L P.

The two men managed to haul the "fish" to shore only to find the hook was embedded in the front flipper of a gigantic turtle over three feet in length. The poor thing must have been struggling and struggling but she/he was firmly snared — deliberately or not we shall never know.

Two of us held on to her back flippers in the shallows while my husband tried to extract the hook with wire clippers, taking the greatest care not to cut her flesh. It took all our strength to stop her swimming back to deeper water. Finally, more than half an hour later, he was successful and managed to remove the hook safely with no damage to her skin. "Goodbye," we said, as she swam majestically away, we hope to live another hundred years.

A few days after this we went to the Tobago Cays Marine Park and swam with turtles, but I did not see ours as I would surely have recognized her as she had an old wound on the left of her back as seen in the photo (and she was not tagged).

Jackie Delfino
jackiedelfino@gmail.com

Dear Compass,

In late March we were having a pleasant evening while anchored in Tyrell Bay, Carriacou. We had gone to bed at about 10 o'clock. The winds were a little boisterous, gusting 25 knots or so.

At about 2:30AM I went to take a look outside on the normal anchor watch. While getting out of the berth my leg landed on something very wet and what can only be described as goopy. I flipped on the light, waking Carol. There, lying on the sheet at the foot of her side of the berth, was a squid. It had been there for some time, as it was very dead even though still damp.

In its demise it had left a very black stain of ink on all three sheets. Man, do these things smell! There we were at three in the morning, changing the sheets and using Shout on the stains so see if we could remove them. No way! Carol kept saying how she would have screamed, probably killing me with a heart attack, had it landed on her leg. Imagine, this invertebrate had squirted out of the water, through our center hatch, and expired in bed next to a lovely lady. We have had squid on deck in the morning but always little things. This one was very close to a foot long.

The next morning I started to see if I could wash out the stains. Again, nothing was touching them. Of course — Google "Squid Ink Stains". Guess what? There was the recipe, provided by a fishing boat captain. Use hydrogen peroxide and let the stain soak for a few moments, then apply Dawn dishwashing detergent and a little bit of knuckle grease and the sheets are as good as new.

After washing the sheets we hung them out in the cockpit to dry. Of course, after the driest season in our memory, it started to rain.

Now Carol won't sleep without closing the hatch.

Dave Richardson
S/Y Overstreet

Dear Compass,

Our love of the Caribbean goes back to the four years we sailed up and down the islands, and our chartering in the BVI and St. Martin.

We decided to go back to St. Martin this winter to visit an area we loved. We rented a villa so we could spend some time going back to all the places we enjoyed. We saw many changes, even the new Yacht Club, which, when we were there before, was two shipping containers with a canvas roof for a few months. I had even helped put a new canvas roof on it.

We picked up a copy of *Compass* and what a pleasant surprise when we read it — there were four articles by or about people whom we crossed paths with on *Quality Time*: Chris Doyle, Don Street, Jesse James and Melody Pompa.

We were in Trinidad when Jesse's first child was born and we went to the baby shower. No matter where we were, when we answered Melody's radio check she always said "thank you, *Quality Time!*" as she recognized our voices. From our years sailing, we have lasting friends from all over the world that we still keep in touch with. We went to England a few years ago and Roger and Pam Tomlinson of *S/V Matin D'Or* had us to their home for dinner.

We always looked forward to reading the *Compass* when we were sailing, and now it brings back so many mem-

ories. Thanks again.

Jerry and Lil Stromberg
(S/V Quality Time 1999-2003)

Dear Compass,

I am an artist in Grenada, looking for donations of used sails to create a large-scale artwork project with school kids over the summer vacation. The intention is to have students paint scenes on the sails and then wrap the national stadium in the canvases, creating Grenada's largest outdoor art gallery — like Christo and Jeanne Claude's work.

Anyone who can donate used sails and get them to Grenada by mid-June, please e-mail me at artstung@gmail.com.

Suelin Low Chew Tung
Grenada

Dear Compass Readers,

We want to hear from YOU!

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

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Letter of the Month

Dear Compass,

As a follow-up to Don Street's reply in the March issue of *Compass* regarding passages south from the US Coast to the Caribbean, I would like to comment as follows.

First, we all need to congratulate Don Street for he was recently chosen by *SAIL* magazine as a MOST INFLUENTIAL SAILOR who has affected recreational boating over the last 40 years. His award is clearly earned. What Don has forgotten as a sailor, most of us will never even learn, notwithstanding that he appears to have forgotten the largest part of the Caribbean and the largest islands in it as well. He says that there is an old saying that "gentlemen do not beat to windward", to which his wife Trish replies that she obviously "did not marry a gentleman". I tend to agree with Trish, not because of any desire to denigrate Don, but rather to praise him for being the great sailor that he is. However, sailors *do sail to windward* when they have to and when they so choose. Sailing to windward is a fact of sailing life and knowing how to do it well is an advantage.

Don's original article was entitled "Sailing South from the US East Coast to the Caribbean". My complaint was not that Don did not mention the Dominican Republic, but that the article was mistitled. It should have been entitled, "Sailing from the US East Coast to the Eastern Caribbean". Don Street references the Caribbean as roughly defined from the Virgin Islands to Grenada. In reading Don's response, he points out that distance is a factor in routing. That contrary to Bruce Van Sant's concept of a thornless path heading south, Don points out that the thornless path may very well be 2,000 miles compared to 1,100 miles via Don's recommended offshore route. This is certainly true.

However, many sailors do not want to travel offshore when heading south for a variety of reasons, including such mundane ones as trying to avoid divorce. Don's route requires an offshore passage: a significant offshore passage. If one likes offshore passages then Don's route is the one for you, provided that you want to go to the Virgin Islands.

If you do not want to make an offshore passage, then Bruce Van Sant's book, *Passages South/The Thornless Path to Windward* makes a great deal of sense, which explains why it has been such a Bible for so many southbound sailors. While the passage is longer, and the going is counter to the wind, the hops in the passage may be more appealing to many sailors. Bruce Van Sant definitely demonstrates his knowledge in working through the tradewinds rather than fighting them. From a sheer count, the number of sailors who come south via the Thornless path each year clearly outnumber the offshore group by a significant percentage.

In no way am I arguing that one route is better than the other; only that different people choose different approaches to sailing and no one approach is better than another. It depends on what one's objectives are.

Don's biases are clear when he says you can visit the Dominican Republic, after you have arrived in the Virgins and from there, made a straight shot for Grenada. Why go to Grenada if you want to cruise to the Dominican Republic? He says that you cruise up the island chain from Grenada and that when you reach western Puerto Rico "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." Why miss the Dominican Republic and Caribbean Islands in the northern part of the Caribbean simply because you are heading to the northeast coast of the States?

For example, what if one wanted to visit the Dominican Republic, the ABC islands, Jamaica and Colombia? In fact, if one were headed south from the States and decided to cruise the Dominican Republic, the ABC islands, Jamaica and Colombia, why would one go to Grenada first and then head back? It is not that I favor the Northwestern Caribbean over the Southeastern Caribbean but

rather that I believe we need to get past the idea that all cruising boats headed south from the USA need to commence in Beaufort/Moorhead and conclude in Grenada via the Virgin Islands. That is one route from the USA to the Eastern Caribbean. Jimmy Cornell's *World Cruising Routes* clearly indicates that there are many routes to the Caribbean, depending on what part of the Caribbean you want to visit.

Cuba has a 745-mile coastline and more than 11,000,000 inhabitants. The Dominican Republic has a coastline of nearly 800 miles and a population of more than 9,000,000. Either country could easily hold every other island in the Caribbean and have space left over. When we speak of visiting Caribbean islands and cultures, we must take into account that the word island includes Cuba, which is immense, as well as Grenada, which is relatively small. Clearly the size of an island is not the litmus test for what you will find, but it suggests that with coastlines approximating 800 miles, they should not be overlooked either. Moreover most of these coastlines are completely virgin and uncrowded. It is what the Southeastern Caribbean was when Don first arrived there so many years ago. It was innocent, uncrowded and beautiful (I have a Caribbean soul that I can barely control).

There are many routes to the Caribbean, depending on what part of the Caribbean you want to visit — the best way is the way that you believe suits your boat and your crew

Things change, and it is time for the cruising community to try something new when "going to the Caribbean". Aside from the Dominican Republic, Colombia is now a safe and truly wonderful place to visit. The north coast of Jamaica leaves one breathless. The islands of Honduras are extraordinary. The Rio Dulce in Guatemala is a trip back in time. And one day in the not too far future, even US citizens will be able to stop in Cuba legally.

Turn to the map on page 4 of this issue of *Compass*, and take a look at the size of the Caribbean — the *entire* Caribbean. One could easily leave the US and head southeast until the "butter melts" and take a heading for the Windward Passage between Cuba and Haiti. In prevailing conditions there is no beating on that route. Once through the Windward Passage, one has a number of choices as to where to cruise that includes Jamaica, Cuba, Mexico, the Cayman Islands, the islands of Honduras, Guatemala, Colombia, the ABC Islands and the Dominican Republic. In fact one could literally tack back and forth across the Caribbean Sea using the easterly trades to their advantage. Page 132 of *World Cruising Routes, Sixth Edition* clearly demonstrates the possibilities.

The point is that consideration needs not to be given to the shortest route or to the "thornless" route but to the route that best suits the type of sailor and the cruise he has in mind. No one way is best just because one sailor says so, albeit that he is well noted and very experienced. The best way is the way that you believe suits your boat and your crew. I have always used *World Cruising Routes* when planning my trips, because it contains a wealth of "old salt" information on best routes for sailing ships. In the final analysis however, my best route is most often determined by the amount of time I have, who is aboard and what frame of mind I am in and where I would like to visit.

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Frank Virgintino, Author
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Ports Rot Ships and Crew

by Andy Pell

Having left *Tixi Lixi* for an unplanned 16 months, we were pleased to return to find a reasonably clean ship. The time away, however, had eroded our confidence — Lorna and I slipped around the south coast of Grenada to the Lagoon and Grenada Yacht Club. Docking was fine after the long break from boathandling, my sweaty palms aside. It was then that the old saying "ports rot ships and crew" came back to me and I started thinking about various friends whose yachting is done in marinas.

There is surely a degree of comfort in having your own landline, cable TV and sufficient power for icemaker, rotisserie and vacuum cleaner. Being within hailing distance of gift shops and ice-cream parlours may be your thing. But this year, with the economy flat and many folks staying away, there is still plenty of room in the Caribbean for all who wish to sail. Indeed the bay I am now overlooking is as empty as during the low season.

*There is still plenty of room in the Caribbean
for all who wish to sail*

When you can ask after your dock neighbours' children and grandchildren by name; when you know what each and every dish will be at the next "pot luck"; when you start to receive birthday cards from the cleaners and dock guys, surely it is time to move?

Some of our port-bound friends are in countries where they are unwelcome. Thieves and gun-toting criminals really do exist in a number of Caribbean states — a quick look at the local press or the excellent Caribbean Safety and Security Net would confirm this. Why live in a compound with guards and barbed wire, with only occasional visitation rights offered by "sainted" maxi-taxi bus drivers and tour organizers? What freedom do you really have, other than from property taxes or cold and damp weather? What have you done that would cause you to cede your right to go out unescorted?

If your main concern is really for the country you have chosen as your winter mooring, perhaps change will only come when you move your wallet from its grasp. The yachting industry is, despite the rapid draining of our bank balances, relatively small. We have little economic or any other form of influence in the countries we visit, which is a little sad given our employing, directly or indirectly, many local people. Even if only a minority of the local population is interested in mugging you or your spouse, how much loyalty should you owe anyway?

If the part of "port rot" that is affecting you is a loss of confidence in your own ability, sail in a fleet of buddy boats, or fly in that annoying relative who is an ace round-the-world type.

So, shake out the mothballs from your sails, take the cellophane off your anchor, dust the chain, scrape the ecosystem from your hull, buy a selection of courtesy flags and SAIL, because you have nothing to lose but your made-to-measure, colour-coded dock lines!

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CALENDAR

MAY

- 1 Labour Day. Public Holiday in Anguilla, Barbados, Belize, Grenada, Montserrat, St. Vincent & the Grenadines and St. Lucia
- 1 - 3 St. Lucia J/24 Open Championship. St. Lucia Yacht Club (SLYC), (758) 452-8350, secretary@stluciayachtclub.com, www.stluciayachtclub.com
- 2 The Atlantic Cup, Tortola to Bermuda, starts. www.carib1500.com
- 3 - 17 Classic Rum Cruise, Antigua to St. Lucia. www.classicrumcruise.com
- 6 ARC Europe Rally, Tortola to Europe, starts. www.worldcruising.com
- 6 - 9 St. Lucia Jazz Festival. www.stluciazazz.org
- 7 - 9 Anguilla Sailing Festival. www.anguillaregatta.com
- 13 - 15 Combat de Coques, Martinique. Club Nautique du Marin (CNM). tel (596) 74 92 48, fax (596) 74 62 02, club-nautique-du-marin@wanadoo.fr, www.clubnautiquedumarin.com
- 13 Ascension Day. Public holiday in some French and Dutch Islands
- 15 - 16 Captain Oliver's Regatta, St. Maarten. www.coyc-sxm.com
- 17 - 25 Ariane's Cup Race, Martinique. www.arianescup.net
- 20 - 23 Mount Gay Regatta, Barbados. www.sailbarbados.com
- 20 - 24 Canouan Regatta. Canouan Sailing Club, tel (784) 458-8197
- 21 - 24 Marie-Galante Music Festival. www.terredebues.com
- 22 - 24 Cross Channel Race, Martinique to St. Lucia. Yacht Club de la Martinique (YCM), tel (596) 63 26 76, fax (596) 63 94 48, ycmq@wanadoo.fr
- 22 - 24 Green Island Weekend, Antigua. Antigua Yacht Club (AYC), (268) 460-1799, yachtclub@candw.ag, www.antiguayachtclub.com
- 24 Whit Monday. Public holiday in many places
- 24 - 29 Ernest Hemingway International Billfish Tournament, Havana, Cuba. yachtclub@cni.hmh.cyt.cu
- 24 - 31 BVI Music Festival. www.bvimusicfest.net
- 27 FULL MOON
- 28 - 30 Foxy's Wooden Boat Regatta, Jost Van Dyke, BVI. West End Yacht Club (WEYC), Tortola, BVI, (284) 496-8685, mvh@surfbvi.com, www.weyc.net
- 28 - 30 Puerto Rico Vela Cup. www.puertoricovelaclub.com
- 30 Anguilla Day; Public holiday in Anguilla. Indian Arrival Day; Public holiday in Trinidad & Tobago

JUNE

- 3 Corpus Christi. Public holiday in many places
- 5 World Environment Day
- 5 - 6 Barbados International J/24 Open Championship
- 12 St. Lucia Optimist and Laser Championship. SLYC
- 12 Sovereign's Birthday. Public holiday in the BVI
- 12 - 13 Caribbean Laser Championship, St. Maarten. St. Maarten Yacht Club (SMYC), tel (599) 544-2075, fax (599) 544-2091, info@smyc.com, www.smyc.com
- 13 - 20 20th Annual Jamaica Ocho Rios International Jazz Festival. www.jamaicaculture.org/jazz
- 19 - 20 Scotiabank International Optimist Regatta, St Thomas, USVI. St. Thomas Yacht Club (STYC), tel (340) 775-6320, fax (340) 775-3600, info@styc.net, www.styc.net
- 19 Labour Day. Public holiday in Trinidad & Tobago
- 19 - 20 The Saintes Regatta. Cercle Sportif Bas du Fort, www.csbf-guadeloupe.com
- 20 - 26 Errol Flynn Days, Jamaica. www.errolflynnmarina.com
- 21 Summer Solstice
- 21 Fête de la Musique, Martinique. Free concerts, street events in Fort-de-France
- 24 - 26 14th Annual St. Kitts Music Festival. www.nevisblog.com/st-kitts-music-festival
- 26 FULL MOON
- 26 - 4 July HIHO Windsurfing Week, BVI. www.go-hiho.com
- 29 Fisherman's Birthday (St. Peter's Day). Boat and dinghy races in many fishing communities
- 30 - 4 July International One Metre Championship 2010 (radio controlled sailing). Barbados. www.sailbarbados.com

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

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C R I B B E A N
COMPASS

—Continued from page 36 Book Review

To reassure that it will all be okay if you just take that first step. So I can't fault his intentions.

"The actual decision to go cruising had been the single most difficult part of our cruising adventure. Why? We had been afraid of change of course. We were doubtful how much our children would enjoy it. We didn't want to leave family and friends. We were worried about our financial situation. And our plans were questioned by others.

"Knowing how easy it is to switch — in both directions — gives us a sense of freedom that is now one of our biggest sources of happiness. We can look at our current shore life with all its possibilities and luxuries as an opportunity. But we know that, should we, once again, wish to find a life beyond roads, shopping malls and dishwashers, the decision to go will not be difficult."

For Caribbean cruisers of similar composition to Leon and his family, the book will invoke similar fond memories of your experiences. A bit like those conversations you have with strangers at a bar who have also arrived in a dinghy. You know, the ones who end up as new friends with common interests by the end of the evening.

The practical chapter-ending tips are probably not so relevant for cruisers already on the water, but are good for those thinking about going. The photos are not as illustrative as the prose, but that doesn't really impact the enjoyment of the book, as the words are what matter.

But if you don't buy it for yourself and you know some people teetering on the edge of doing something similar, give this book to them and turn them from dreamers to doers. Or better still, buy it for the friends at home who pose those hard-to-answer questions of why you are doing what you are doing. Leon explains it better than anyone I know.

This book is available at www.outworncreed.com
Nicola Cornwell is cruising the Caribbean aboard the yacht Pandora, www.yacht-pandora.com



REMEMBER

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—Continued from page 28 Regatta News

The 2010 edition expects some 700 people aboard 80 catamarans ranging from 38 to 48 feet. Boats will be chartered from Autremer Concept, Corail Caraïbes, Liberty Sea, Mermier Location, Punch Croisiers, Regis Guillemot, Sparkling Charter, Star Voyages, Vent Portant Kiriacouls and VPM.
For more information visit www.arianescup.net

3rd Heineken Regatta Curaçao Set for November
Bram Reukers reports: The third edition of the Heineken Regatta Curaçao will be held November



12th through 14th. After two successful editions the organization of the Heineken Regatta Curaçao is confident that the 2010 edition will be even more spectacular. Not only did the interest of sailors and boatowners triple last year, but also the event on shore has become a more attractive, entertaining and premium program. This regatta is full of fun for all ages. What makes this regatta 'Real Different'?

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Annabay, right in the heart of Willemstad, the historic city center of Curaçao and a UNESCO World Heritage Site.

- It's the only regatta that can be watched so closely from shore. It's almost as if you are in it!
 - The Heineken Regatta Village, where you can enjoy food, have a drink, see the races and get all the results.
 - At night, the village will be transformed into a premium concert area with performances of international artists.
- This year the organization has added the Van Olt Commodore's Cup on Friday, November 12th — an extra day for the Racing Spinnaker Class with back-to-back race starts and finishes out at sea in front of Willemstad. The rest of the weekend the battle is on

for the main prize of the Heineken Regatta Curaçao, the prestigious Nibanc Cup.

So get ready for the opening regatta of the 2011 sailing season: the Heineken Regatta Curaçao. Spectacular races, premium entertainment, international artists, the Heineken Regatta Village, all in one weekend! Don't have your own boat? Charter boats are available.

For more information see ad on page 16.

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Budget Marine	Sint Maarten	2	El Golfo de Cariaco	Venezuela	MP	Marina Zar-Par	Dominican Rep	17	Turbulence Sails	Grenada	MP
Budget Marine	Sint Maarten	MP	Electropics	Trinidad	MP	McIntyre Bros. Ltd	Grenada	39	Tyrrel Bay Yacht Haulout	Carriacou	18
BVI Yacht Sales	Tortola	42	Fernando's Hideaway	Bequia	MP	Mid Atlantic Yacht Services	Azores	MP	Vemasca	Venezuela	22
Camper & Nicholsons	Grenada	28	Food Fair	Grenada	37	Navimca	Venezuela	25	Virgin Gorda Yacht Harbour	Virgin Gorda	27
Caraibe Greement	Martinique	12	Grenada Marine	Grenada	8	Northern Lights Generators	Tortola	5	Voiles Assistance	Martinique	MP
Caraibe Greement	Martinique	MP	Grenadines Sails	Bequia	19	Ocean World Marina	Dominican Rep	24	Wallace & Co	Bequia	MP
Caraibe Yachts	Guadeloupe	39	GRPro-Clean	Martinique	MP	Perkins Engines	Tortola	15	Wallillabou Anchorage	St. Vincent	29
Caribbean Marine Electrical	Trinidad	MP	Heineken Regatta	Curaçao	16	Petit St. Vincent	PSV	32	West Indies Regatta	St. Barth	17
Caribbean Propellers Ltd.	Trinidad	MP	Horizon Yacht Charters	Grenada	23	Porthole Restaurant	Bequia	MP	WIND	Martinique	MP
Carriacou Silver Diving	Carriacou	MP	International School	St. Lucia	34	Power Boats	Trinidad	MP	Woodstock Boatbuilders	Antigua	10
CIRExpress	St. Maarten	MP	lolaire Enterprises	UK	38	Renaissance Marina	Aruba	7	Xanadu Marine	Venezuela	22
Clippers Ship	Martinique	MP	Island Dreams	Grenada	26	Rodney Bay Marina	St. Lucia	11			
Cooper Marine	USA	41	Island Water World	Sint Maarten	48	Santa Barbara Resorts	Curaçao	6			
Curaçao Marine	Curaçao	9	Johnson Hardware	St. Lucia	20	Sea Services	Martinique	21			
Dockwise Yacht Transport	Martinique	13	Jones Maritime	St. Croix	38	Spice Island Marine	Grenada	47			

CW = Caribbean wide
MP = Market Place pages 43 to 45



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